

Jenny Poxon  
Head of Planning Delivery and Conformity  
01924 331601  
jenny.poxon@yhassembly.gov.uk

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Pete Ashcroft  
Spatial Planning Manager  
Corporate Policy and Strategy  
County Hall  
Beverley  
East Riding of Yorkshire  
HU17 9BA

Dear Pete

### **East Riding Transport Document: Issues and Options Consultation**

The Yorkshire and Humber Assembly welcomes the opportunity to comment on the East Riding Transport Document: Issues and Options and to continue its involvement in the development of a coherent spatial planning framework for the region. The comments offered in this letter are intended to be within the spirit of continued and productive joint working.

At this stage, the Assembly's response to the consultation document is a set of officer comments. The aim is to highlight where issues related to general conformity with the Regional Spatial Strategy (that includes the Regional Transport Strategy) may arise. We will offer further comments at the Preferred Options stage if necessary. When the Transport Document is submitted to the Secretary of State a formal Assembly view on its general conformity with the Regional Spatial Strategy will need to be given.

The following officer comments are made in relation to the existing Regional Spatial Strategy for the Yorkshire & the Humber (based on a selective review of RPG12 issued in December 2004) and the Draft Regional Spatial Strategy – the Yorkshire and Humber Plan (submitted to the Secretary of State in December 2005).

The comments place emphasis on the draft Regional Spatial Strategy (RSS), which reinforces and develops the general thrust of existing RSS; furthermore it is more up to date and has significant 'weight' in its own right. Prior to adoption (expected late 2007), the weight attached to the draft RSS will increase once the Panel's Report is received (expected early 2007) and also when proposed changes are published (expected Summer 2007).

## **Regional Spatial Strategy**

As you know, the Planning and Compulsory Purchase Act 2004 introduced mechanisms to help ensure that DPDs drawn up by local authorities as part of the Local Development Framework are in general conformity with the Regional Spatial Strategy (RSS). The intention is to ensure that DPDs are contributing to the delivery of the RSS and that the two strands of the Development Plan for an area (the RSS and DPDs) are mutually supportive and not in conflict.

The Assembly welcomes the brief statement of the 'general need' for conformity between the RSS and DPDs documents that is set out at the start of the document, which demonstrates the need for a strong link between the LDF and the RSS. However, it is felt that this could generally be further explained and expanded upon. Also welcomed are the references made to the draft RSS throughout the document.

In order for the Transport Document to more clearly reflect the Regional Spatial Strategy set out in both current RSS (December 2004) and the draft RSS (Yorkshire and Humber Plan – December 2005), it is suggested that the following issues should be taken into account in the next stages of the Document's development.

## **Overall Comments**

The Assembly welcomes the helpful reference to the overall East Riding Settlement Hierarchy as set out in the Joint Structure Plan in the introduction of the document, which sets out where new development will be directed in East Riding. The intention is to direct most new development to DS1 to DS3 settlements so that employment and housing are brought together, reducing the need to travel and therefore making better use of existing public transport services and encouraging more walking and cycling. The Assembly welcomes this approach as it clearly reflects the overarching spatial vision of the current and draft RSS.

Proposed Policy TDPD 3 is welcomed as it encourages reducing travel demand and encourages a modal shift to more sustainable modes of transport.

## **Freight distribution**

We are encouraged to see that the Transport Document has developed an integrated freight distribution system, which encourage the most efficient and effective use of all modes of transport through proposed Policy TDPD 2. The Assembly welcomes the strong emphasis that has been placed on the use of carrying freight by rail, multi nodal links and the use of the Humber Estuary.

## **Car parking standards**

It is encouraging to see Table 6.1, which highlights the proposed maximum car parking standards for non-residential development in the East Riding, this conforms with Table 7.3 of current RSS and Table 16.5 of the draft RSS - Maximum Parking Standards.

## **Rural Transport**

It is perhaps surprising that there is little reference or mention of rural transport policies. Policy T8 of draft RSS builds on current RSS and states that the Region should ensure that transport contributes to addressing the economic and social problems in rural and coastal

areas reflecting geographical isolation and remoteness of Local Service Centres and other rural communities from Regional Centres and the strategic transport networks as well as population sparsity and dispersal.

### **Public Transport**

The Assembly feels that there is a need for a greater emphasis to be placed on public transport, as reducing car use is a key theme of current and draft RSS. This is explored further in policies T2 and T3 of current RSS and YH8 C, T1, and T3 of draft RSS.

### **Individual schemes**

It should be noted that individual transport schemes are not set out in the current or draft RSS so no comment on these is offered. The DPD should ensure that all schemes help to deliver the Transport Investment and Management Priorities (that are based on a thematic approach in draft RSS).

I hope that these comments are helpful to you. Please do not hesitate to get in touch if anything is not clear. We look forward to working with you as you continue to prepare your Development Plan Document.

Regards

A handwritten signature in blue ink, appearing to read 'Jenny Poxon', is positioned above the typed name and title.

Jenny Poxon  
Head of Planning Delivery and Conformity