

Appendix 4 – Scope of Phase Transport Reports and Reserved Matters Transport Reports

A1 Introduction

The Transport Assessment (TA), which has been prepared to support the BXC application, assesses the transport impacts at the completion date of 2026, although an intermediate analysis at the end of the Primary Development Package (PDP) has also been provided. A Framework Travel Plan (FTP) is submitted alongside the TA, which sets out a framework for the submission of travel plans at a detailed design stage, which will influence the future operation of individual parcels of the development.

Given the large physical scale of the development and the anticipated timescale for its implementation, a tiered approach to transport assessment is proposed, as follows:-

1. The grant of outline planning consent will contain a series of conditions and obligations regulating the performance of the development within a clear set of parameters and controls. The outline planning consent will establish, in principle, the acceptability of the development in transport terms and will contain the obligations which define the commitments to the mitigation of its transport effects;
2. The BXC development is divided into 7 indicative phases, which are shown on Parameter Plan 029. Prior to the submission of reserved matters applications within any phase, the outline planning permission will require the applicants to submit for approval proposals for the general location of key roads and pedestrians/cycle routes, public realm and principal open spaces within each phase. To accompany each submission, the applicants will be required to produce a Phased Transport Report;
3. The detail of development (including buildings and transport infrastructure) will need to be the subject of Reserved Matters Applications (RMAs). Each substantive RMA (defined for these purposes as a RMA which either brings forward specific transport infrastructure or which proposes more than 20,000 sqm of built floorspace) will need to be accompanied by a Reserved Matters Transport Report (RMTR).

This appendix describes the scope of the PTRs and the RMTRs.

A2 Phase Transport Reports (PTRs)

A PTR will be required to support each submission for the phased development of BXC required by section 6 of the RDSF. Essentially, these are Transport Masterplans for each phase. Each PTR should set out and address the transport issues relating to the proposed phase of development, having regard to the principles established in the outline planning permission and recognising that the detailed design of transport infrastructure is a matter that will be addressed in subsequent reserved matters applications.

The purpose of the phase submission required by Section 6 of the RDSF is to establish a coherent framework within which the development of the phase can be rolled out. Where appropriate, a degree of flexibility will need to be retained at the

phase stage in recognition of the fact that detailed proposals for subsequent building plots will need to be able to respond to the precise requirements of market and occupier demand. Nevertheless, it is important to establish at the phase stage the necessary principles which ensure that the phase can be developed acceptably and consistent with the parameters and specifications set out in the RDSF.

Against this background, the PTR will be required to address the following headings.

A2.1 Study Area

The applicant shall establish a Study Area which is relevant to the PTR. In addition to the area of the phase itself, this Study Area shall represent a zone of influence within which it is necessary to understand transport infrastructure, transport connections and transport conditions in order to make rational judgements about transport proposals for the phase itself.

The study Area may be larger than the BXC application site itself where necessary but, in drawing up the boundary, it should be recognised that :-

- The gateway junctions have already been designed and approved in detail as part of the BXC planning permission;
- The applicants monitoring commitment extends only to monitoring trips with an origin or destination within the BXC development; and
- Appropriate corridors are the subject of separate studies.

The Study Area will be agreed with the highway authorities prior to the submission of the Phased Transport Report.

A2.2 Existing Conditions

The applicant shall provide a full description of:

- existing site information – describing the current physical infrastructure and characteristics of the phase and its defined Study Area
- baseline transport data – background transport data and current transport infrastructure details within the Study Area;

This information should be accurately established to understand the context of the phase proposal. The description should include as a minimum:

A2.3 Existing site information

- a site location plan that shows the proposed phase in relation to the surrounding area and transport system;
- the permitted and existing use of the Study Area;
- whether the location of the phase is within or near a designated Air Quality Management Area (AQMA);

A2.3 Baseline transport data

- a qualitative description of the travel characteristics of the Study Area, including pedestrian and cyclist facilities;

- any relevant quantitative data obtained from monitoring undertaken to date;
- existing public transport provision, including provision/frequency of services, capacity, location of bus stops/train stations, park-and-ride facilities;
- a description and functional classification of the highway network in the Study Area;
- an analysis of the injury accident records on the public highway in the Study Area for the most recent three-year period, or five-year period if the area has been identified as within a high accident area
- the PTAL characteristics of the study area.

A2.4 Proposed Development

The PTR should provide a full description of the proposals for the phase in so far as they are known at the time of the PRT including, as a minimum (but where necessary identifying limits of deviation)

- plans and drawings showing the proposed phase layout, particularly the general location of primary and secondary roads and pedestrian and cycle routes as well as principal open spaces across the phase – the layout will need to be consistent with the Parameter Plans;
- the proposed distribution of land uses across the phase;
- the scale of development, such as numbers of residential units and/or gross floor area (GFA), subdivided by land use where appropriate;
- a masterplan layout of the proposed phase;
- the person-trip generation of the proposed phase development and the forecast distribution of trips across modes;
- a qualitative and quantitative description (based on recent site observations) of the principal travel characteristics of the proposed development, including pedestrian and cyclist facilities/movements;
- proposed improvements to phase accessibility via sustainable modes of travel, such as provision/enhancement of footpath and cycle path linkages, public transport improvements and servicing arrangements where appropriate;
- proposed parking ratios and number by land use for the phase, including where appropriate, proposed ratios for residential parking;
- the principal requirements of site construction for the phase, including the requirements of abnormal loads in the construction, use and decommissioning the present development;
- an assessment and justification of the scale and extent of the transport infrastructure proposed for the phase having regard to the scale of trips forecast to be generated by the BXC development;
- a proposed cycle/pedestrian strategy for the phase;

- a strategy for the phased introduction of transport infrastructure to the phase/consistent with the RDSF;
- a strategy for any demand management measures or transport mitigation measures proposed for the phase consistent with the BXC planning permission.
- Public transport improvements relevant to that phase;
- Phase related measures from the Framework Servicing and Delivery Strategy;
- a commentary on how the transport characteristics forecast for the Study Area are appropriate for that phase and how these relate to the end state.

A2.5 Gateway Junctions

In determining the specific scope of a PTR consideration shall be had to the need to include one or more of the Gateway Junctions. Monitoring information and the potential impact of the prospective next phase of development may identify the need to have particular regard to the performance, capacity and design of Gateway Junctions, particularly informed by monitored experience of queues at particular junctions.

It shall be within the legitimate scope of a PTR to consider whether up to date information at that time requires particular Gateway Junctions to be studied as part of the PTR. If such study is necessary, it will be appropriate for the PTR to consider whether detailed proposals for the relevant junction contained within the planning application need to be refined or even redesigned prior to their implementation. Any necessary measures of refinement or redesign will be agreed with the Borough Council – provided always that the liability of the Development Partners for any cost for works to the relevant Gateway Junction is limited to the equivalent cost of the proposals set out in the BXC planning application for that junction, ie that attributable to BXC travel demand, which will be controlled and limited to that assessed in the BXC application documents through the operation of other Matrix benchmarks.

The purpose of this provision within the scope of the PTRs is to recognize that circumstances on the wider network may have changed by the time the particular junction comes to be implemented, as a consequence of matters outside the control of the Development Partners.

A3 Proposed Draft Contents of Reserved Matters Transport Reports

Each RMTR should set out the transport issues relating to the proposed development site (existing conditions) and details of the development proposals (proposed development). The applicants recognise that it would be good practice to agree a scope for each report prior to its preparation. The scope in each case will need to be consistent with the terms of this appendix and the framework established in this document and by the terms of the BXC planning permission.

A3.1 Existing Conditions

The developer should provide a full description of:-

- existing site information – describing the current physical infrastructure and characteristics of the site and its surroundings;
- baseline transport data – background transport data and current transport infrastructure details.

This information should be accurately established to understand the context of the development proposal. The description should include as a minimum:

A3.2 Existing site information

- a site location plan that shows the proposed development site in relation to the surrounding area and transport system;
- the permitted and existing use of the site;
- the existing land uses in the vicinity of the site, including development plan allocations, or potential future use in the case of undeveloped sites;
- existing site access arrangements including access constraints, where appropriate;
- whether the location of the site is within or near a designated Air Quality Management Area (AQMA);
- any abnormal load uses of the current site

A3.3 Baseline transport data

- a qualitative and quantitative description of the travel characteristics of the relevant part of the existing site, including pedestrian and cyclist movements and facilities, where applicable;
- existing public transport provision, including provision/frequency of services, location of bus stops/train stations, park-and-ride facilities;
- a description and functional classification of the highway network in the vicinity of the site;
- an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area

A3.4 Proposed Development

The RMTR should provide a full description including, as a minimum;

- plans and drawings showing the proposed site layout, particularly the proposed pedestrian, cycle, bus and vehicular access points into the site;
- the proposed land use;
- the scale of development, such as numbers of residential units and/or gross floor area (GFA), subdivided by land use where appropriate;
- the main features (design layout and access points) of the development;
- the person-trip generation of the proposed development and distribution of trips across mode;

- a qualitative and quantitative description (based on recent site observations) of the travel characteristics of the proposed development, including pedestrian and cyclist facilities/movements, as well as bus routes and bus priority, in the vicinity of the site;
- proposed improvements to site accessibility via substantial modes of travel, such as provision/enhancement of footpath and cycle path linkages, public transport improvements and servicing arrangements where appropriate;
- proposed parking numbers and internal vehicular circulation (including number of spaces, parking accumulation, parking layout in relation to other site elements, ratio of operational to non-operational spaces, method of car park operation, overspill parking considerations, disabled parking, motorcycle parking, cycle parking, taxi drop off and pick up points) – this will include reference to initiatives for car sharing, car clubs etc, although these are subject to the separate requirements of the FTP;
- residual vehicular trip impact;
- the transport impacts of site construction, including the requirements of abnormal loads in the construction, use and decommissioning the present development and proposed mitigation measures;
- the transport impacts of freight or service operations and measures to promote the sustainable movement of goods; and
- if the site of the proposed development has a current use or an extant planning permission with trip patterns/volumes, the net level of change that might arise out of the new proposals should be set out.

Any proposed contribution to the cycle/pedestrian strategy the proposed development will make and how it links in with the wider phase and end state of the development, in line with the BXC TA.