



Address to Transport Delegated Decisions Meeting 27 February 2025

Standing Advice - Transport Development Management for Minor Planning Applications

A high number of small developments can have a large cumulative impact. So we support the concept of Standing Advice for the use of Local Planning Authorities.

We will focus on the transport related aspects, based on our experience of where small developments have made transport worse, or opportunities have been missed.

First, the application should be checked against the LCWIP for the location. If it is on a planned active travel route, it should be considered whether the development would hinder the route, or whether the route could be facilitated either directly by the development, or as a planning gain as a co-benefit of approval. There are many locations where an extra metre of width would enable a much better route, and this could be gained from a planning approval.

Second, and more specifically, if an entry is being planned or modified, it should be with a Dutch-style entry kerb. This has several benefits. It allows the majority of the pavement to remain flat, making an easier journey for pedestrians, particularly those pushing a buggy or using a wheelchair, and it would be lower cost. And, it requires a lower entry speed, reducing the likelihood and the consequences of a collision.

Robin Tucker, Co-Chair, CoHSAT