



Ryedale District Council

REPORT TO: Policy & Resources Committee

DATE: 28th June 2007

REPORTING OFFICER: Forward Planning and Economic Development
Manager
Julian Rudd

SUBJECT: Consultation on Developer Contributions

WARDS AFFECTED: Malton and Norton

1.0 PURPOSE OF REPORT

1.1 To agree to consult on the attached document (see Annex B) regarding a proposed approach to seeking developer contributions towards A64 junction improvement costs at Malton and Norton.

2.0 RECOMMENDATION

2.1 That Members:

- Endorse the attached consultation on developer contributions at Malton and Norton, and that views are sought from all interested parties to inform the preparation of a draft Supplementary Planning Document on this topic;
- Give appropriate regard to the issues and approach set out in the consultation when considering relevant planning applications in advance of approval of a Supplementary Planning Document on this issue.

3.0 REASONS SUPPORTING DECISION

3.1 The collection of developer contributions towards A64 junction improvements is the only realistic means of funding the junction upgrades within the short to medium term. These improvements are necessary to release capacity with the road network through Malton and Norton to allow beneficial development to take place and environmental improvements to occur. This approach forms a key element of the planning approach agreed within the submitted Ryedale LDF Core Strategy, and is consistent with national guidance on the seeking of developer contributions.

Policy & Resources Committee

28th June 2007

4.0 REPORT

- 4.1 The County Council's Malton and Norton Transportation Strategy established that the road network through the central areas of Malton and Norton is operating at or above capacity, particularly the Yorkersgate / Butcher Corner / Castlegate / County Bridge / Church Street route. This leads to regular delays and seriously hampers redevelopment. The congestion and heavy traffic cause air quality problems at Butcher Corner and impact on the quality of the town centres. A fundamental reason for the traffic levels is that limited on / off slips at the junctions on the A64 at Malton and Norton force through-traffic to travel through the town centres. The design limitations of the junctions also mean that Norton-bound traffic from the York direction must travel through central Malton instead of skirting the town via the A64 and then entering Norton from the east. As a result of these impacts, the improvement of the Brambling Fields and Musley Bank junctions on the A64 were the two top priorities for future action within the County Council's Transportation Strategy.
- 4.2 In reflection of national and regional planning policy and local conditions (such as availability of jobs, services, transport links and brownfield land) the submitted Ryedale LDF Core Strategy focuses development up to 2021 on Malton and Norton. This is likely to equate to around 1750 new houses and over 20 hectares of employment land. However, in order to accommodate additional traffic from this development on the congested road network it is necessary to provide additional capacity within the network, which requires the improvement of the A64 junctions and associated traffic management works within the town centres.
- 4.3 The likely overall cost of the two junction improvements is over £6M. The Highways Agency, who are responsible for the A64 and other trunk roads and motorways, make decisions about the value for money of proposed improvements on such routes where they are the proposed funder. This is an assessment of the cost versus the safety benefits and improvements in journey time and reliability. The Agency calculations do not take account of benefits off the trunk road e.g. within Malton and Norton town centres. As a result of this the Agency will not fund an improvement to the Brambling Fields junction, where they do not consider there to be a safety problem or a potential journey time improvement. (As a consequence, this Council has funded initial design work to identify a preferred approach to upgrading and will, in this financial year, jointly fund the detailed design of the upgrade along with the County Council.) The Agency has been assessing a scheme at Musley Bank that would address a safety problem and have the dual benefit of allowing all traffic movements to take place, including eastbound access onto the A64 and westbound off. However, whilst no final decision has been made, the scheme is unlikely to score sufficiently well as it would introduce a roundabout (and therefore a

delay) on the trunk road, and does not score highly enough in terms of safety.

4.4 Negotiations are on-going with the Highways Agency but it is certain that the full cost of the Brambling Fields upgrade, and at least part of the cost of the Musley Bank junction upgrade, will fall to the local authorities and to developer contributions if they are to be implemented. Whilst the local authorities are likely to make a reasonable contribution to costs, it will not be possible to cover the £6M plus total. In the light of the need to achieve the upgrades to accommodate further development, a mechanism for developer contributions towards this project is the only means of moving forward.

4.5 Members accepted the preparation of a Supplementary Planning Document on developer contributions at Malton and Norton when the Local Development Scheme for Ryedale was agreed in principle at the April 2007 meeting of this Committee. In order to carry out the necessary 'frontloading' and consensus building ahead of the issuing of a draft SPD, the attached consultation paper has been prepared so that views can be sought from developers, town councils and other interested parties and reported back to this Committee. North Yorkshire County Council officers have been working closely with Ryedale officers to progress this matter. The attached document takes full account of national guidance on when and where developer contributions can reasonably be sought and also highlights several key areas of a proposed approach at Malton and Norton (including the type of applications where a contribution should be sought and what time period should be allowed for the junction upgrades to occur before pay-back is required). It is important to note that the proposed approach refers specifically to funding the A64 junctions and will operate specifically at Malton, Norton and Old Malton. It is an interim approach that does not cover other issues towards which developer contributions will still be sought in appropriate circumstances e.g. public open space. The SPD will, as soon as resources permit, be replaced by a developer tariff approach that will be brought forward to cover almost all developer contributions across Ryedale, and which will seek appropriate funding to other key aspects of related infrastructure and service provision in other areas of Ryedale. In the meantime, such negotiations will continue on an application-by-application basis.

5.0 OPTION APPRAISAL & RISKS

5.1 There is no other option available to fund A64 junction improvements at Malton and Norton in the short-medium term. The approach of carrying out initial consultations ahead of consulting on a draft SPD minimises the risks associated within the introduction of this requirement for developer contributions in appropriate circumstances.

6.0 FINANCIAL IMPLICATIONS

6.1 The proposed consultation and resulting Supplementary Planning Document relate specifically to developer contributions. However, the finalised approach to funding the junctions may have resource implications for this Authority in terms of a contribution towards the cost of the junction upgrades. The A64 junctions project is included within the current Capital Programme under 'Opportunities for Investment' but does not yet have an agreed financial allocation.

7.0 LEGAL IMPLICATIONS

7.1 The proposed approach to seeking developer contributions and the resulting SPD will take full account of legislation and national guidance on developer contributions.

8.0 CONCLUSION

8.1 The recommended approach is necessary to progress on this important strategic matter.

OFFICER CONTACT:

Please contact Julian Rudd if you require any further information - 01653 600666 ext 327 or julian.rudd@ryedale.gov.uk

Policy Context	Impact Assessment	Impact +ve -ve Neutral
Community Plan Themes <i>(Identify any/all that apply)</i>	Access and Communication Developing Opportunities Landscape & Environment.	+ve
Corporate Objectives/Priorities <i>(Identify any/all that apply)</i>	Opportunity of Choice of Housing & Employment Effective Integrated Transport Clean and Sustainable Environment	+ve
Service Priorities	Reduce HCVs through Malton & Norton Implement Regeneration Projects Achieve Affordable Housing Diversify economy & lift wage levels	+ve
Financial	See report.	
Legal Implications	Reflects legislation and national guidance.	Neutral
Procurement Policies		
Asset Management Policies		
LA21 & Environment Charter	Will help to improve air pollution problems, and seeks to manage traffic movements as opposed to increasing them.	+ve
Community Safety		
Equalities		
E-Government		
Risk Assessment	Included in the report	
Estimated Timescale for achievement	Consultation responses and draft SPD to August Special P&R, adopt SPD at October P&R.	