Question on objective / "outcome" F

Why don't you feel confident that the policies within the proposed Local Transport Plan will **support sustainable housing and employment growth and regeneration that positively supports the LTP4 vision?**

WinACC draft response:

Currently Winchester District are working hard to ensure that the revised Local Plan will help reduce emissions. However, in the past links between transport planners and district planners developing local plans have not been optimal, and more practical illustrations of how HCC can contribute to local planning and support integration of transport planning into the work being done at district level would be welcome. It would be good to have practical examples of how this could develop, and an estimate of the benefits this would bring, with indicators and targets.
570 characters / 1000

Relevant extracts from the draft LTP4

Success for E would mean

- New development that is mixed use (with higher levels of people living and working locally), and in locations that are integrated with the transport system and avoid car dependency.
- New housing development where people choose to walk and cycle, have good access to public transport, and there is minimal need for parking spaces.
- New employment development in accessible locations that are well connected by a variety of different transport.

7.7 Development and Masterplanning (p 109)

Where new development is located and how it is designed will shape Hampshire for generations to come. The County Council is not responsible for developing Local Plans24 but as the Highway Authority it is a stakeholder in the planning process. The County Council will seek to influence and shape future development to achieve the objectives set out in this LTP4.

'We support strategic planning across the county, and will work with local planning authorities to influence the location and design of development to reduce the need to travel, reduce dependency on the private car and instead create people-focused neighbourhoods'.

(P 110) Policy DM1

Integrate transport and strategic land-use planning to reduce the need to travel.

We will:

a) **engage with local planning authorities (LPAs) at the earliest stage** in the planning process i.e. before site allocations have been determined, or when reviewing settlement hierarchies used to inform planning decisions;
b) **support strategic sites** that: - are 'accessible' or 'highly accessible' - offer a mix of uses; - achieve appropriate density of development;

- have good public transport access;
- achieve the necessary critical mass of development needed to encourage self-containment and support viable public transport services and frequencies, in both new settlements and urban extensions;
- have been assessed for their transport carbon impacts, are compliant with carbon neutrality targets, or where this is not achievable, the impact is offset; as defined in development planning guidance;

c) encourage the **application of these principles to non-strategic sites**, as far is reasonable within the local context**;**

(P 111)Policy DM2

Support proactive masterplanning of new development sites for high quality neighbourhoods.

We will:

a) support development that complies with the **Hampshire Movement and Place Framework** and Healthy Streets approach;
b) resist developments that do not apply the principles of the **Road User Utility Framework** in planning for transport provision, and which are safe and comfortable to use by all relevant modes;
c) require **the transport impacts (including carbon emissions and air pollution) of developments to be assessed** and, where necessary, require the developer to mitigate the impact or make S106 contributions towards other schemes that mitigate the impact;
d) ensure that planning applications are supported by **Transport Statements/Assessments and Travel Plans** in accordance with the County Council's guidance;
e) use a proportion of **S106 developer contributions** to pay for strategy and scheme development work pertaining or leading to the formation of the S106 proposals;
f) support development that is well designed and planned to **reduce the need to travel**;
g) support developments that are designed to **widen the choice of modes** that can be used (i.e. those which design in high levels of walking, cycling and public transport use);
h) support **new schools** access plans that design out traditional school gate congestion issues and which facilitate safe and comfortable journeys by active modes;
i) only support requests for **NEW accesses onto A roads, the principal road network or traffic sensitive streets** where the strategic flow of traffic is prioritised and not compromised and when all other reasonable options (such as taking access from nearby side roads) has been considered;
j) support developments that actively **use parking strategies, plans and pricing** to lock in sustainable travel behaviours (e.g. low car developments, provision of EV charging points and parking spaces for car club vehicles, and good quality cycle parking