

Issue 11 – Transport –Policy CP10

Personal ID No: 3440

Peter Brett Associates on behalf of North Whiteley Consortium

ISSUE 11 TRANSPORT – POLICY CP10

i) Is the overall transport strategy and policy consistent with the NPPF and the Local Transport Plan and, if not, what needs to be changed and why?

1.1 The key aims of the NPPF in relation to transport can be summarised as follows:

- Local authorities should support a pattern of development which facilitates the use of sustainable modes of transport.
- Developments should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- Developments should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.
- Planning policies should aim for a balance of land uses to minimise journey lengths.

1.2 It is considered that Policy CP10 reflects these aims and is therefore consistent with this document.

1.3 The Hampshire Local Transport Plan 2011 – 2031 (LTP3) is specifically referenced within Policy CP10 and it is therefore considered that the Policy is consistent with this document.

ii) Is the policy suitable and appropriate to deliver the necessary transport infrastructure improvements with new developments, including in terms of rail and bus services, park and ride, cycling and walking and, if not, what else needs to be done and why?

1.4 Policy CP10 identifies that the Local Planning Authority will “*secure investment to make necessary improvement*” and “*improvements to accommodate additional traffic should be undertaken (or funded) where necessary*”. It is considered that these statements, although broad, will ensure that investment is sought from all possible sources and therefore the Policy is considered suitable and appropriate.

iii) Is the policy JCS suitable and appropriate to encourage increased use of public transport, cycling and walking and, if not, what needs to be changed?

1.5 Policy CP10 states that “*Development should be located and designed to reduce the need to travel*” and “*The use of non-car modes particularly walking and cycling should be encouraged*”. It is considered that this will encourage developers to ensure that sustainable transport measures are at the forefront of development master plans and strategies.

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Summary

- 1.6 The North Whiteley Consortium is in support of the contents of Policy CP10. In relation to the North Whiteley development it is considered that the North Whiteley Access and Movement Strategy (AMS) submitted to this inquiry sets out a robust strategy in line with the contents of this policy including:
- Locating / designing the development to reduce the distance needed to travel for all journey purposes.
 - Encouraging non-car modes through a suite of measures including, transport management, new bus infrastructure, new walk and cycle infrastructure and travel planning.
 - Improvements to existing highway infrastructure will be made where necessary to accommodate additional traffic and improve existing conditions.
- 1.7 The AMS for North Whiteley therefore provides a practical example of how Policy CP10 can support the NPPF and LTP in guiding the transport principles for sustainable development within the district.