

## **Policy T1: Managing Movement**

**Development will be permitted provided that:**

- a) its location is connected with existing and proposed pedestrian, cycle and public transport links to key destinations<sup>1</sup> and networks; and**
- b) measures are in place to minimise its impact on the highway and rights of way network and pedestrian, cycle or public transport users; and**
- c) the internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users; and**
- d) it does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network or rights of way network; and**
- e) Provision is made to support and promote the use of sustainable transport, including the submission of a site travel plan where appropriate.**

9.7 To encourage sustainable modes of transport, the location, design and layout of development will need to show primacy being given to walking, cycling and public transport. The Council recognises that in some rural locations and for some proposals this will not be practical. All routes and access points must be safe and functional for all users including those with mobility problems. Providing direct routes and new convenient links to key facilities and destinations will be important in achieving the most efficient use of the existing and proposed transport infrastructure. This can be achieved through good design and the control of the scale and/ or type, location and layout of new development. In some circumstances traffic management measures may be appropriate.

9.8 The design of new development will need to take account of and be capable of accommodating the range of vehicles which can reasonably be expected to serve it. In addition to the design of new schemes the Council can complement improvements to the transport network with traffic management measures.

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<sup>1</sup> Key destinations comprise town and local centres, primary school, secondary school, convenience store and doctors surgery.

- 9.9 Future development should accord with and help the delivery of the policies and proposals of the LTP, Access Plans and Borough Statement. Developments which generate a significant amount of movement will require a Transport Statement or Transport Assessment and a Travel Plan to be produced<sup>2</sup>. The assessment should reflect the scale of the development being proposed, the impact on the strategic and local highway network and identify measures which will be put in place to reduce its impact to acceptable levels. The aim of the travel plan should be to propose measures to facilitate and encourage the use of sustainable travel or reducing the need to travel.
- 9.10 Some highway works linked to future development may have an impact on the character of the area particularly in the countryside or within conservation areas. Such works would not be permitted where the changes to the highway or route network would cause an adverse impact.
- 9.11 Development must be able to provide safe access for all users of the highway where new accesses or additional use of existing unsatisfactory access(es) or minor roads are required. The Highway Authority or its agents will need to be satisfied that it is safe and that the appropriate visibility for all highway users can be provided. All development must meet the needs of the likely occupants and those services which are an integral part of its day to day function. In new residential areas particular attention is required to mitigate the impact of the private car with emphasis given to pedestrians, cyclists and public transport depending upon the scale of the proposals.
- 9.12 The Rights of Way Network forms part of the highway network. Within the Borough they are an important part of the transport infrastructure in providing alternative and convenient routes as well as an important recreation resource. Development should not adversely affect the use of the existing network by discouraging users and where possible it should provide improvements to it. The County Council has prepared Countryside Access Plans for Hampshire, three of which cover Test Valley; The Hampshire Downs<sup>3</sup>, The Test and Itchen<sup>4</sup> and the New Forest and South West Hampshire<sup>5</sup>. They provide a framework for seeking improvements to the network in association with new development. Key issues arising from work undertaken so far are fragmentation of the existing network and poor condition of parts of the network.
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2 Guidance on Transport Assessments: Department of Transport, March 2007

3 The Hampshire Downs Countryside Access Plan 2008-2013, HCC, 2008

4 The Test and Itchen Countryside Access Plan 2008-13, HCC, 2008

5 The New Forest and South West Hampshire Countryside Access Plan 2008-13, HCC, 2008

9.13 The provision and allocation of car parking is an integral part of the design and layout of new development. The scale of parking to be provided in association with new development needs to take account of local circumstances, the demand that is likely to be generated by the proposed use, the location of the development, site specific constraints and the need to prevent an increase in parking pressure elsewhere including the highway network.