

Consultation comments for policy T3 - promoting sustainable travel modes of transport and the design and layout of parking for new developments

- Support - 21
- Neither support of object - 12
- Object – 23

The changes to the supporting text and the Local Plan policies have not only been informed by the responses to the Regulation 18 consultation but they have also taken on board any additional feedback that has come out of discussions/meetings with statutory consultees and members in order to improve the clarity and understanding of the contents of the Local Plan.

Comments in support of policy T3 – promoting sustainable travel modes of transport and the design and layout of parking for new developments		
Respondent number	Comment	Officer comment
ANON-KSAR-NKQ5-G Curdrige Parish Council	Where possible, EV charging should be available without the need to use commercial charging providers. At the very least, a duct should be provided so that a charge point can be set up on a dedicated parking place and connected to the owner's domestic electricity system.	<p>Comments noted</p> <p>Policy already requires EV charging to be provided.</p> <p>Recommended response: no change</p>
ANON-KSAR-NKZU-S	The policy is supported in accordance with development proposals at SH26.	<p>Comments noted and support welcomed</p> <p>Recommended response: no change</p>

ANON-KSAR-NK1Z-N Shedfield Parish Council	This policy would be supported in appropriate communities. However a reduction in parking on new developments may lead to residents parking on adjacent developments or roads.	<p>Comments noted</p> <p>Policy T2 already covers this so no additional changes needed to this policy.</p> <p>Recommended response: no change</p>
ANON-KSAR-NKYT-Q	Please ensure any new parking does not use tarmac, but rather permeable materials and is surrounded by trees with carbon-capture potential, hedges and verges rather than fences and railings, so that biodiversity and green corridors are encouraged.	<p>Comments noted</p> <p>Policy T3 vii includes reference to permeable surfaces and Point v of the policy also covers need for landscaping.</p> <p>Recommended response: no change</p>
ANON-KSAR-NKJ6-A	But it needs to be strengthened to have parking at the back of developments so as to avoid the presumption of getting in a car at the front of a house suggesting that this is the way to travel from home elsewhere. Also to improve pedestrian routes, make them safer, it is better not to have pavements constantly interrupted by cars crossing pavements.	<p>Comments noted</p> <p>The policy in part iv makes reference to the High Quality Places SPD which sets out various approaches to parking solutions including parking to the rear of dwellings.</p> <p>Recommended response: no change</p>
BHLF-KSAR-N8ZJ-U	The requirement in Policy T3 for charging facilities in accordance with Building Regulations is supported subject to viability. The policy should be	<p>Comments noted</p>

	re-worded to require facilities or the infrastructure for future provision of facilities for plug-in charging.	Viability has already been completed. EV charging is essential to allow for future use of electric vehicles and must be a requirement. Recommend no change to the policy to include viability. Policy already requires EV charging Recommended response: no change
BHLF-KSAR-N8BX-H	Strategic Policy T3 T4 The Trust supports the principles of this policy, prioritising 'parking' for active and e-mobility travel as well as the provision for charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations and for people with reduced mobility and looks to mitigate inequality of access to all modes of travel for people with disabilities and reduced mobility.	Comments noted and support welcomed Recommended response: no change

Comments which neither support or object to policy T3 - promoting sustainable travel modes of transport and the design and layout of parking for new developments		
Respondent number	Comment	Officer comment
ANON-KSAR-NKAK-P	CALA Homes supports the incorporation of car clubs and e-mobility travel within developments but as these are often run by third party commercial organisations, there should be recognition within Policy T3 that developments will not be refused planning permission where an applicant can demonstrate no viable interest exists, despite best endeavours to secure an operator.	Comments noted Priority needs to be given to sustainable travel. It does not require a car club, but that if there is one then it should be given priority parking. Recommended response: no change

ANON-KSAR-N8NR-Q	I strongly feel that there should be far more cycle friendly routes throughout Winchester. Getting through the centre of town if impossible on a bike at the moment, and there are not enough safe cycle routes. I agree with the cycle Winchester input too.	<p>Comments noted</p> <p>Recommended response: no change</p>
ANON-KSAR-N81Y-1	<p>Draft Policy item v) currently states “Provides attractive, landscaped and safe parking areas which are overlooked by dwellings or other areas of active public use providing surveillance and accompanied with associated long term maintenance plans;”</p> <p>This item is drafted with an implication that parking will be externally provided. This could be interpreted as precluding the provision of high-quality internally-provided parking. We therefore propose the following revision to this item:</p> <p>“Provides safe parking areas which provide surveillance and are accompanied by associated long term maintenance plans. Externally-provided parking should be attractive, landscaped and overlooked by dwellings or other areas of active public use.”</p>	<p>Comments noted</p> <p>This would preclude under cover parking or garages. Also garages etc. still require driveways to access them and this should be landscaped.</p> <p>Recommended response: no change</p>
ANON-KSAR-N81T-V	How will WCC monitor this policy after the development is complete?	<p>Comments noted</p> <p>Set out in the monitoring framework.</p> <p>Recommended response: no change</p>
ANON-KSAR-NK6N-E	<p>The first sentence of iii) needs clarification. Does it mean that car park provision is mandatory or does it mean that car park provision must include drop-off?</p> <p>Where open air car parking is proposed why not require that bays should be roofed with solar panels?</p>	<p>Comments noted</p> <p>This is more about the approach to car parking could be some or all of these requirements provided. Policy criteria iii has been amended to say ‘Incorporates parking provision, including which has drop off spaces and vehicular access. Consideration should</p>

		<p>be given to opportunities for shared spaces where appropriate'</p> <p>Points noted. However this could not be a blanket requirement as it may not be a suitable solutions for all development proposals but it is a matter that could be considered through the design process</p> <p>Recommended response: no change</p>
<p>BHLF- KSAR- N8BF-Y</p>	<p>Clarification that these requirements will not be relevant in all situations, for example householder development, some change of use, development involving heritage assets. Sustainable travel measures appropriate to the context, i.e. taking into account local circumstances, should be the objective (consistent with NPPF#9).</p>	<p>Comments noted</p> <p>Could reword start of policy to exclude householder applications? Wouldn't exclude changes of use or development involving heritage assets.</p> <p>Recommended response: changes to T3 shown below <u>Amendments to T3</u></p> <p>In order to prioritise sustainable and active modes of travel planning applications (excluding householder applications) will be required to demonstrate through the design process the need for parking provision. New development, will only be permitted where:</p>

<p>BHLF- KSAR- N86T-1 Hampshire County Council (Transport)</p>	<p>P130 – Policy T3 – Promoting sustainable travel modes of transport and the design and layout of parking for new developments</p> <p>T3 i) The County Council supports the reference to priority parking for active and emobility travel and car clubs however, it is noted that there is no specific policy or signposting in the document to guidance as to the number of bays that should be provided or expected according to the size, scale, location and use of the development. If there is no local guidance, there could be signposting to CoMo guidance on Mobility Hubs or the establishment of a threshold for car clubs or other measures dependent upon the characteristics of the development.</p> <p>T3 ii) The County Council supports this policy but it may be beneficial to specify that the design, layout and provision of electric vehicle charging infrastructure should be in accordance with Part S of the Building Regulations 2010, Approved Document S, and that this applies to all new residential and nonresidential buildings; buildings undergoing a material change of use to dwellings; residential and non-residential buildings undergoing major renovation; and mixed-use buildings that are either new, or undergoing major renovation.</p> <p>T3 iii) The County Council has some concerns regarding this policy being too general and there may be sites where drop off spaces and vehicular access are not necessary, for example a residential house within the centre of Winchester would not always be expected to provide on-site space for vehicle drop off or access. The County Council would suggest rewording this text to make it more flexible, and referencing the need to consider the provision of off street or kerbside space for servicing and loading where appropriate but especially for commercial developments.</p> <p>Other comments on policy T3 The County Council would welcome consideration of a specific policy on public car parks, Park & Ride (P&R) sites and mobility hubs. All proposed parking bays at these sites will need to consider the provision of 1:1 EV</p>	<p>Comments noted and support welcomed</p> <p>Points noted. However, CoMo appears to be a charity that promotes mobility hubs but there could be others which are equally as good which provide guidance on this. In view of this, it is not appropriate to signpost to this guidance, please refer to the design guidance.</p> <p>The policy does refer to Building Regulations.</p> <p>Recommended response:</p> <p>Changes to criteria iii and addition of new iv</p> <p>iii. Incorporates parking provision, including which has drop off spaces, and kerbside space for servicing and loading where appropriate. Consideration should be given to opportunities for shared spaces where appropriate;</p> <p>iv. Opportunities have been explored through the design process to incorporate shared spaces</p>
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	<p>charging infrastructure and should include consideration of the installation of solar panels and other forms of generating renewable energy to contribute towards powering on site EV charging points.</p> <p>Any new policy wording on Park & Ride sites or mobility hubs should include the provision of the following associated infrastructure where it is considered appropriate for a specific location:</p> <ul style="list-style-type: none"> • secure cycle parking • micro-mobility e-bike hire hubs • delivery hubs and micro-consolidation centres • taxi ranks • demand responsive transport (DRT) pick up & drop off points • dedicated bays for e-car clubs • dedicated priority parking for car-share/lift-share schemes • rapid EV charging points • coach drop off and pick up points • lorry parking • welfare/toilet facilities <p>The County Council would welcome additional policy text that consider freight and servicing in the district with requirements for freight management plans, delivery and servicing plans, delivery hubs and micro-consolidation where appropriate.</p> <p>Appendix 4: Climate Change The County Council is pleased to see that the issue of climate change is being addressed via a range of policies to address strategic carbon neutrality and designing for low carbon infrastructure, alongside Policy T1 (Sustainable and Active Transport and Travel) and Policy T3 (Promoting sustainable</p>	<p>Policy T1 has been reworded, where it was more appropriate to be included. At end of para 6.20.</p> <p>Add what a mobility hub is in end of para 6.20</p> <p>Mobility Hubs A mobility hub is a place that brings together a range of sustainable transport options and can be tailored in terms of scale and type to suit any setting, from city centres or new housing developments to existing market towns or villages. It allows for different transport options so people have the ability to switch transport modes between journeys making their journey easier and more accessible. They will also help to reduce the number and the length of journeys made by private vehicles. Mobility hubs can also be a place to provide communities with useful facilities and act as information points. Mobility hubs are supported by Hampshire’s LTP4 as they act as a focal point for public and shared transport’ Mobility Hubs can include, electric charging facilities, car club parking</p>
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	travel modes of transport and the design and layout of parking for new developments) which consider transport issues.	bays, delivery lockers, cycle parking, information totems and bus stops.
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Comments which object to policy T3 - promoting sustainable travel modes of transport and the design and layout of parking for new developments		
Respondent number	Comment	Officer comment
ANON-KSAR-NKS3-G Bishops Waltham Parish Council	There is no justification for the removal of the standard parking allocation. The installation of car charging points in all new dwellings would require at least one parking space per dwelling.	Comments noted The policy states that where parking is provided and can be justified, an EV charging point will be required. Recommended response: no change
ANON-KSAR-NK79-T	Policy T3 should state that a site will not be allocated, nor permission granted, unless it has existing mass public transport, or the imminent prospect of such being provided.	Comments noted Every planning application will be evaluated on a case by case basis. Public transport provision is unfortunately not within the remit of the Local Plan. Recommended response: no change
ANON-KSAR-NKB4-Z	Comments in brackets	Comments noted Recommended response:

	<p>30WINCHESTER DISTRICT LOCAL PLANS SUSTAINABLE TRANSPORT AND ACTIVE TRAVEL</p> <p>New development will only be permitted where; i. Provides priority parking for active and e-mobility travel and car clubs; ii. (Each dwelling shall have) facilities for charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations in accordance with the Building Regulations; iii. Incorporates parking provision, including drop off spaces and vehicular access. Consideration should be given to opportunities for shared spaces where appropriate; iv. As part of the overall design of the scheme takes account of the character of the surrounding area in accordance with High Quality Places SPD; Policy T3 Promoting sustainable travel modes of transport and the design and layout of parking for new developments v. Provides attractive, landscaped and safe parking areas which are overlooked by dwellings or other areas of active public use providing surveillance and accompanied with associated long term maintenance plans; vi. signage and lighting where it is both necessary must be of a high quality design appropriate to the location; vii. Includes permeable parking surfaces unless there are overriding evidenced reasons that prevents their use; and viii. Any surfaces used should be appropriate to the site context and expected level of use.</p>	<p>Amendments made to criteria ii of policy ii. Proposals that include parking on site, it will have Has facilities for charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations in accordance with the Building Regulations</p>
ANON-KSAR-NKJV-A	<p>The broad ambition of this policy is supported overall; however, it is unclear to what scale of development it would be applicable to as the policy requirements are not achievable for all types / scales of development. The policy also contains jargon including “active and e-mobility travel and car clubs” which isn’t clearly explained in the accompanying supporting text. Definitions should be provided to assist all readers of the plan and there must be flexibility within the policy where such measures cannot be incorporated where this is justified.</p>	<p>Comments noted and support welcomed</p> <p>We understand that not all aspects of the Local Plan policies will apply to all areas, especially rural areas. However, we do want to make sure active travel promoted and prioritised where possible.</p>

		<p>Recommended change: the following added to glossary.</p> <p>Active travel Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes (adapted from the definition in the Future of Mobility: urban strategy.Active travel: local authority toolkit - GOV.UK (www.gov.uk)</p> <p>E-mobility Electromobility – also known as e-mobility - is the principle of using electric propulsion for a wide range of transportation types. E-mobility allows us to move away from CO2-emitting fossil fuels towards energy supplied from electrical power sources which are, in turn, charged through the electricity grid. By decarbonising the transport sector, electromobility will create a cleaner, healthier and more affordable future for everyone.</p>
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ANON-KSAR-N8MH-C	<p>I am generally SUPPORTIVE of the policy but would like to ADD some elements for consideration thus : CYCLE LANES / PEDESTRIAN CROSSINGS and CO-LOCATION with PARKING WDC to :</p> <p>a) create a working party to discover, experience and adopt best practice from other European nations e.g. St Malo, France where</p> <p>i) a more elegant minimum of road markings and signage is being used when compared with the UK. The latter often comes with redundant wide areas of coloured paint; entrance/exit special markings; signs on posts etc</p> <p>ii) the minimum adornment method has been experienced to be more effective, more complete and more consistent compared with the UK. See, for example the simple but more frequent pedestrian crossings : https://www.facebook.com/photo/?fbid=144490574953090&set=pb.1000</p>	<p>Comments noted and supported welcomed</p> <p>These suggestions are outside of the remit of the Local Plan. A city and separate district wide Local Cycling and Walking Infrastructure Plan (LCWIP) are currently being prepared jointly with HCC which will produce technical guidance and tools to help local authorities plan cycling and walking infrastructure and therefore when these are in place this will be the guidance to be referred.</p> <p>Recommended response: no change</p>

	81764448859.-2207520000. The less principle can be expected to bring lower costs, quicker deployment and ease of maintenance	
ANON-KSAR-NKDM-U	As previously, not appropriate for rural communities without adequate public transport.	Comments noted This is taken into account Recommended response: no change
ANON-KSAR-N8XT-3	Bus services are being reduced increase the need for those living outside the centre to use their car more frequently. No new ideas have come up on how to resolve this , smaller electrical vehicles may help . Is this part of the plan ?	Comments noted Trying to encourage bus use but not within power of Local Plan to provide buses. With HCC and service provider. Recommended response: no change
ANON-KSAR-NKJ1-5	Winchester College support the principle of the City Council's approach to promote sustainable travel modes in Policy T3. However, for clarification, the College requests that the wording of the policy is amended to take account of the fact that priority parking for active and e-mobility travel (which is not defined) and car clubs may not be appropriate for all development proposals, as this will depend on the scale of the development or constraints on the site, for instance where heritage assets may be affected. The College therefore requests that the policy is amended as follows (suggested additional text is underlined): (i) “Where appropriate provides <u>priority parking . . . and car clubs.</u> ”	Comments noted The policy sets out a hierarchy but they will not all be appropriate in all cases. Recommended response: no change
ANON-KSAR-NKME-V	The policy contains jargon including “active and e-mobility travel and car clubs” which isn’t clearly explained in the accompanying supporting text. Definitions should be provided to assist all readers of the plan.	Comments noted Recommended change: the following added to glossary.

		<p>Active travel Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes (adapted from the definition in the Future of Mobility: urban strategy).</p> <p>Active travel: local authority toolkit - GOV.UK (www.gov.uk)</p> <p>E-mobility Electromobility – also known as e-mobility - is the principle of using electric propulsion for a wide range of transportation types. E-mobility allows us to move away from CO2-emitting fossil fuels towards energy supplied from electrical power sources which are, in turn, charged through the electricity grid. By decarbonizing the transport sector, electromobility will create a cleaner, healthier and more affordable future for everyone.</p> <p>What is E-mobility? – All you need to know about electromobility Danfoss</p>
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		<p>Car clubs Car clubs allow users to access a vehicle without owning one and can offer a flexible, cost effective alternative to private car ownership or leasing. As car club vehicles are often newer, they tend to have lower emissions than private cars, which helps to reduce carbon emissions and air pollution.</p> <p>Car clubs: local authority toolkit - GOV.UK (www.gov.uk)</p>
ANON-KSAR-N81F-E	Bargate Homes would highlight that clarification should be included that these requirements will not be relevant in all situations, for example householder development, some change of use, development involving heritage assets. Sustainable travel measures appropriate to the context, i.e. taking into account local circumstances, should be the objective (consistent with NPPF paragraph 9).	<p>Comments noted</p> <p>Recommended response:</p> <p><u>Amendments to T3</u> In order to prioritise sustainable and active modes of travel planning applications (excluding householder applications) will be required to demonstrate through the design process the need for parking provision. New development, will only be permitted where:</p>
ANON-KSAR-N8GA-Y	<p>Suggested revised text.</p> <p>New development will only be permitted only where the design;</p>	<p>Comments noted</p> <p>Recommended response:</p>

	<ul style="list-style-type: none"> i. Provides priority parking for active and e-mobility travel and car clubs; ii. Has facilities for charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations in accordance with the Building Regulations; iii. Incorporates parking provision, including drop off spaces and vehicular access. Consideration should be given to opportunities for shared spaces where appropriate; iv. As part of the overall design of the scheme takes account of the character of the surrounding area in accordance with High Quality Places SPD; v. Provides <u>parking facilities that do not dominate the development or block active travel facilities, that minimise the mass impact of parked cars, that are discrete, attractive, well-</u>landscaped and safe parking areas which are <u>overlooked by visible from, but do not intrude on,</u> dwellings or other areas of active public use providing surveillance and <u>are</u> accompanied with associated long-long-term maintenance plans; vi. <u>Provides</u> signage and lighting, <u>especially for walking, mobility scooters and cycling,</u> where it is both-necessary must be<u>which are</u> of a high quality design appropriate to the location; vii. Includes-<u>Specifies</u> permeable parking surfaces unless there are overriding evidenced reasons that prevents their use; and viii. Any surfaces used should be appropriate to the site context and expected level of use. 	<p>Point v: This will be picked up in the high quality design policies.</p> <p><u>Amendments to T3</u> In order to prioritise sustainable and active modes of travel planning applications (excluding householder applications) will be required to demonstrate through the design process the need for parking provision. New development, will only be permitted where:</p> <ul style="list-style-type: none"> i. Provides attractive, landscaped and safe parking areas which are overlooked by dwellings or other areas of active public use providing surveillance and are accompanied with associated long term maintenance plans; ii. Provides signage and lighting where it is both necessary which are must be of a high quality design appropriate to the location;
ANON-KSAR-N8VW-4	All new developments should be constructed in such a way as to allow, encourage and ensure 20mph speed limits, should promote active travel as a primary form of travel and should not promote car dependence. Car	<p>Comments noted</p> <p>Recommended response:</p>

	access should be at the rear and active travel access from the front. Car parking allocation should be reduced. Adequate access to public transport should be ensured.	Policy T4 has been amended to include refer to low speed traffic.
ANON-KSAR-N85N-T	<p>We can't all cycle.</p> <ol style="list-style-type: none"> 1. Free electric buses such as found in various national parks abroad e.g. Yosemite. Esp for learning disabled, physically disabled and elderly communities 2. 15 minute neighbourhoods are a good idea, so long as developers have to provide local food shops within each new build community 3. Movement: Sarum road is are fast and dangerously narrow, with broken edges to the road surface which makes cycling dangerous. 4. Romsey road is too difficult and DANGEROUS for most cyclists: steep, fast and narrow. Free electric buses here please. 	<p>Comments noted</p> <p>A city and separate district wide Local Cycling and Walking Infrastructure Plan (LCWIP) are currently being prepared jointly with HCC which will produce technical guidance and tools to help local authorities plan cycling and walking infrastructure. Therefore when these are in place this will be the guidance to be referred.</p> <p>Recommended response: no change</p>
ANON-KSAR-NKX6-R	Specifically, 6.31 Car parking provision should remain as the highest priority for all developments, not be the lowest priority. The proposed policy will simply put pressure on the local residential areas for on street parking reducing the environmental, safety, cleanliness and living standards of those areas.	<p>Comments noted</p> <p>We must look at development through the climate change lens. It is the priority of the Local Plan and we must prioritise active travel over the dependence on the car.</p> <p>Recommended response: no change</p>
ANON-KSAR-NKQN-9	<p>Further to our suggested amendments to policies T1 and 2, we suggest policy T3 should be re-focussed on the quiet minor roads that are a key feature of active travel between villages and market towns across much of the District.</p> <p>Winchester is lucky to have a large network of these, and especially in the north of the district. It is vital to preserve the low traffic levels on</p>	<p>Comments noted</p> <p>This is too vague. Would need to identify such roads to be protected. There is a rural character policy that picks up this issue.</p>

	<p>these to encourage their use by cycle and other personal mobility vehicles, enabling (for instance) safe travel to secondary schools from villages. It is far, far cheaper, and easier, to protect low-traffic country lanes than it is to attempt to build new active travel routes separate from the road. Some of these are already under threat, especially near the city and the market towns. Others are threatened by potential new developments or expanded activity on rural sites.</p> <p>We therefore suggest the following amendments to policy T3:</p> <p>p.130, T3: Protection of quiet lanes New developments will not be considered where they would add large amounts of motor vehicle traffic to existing rural minor roads.</p> <p>Development proposals in these areas will only be considered where they include feasible plans to avoid or completely mitigate the impact of increased traffic to the site. This will involve ensuring that new developments are sited close to railway stations and existing major roads.</p> <p>It may also involve (with the co-operation of the highway authority) severing country lanes for motor traffic while keeping them permeable for active travel and designating some rural roads as “Quiet Lanes” under the Quiet Lanes and Home Zones (England) Regulations 2006. Travel plans will also be expected to show how active travel to and from these sites will be enabled and encouraged.</p>	<p>Recommended response: no change</p>
<p>ANON- KSAR- N88D-K</p>	<p>To help achieve a net zero city by 2030, to support the sustainable growth of Winchester and the District and to improve accessibility, health and environmental quality of the city and District, development will be required to make provision in the following order of priority:</p> <p>Provision for active travel by:</p>	<p>Comments noted</p> <p>The Local Plan should be read as a whole and a city and separate district wide Local Cycling and Walking Infrastructure Plan (LCWIP) are</p>

	<p>i. Ensuring a dense and permeable network of coherent, direct, safe, comfortable and attractive walking and cycling routes within developments and connecting into the wider active travel network. These routes should conform to Cycle Infrastructure Design standards in LTN1/20 and any subsequent revisions.</p> <p>ii. Delivering early development phases as close as possible to existing walking and cycling routes and establishing usable walking, wheeling and cycling connections in the early phases of development.</p> <p>iii. Creating an environment which is safe and attractive to pedestrians, cyclists, wheelchair and mobility scooter users, and users of emerging modes of transport.</p> <p>iv. Including secure private cycle storage (including for e-cycles and cargo cycles) with charging facilities for all dwellings.</p> <p>v. Including secure public cycle parking (including for e-cycles and cargo cycles) in line with the Bicycle Association UK cycle parking standards.</p> <p>Provision for public transport and shared mobility by:</p> <p>i. Ensuring densities, layouts and design which allow the provision of prioritised, frequent, reliable and attractive public transport services to, and where relevant, within the site.</p> <p>ii. Delivering appropriately located bus stops, with raised kerbs for easy bus access and, where appropriate, suitable routes for bus priority.</p> <p>iii. Allocating spaces for shared mobility vehicles including car clubs and e-cycles in central and accessible locations.</p> <p>iv. Supporting new local multi-modal transport hubs, interchanges and local cargo facilities and providing secure (e)-cycle storage and charging facilities in line with national cycle parking standards, making best use of existing bus, rail and walking and cycling routes.</p> <p>Provision for electric vehicles by:</p> <p>i. Ensuring access to electric vehicle charging points for occupiers of all major development.</p> <p>ii. Delivering additional public charging points within the development.</p> <p>Provision of highway enhancements where they are necessary for</p>	<p>currently being prepared jointly with HCC which will produce technical guidance and tools to help local authorities plan cycling and walking infrastructure. Therefore when these are in place this will be the guidance to be referred. These comments are more for the movement strategy or the LCWIP and not the local plan. We can only phase delivery of certain things on big schemes and we don't have many of them.</p> <p>Recommended response: no change to the policy</p>
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	<p>safety, where they promote an overall reduction in car journeys, where they make improvements to the local environment or where they are required to enable access to a development site.</p> <p>Increases in local road capacity only where severe development impacts on the transport network cannot be avoided by the active and sustainable travel investments proposed with the development.</p> <p>Encouragement of proposals for car-free development when accompanied by an appropriate assessment of transport demand and impact.</p>	
<p>BHLF- KSAR- N8RP-S</p>	<p>The wording of this policy overlaps with Policy T2 and reads as if active, e-mobility travel and car club spaces are to be provided on all new development. This does not balance the expectations of meeting parking standards with local circumstances, and should either be incorporated within Policy T2 or the wording amended to reflect the flexibility of Policy T2.</p>	<p>Comments noted</p> <p>Recommended response: wording of criteria ii has been amended as follows:</p> <p>New development will only be permitted where;</p> <p>Proposals that include parking on site, it will have Has facilities for charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations in accordance with the Building Regulations</p>

<p>BHLF- KSAR- N8ZV-7</p>	<p>Policy T3 Promoting sustainable travel modes of transport and the design and layout of parking for new developments OBJECT Winchester College support the principle of the City Council's approach to promote sustainable travel modes in Policy T3. However, for clarification, the College requests that the wording of the policy is amended to take account of the fact that priority parking for active and e-mobility travel (which is not defined) and car clubs may not be appropriate for all development proposals, as this will depend on the scale of the development or constraints on the site, for instance where heritage assets may be affected. The College therefore requests that the policy is amended as follows (suggested additional text is underlined): (i) “Where appropriate provides priority parking . . . and car clubs.”</p>	<p>Comments noted and support welcomed</p> <p>We understand that not all aspects of the Local Plan policies will apply to all areas, especially rural areas. However, we do want to make sure active travel promoted and prioritised where possible.</p> <p>Recommended response: no change</p>
<p>BHLF- KSAR- N8BD-W</p>	<p>Policy T3 - Promoting sustainable travel modes of transport and the design and layout of parking for new developments Objections and comments There is no reference to car parking being designed so it does not dominate public spaces and we suggest this be included in Paragraph iii.</p>	<p>Comments noted</p> <p>This is covered in policy T1</p> <p>Recommended response: no change</p>
<p>BHLF- KSAR- N86N-U</p>	<p>Clarification that these requirements will not be relevant in all situations, for example householder development, some change of use, development involving heritage assets. Sustainable travel measures appropriate to the context, i.e. taking into account local circumstances, should be the objective (consistent with NPPF 9).</p>	<p>Comments noted</p> <p>Recommended response <u>Amendments to T3</u> In order to prioritise sustainable and active modes of travel planning applications (excluding householder applications) will be required to demonstrate through the design process the need for parking provision. New development, will only be permitted where:</p>

Comments which did not answer whether they support, object or neither support or object to policy T3 - promoting sustainable travel modes of transport and the design and layout of parking for new developments

Respondent number	Comment	Officer comment
BHLF-KSAR-N8T1-V	<p>Criteria iii states that proposals should ‘Incorporates parking provision, including drop off spaces and vehicular access.’ – this is an ambiguous requirement.</p> <p>Para 6.24 states ‘To enable a step change away from planning for the private car the approach needs to be turned around and developers will need to demonstrate why they are planning for the number of car parking spaces in their developments... Parking for residential properties must be considered after active and sustainable travel options have been catered for. The SPD on Residential Parking Standards will be updated to align with the climate emergency and will consulted on in due course.’</p> <p>This is not reflected in criteria iii of the policy</p>	<p>Comments noted</p> <p>Recommended response: Policy has been amended, see revised text below:</p> <p><u>Amendments to T3</u> In order to prioritise sustainable and active modes of travel planning applications (excluding householder) will be required to demonstrate through the design process the need for parking provision. New development, will only be permitted where:</p>

Comments from other topics

ANON-KSAR-NK29-N	<p>T3 – Point ii modify to specify minimum number of charging points per property</p> <p>T3 – Add point ix:? Has considered the opportunity to integrate renewable energy into the design e.g. solar panels</p>	<p>Comments noted</p> <p>Building Regulations sets out the number of EV charging points per dwelling and non-residential sites. We would not want to specify in the policy in case they change in the future.</p> <p>Recommended response: no change</p>
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ANON-KSAR-NKN1-9	The aim for carbon neutrality by 2030 is not possible. A more realistic target should be made. 2040 might be more achievable. It is not acceptable to make assumptions that there will be acceptable alternative travel facilities available. The car will remain a fundamental human right. Public transport is provided by private business and profit is the business motivation. They are not altruistic businesses and cannot be relied on. People will need to commute to work, to visit family and friends and travel out of the local area. Public transport facilities will never meet all of this demand.	<p>Comments noted</p> <p>We need to be ambitious and that is what we are aiming to achieve with this Local Plan. Setting this carbon neutrality target is however outside of the remit of the Local Plan. We understand that not all aspects of the Local Plan policies will apply to all areas, especially rural areas. However, we do want to make sure active travel promoted and prioritised where possible.</p> <p>Recommended response: no change</p>
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	Recommendations	Officer response
Comments from SA/HRA	No recommendations provided	N/A

Amendments to Policy T3

In order to prioritise sustainable and active modes of travel planning applications (excluding householder applications) will be required to demonstrate through the design process the need for parking provision. New development, will only be permitted where:

- i. Provides Priority **is given** parking for active and e-mobility travel and car clubs;
- ii. **Proposals that include parking on site, it will have** ~~Has~~ facilities for charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations in accordance with the Building Regulations

- iii. **The design** incorporates parking provision, including **which has** drop off spaces, and vehicular access **and kerbside space for servicing and loading** where appropriate. ~~Consideration should be given to opportunities for shared spaces where appropriate;~~
- iv. **Opportunities have been explored through the design process to incorporate, where appropriate shared spaces**
- v. As part of the overall design of the scheme takes account of the character of the surrounding area in accordance with High Quality Places SPD or **its successor**;
- vi. **The design** provides attractive, landscaped and safe parking areas which are overlooked by dwellings or other areas of active public use providing surveillance and **are** accompanied with associated long term maintenance plans;
- vii. Signage and lighting is **provided in places** where it is ~~both~~ necessary **which are** ~~must be~~ of a high quality design appropriate to the location;
- viii. Includes permeable parking surfaces unless there are overriding evidenced reasons that prevents their use; and
- ix. Any surfaces used should be appropriate to the site context and expected level of use.