

Consultation comments on the monitoring of policy T1

- Support - 8
- Neither support of object - 1
- Object - 8

Comments which object to the monitoring of policy T1		
Respondent number	Comment	Officer comment
ANON-KSAR-NKZ5-S	See comments against T2/T3/T4	No response
ANON-KSAR-NKDW-5 Littleton and Harestock Parish Council	<p>The Local Plan is seen by WCC as a key document to deliver sustainable development and support its ambitions to achieve a carbon zero district. The Local Plan will be subject to regular reviews between now and 2039 and understanding both the effectiveness of the polices and how successful (or otherwise) they are, will inform those reviews. How the monitoring of policies will be undertaken is set out in chapter at the end of the document. The focus appears to be limited to monitoring decision of planning applications and appeals. Littleton and Harestock Parish Council considers that a more comprehensive approach to monitoring should be set out which would assess the outcomes and the effectiveness of the full range of the Plan’s policies and the decisions arising from them.</p> <p>Note: This comment applies to all monitoring activities.</p>	<p>Comments welcomed and noted</p> <p>Although the Authorities Monitoring Report does use planning applications and appeals, this makes up for a small portion of all the data used in the report. Data and information is also used and analysed from Hampshire County Council for housing completions and commitments including affordable, market, house type and location of dwelling in relation to policy, Hampshire Biodiversity Information Centre and Economy data such as business class losses and gains</p> <p>Recommended response: no change</p>
ANON-KSAR-N8GA-Y	The monitoring indicators need to be expanded so that they give a fuller picture of the quality of active and public transport	Comments noted

	<p>infrastructure and the extent to which developments are reflecting the ambitions of the local plan. We give examples in some T policy boxes:</p> <p>For T1</p> <p>This policy will be monitored through;</p> <ul style="list-style-type: none"> • Numbers of applications permitted in compliance with the policy/ refused not being in compliance with the policy and subsequent appeal upheld. • % compliance 	<p>In our AMR (Authorities Monitoring Report) we do calculate the percentage of applications refused and which policies are the reason for this refusal. The monitoring of policies must be quantifiable and achievable.</p> <p>Recommended response: no change</p>
ANON-KSAR-NK6N-E	<p>The Transport Assessment at para 1.1.13 deems that developments must contribute to an overall reduction of carbon emissions across the District. Suggested additional monitoring clause to cover all transport policies: Carbon emission resulting from traffic generation, resulting from a development will be assessed on a before-and-after basis with an appropriate interval for effects to be determined. A register to be kept of the cumulative carbon consequences of traffic and transport generation resulting from developments across the District. A further register to be kept of how existing transport emissions elsewhere in the District have been reduced (e.g. through developer provision of bus services that serve other population than that of the development itself).</p>	<p>Comments noted</p> <p>The monitoring of policies must be quantifiable and achievable, the monitoring of the level of active travel achieved by each development annually is not attainable. As part of the planning application process, applicants will need to submit a travel plan which identifies how they improve access to public transport and reduce the need for parking.</p> <p>Recommended response: no change</p>
BHLF-KSAR-N86T-1	<p>P523 – Monitoring Policies T1, T2, T3, T4: The success of these policies can only really be measured by monitoring mode share splits and the level of active travel rates amongst new residents, not only rates of refusal.</p>	<p>Comments noted</p> <p>The monitoring of policies must be quantifiable and achievable, the monitoring of the level of active travel</p>

		<p>achieved by each development annually is not attainable. As part of the planning application process, applicants will need to submit a travel plan which identifies how they improve access to public transport and reduce the need for parking</p> <p>Recommended response: no change</p>
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Consultation comments on the monitoring of policies T2, T3 and T4

- Support - 9
- Neither support of object - 3
- Object - 4

Comments which neither support nor object to the monitoring of policies T2, T3 and T4		
Respondent number	Comment	Officer comment
ANON-KSAR-NK6N-E	Monitoring of net climate consequences from traffic generation by developments to be carried out as suggested under Monitoring T1	<p>Comments noted</p> <p>The monitoring of policies must be quantifiable and achievable, the monitoring of the level of climate consequences by each development annually is not attainable.</p> <p>Extensive modelling has been completed on the Local Plan allocations and where if any mitigation is required before the site</p>

		<p>is developed to minimise traffic generated as a result. As part of the planning application process, applicants will need to submit a travel plan which identifies how they improve access to public transport and reduce the need for parking</p> <p>As part of the work on the Strategic Transport assessment this will supply annual average daily traffic data that will be used and published in the HRA (Habitats Regulation Assessment) to assess the cumulative impact on nature conservation sites. In addition we will also be preparing a topic paper on human health and how we take these matters into account as part of the Local Plan process.</p> <p>Recommended response: no change</p>
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Comments which object to the monitoring of policies T2, T3 and T4		
Respondent number	Comment	Officer comment
ANON-KSAR-NKZ5-S	T policies need an equivalent to the LETI standards for domestic buildings for active transport infrastructure - for all new developments/upgrades for all vehicles, cycling /mobility scooters and walking plus bridlepaths in the countryside.	<p>Comments noted</p> <p>This is already covered in policy T1 and we prioritise in the Strategic Transport assessment, active travel measures rather than the use of the private motor</p>

	<p>The design of developments should be such that routine primary access to each dwelling shall be from the cycling / mobility scooter and walking networks at the front of dwellings. Access by car using the motorised vehicle network shall be supplementary and secondary to this and usually to the rear of dwellings.</p> <p>All travel assessments should “quantify the change in local transport emissions (CO2e) associated with the increased travel and demonstrate how this will be net zero with Air quality mitigation measures using Nature-based Solutions and enhanced ecosystem changes.</p> <p>Monitoring data is required for :</p> <ul style="list-style-type: none"> - all new developments to show application compliance with access to 15 minutes of a bus stop on a bus route with a daytime (0700 to 1900) frequency of at least every 30 minutes and at least three evening services; and unless they are accessible from essential facilities - safety, well-lit off-road cycle, mobility scooter and walking routes provision. 	<p>vehicle. As part of the design process and policies, we are asking that active travel is prioritised (D1)</p> <p>Covered in T1 and T3 and also the strategic policies.</p> <p>As part of the work on the Strategic Transport assessment this will supply annual average daily traffic data that will be used and published in the HRA (Habitats Regulation Assessment) to assess the cumulative impact on nature conservation sites. In addition we will also be preparing a topic paper on human health and how we take these matters into account as part of the Local Plan process.</p> <p>This will be covered in the Transport Assessment and the HRA.</p> <p>We already know that this will not be achieved in many areas due to the rural nature of the district. Buses are not within the control of the city council.</p>
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<p>ANON-KSAR-NKDW-5 Littleton and Harestock Parish Council</p>	<p>The Local Plan is seen by WCC as a key document to deliver sustainable development and support its ambitions to achieve a carbon zero district. The Local Plan will be subject to regular reviews between now and 2039 and understanding both the effectiveness of the polices and how successful (or otherwise) they are, will inform those reviews. How the monitoring of policies will be undertaken is set out in chapter at the end of the document. The focus appears to be limited to monitoring decision of planning applications and appeals. Littleton and Harestock Parish Council considers that a more comprehensive approach to monitoring should be set out which would assess the outcomes and the effectiveness of the full range of the Plan's policies and the decisions arising from them.</p> <p>Note: This comment applies to all monitoring activities.</p>	<p>Comments welcomed and noted</p> <p>Although the Authorities Monitoring Report does use planning applications and appeals, this makes up for a small percentage of all the data used in the report. Data and information is also used and analysed from Hampshire County Council for housing completions and commitments including affordable, market, house type and location of dwelling in relation to policy. Information is also attained from Hampshire County Council and Hampshire Biodiversity Information Centre for biodiversity updates as well as economic data such as business class losses and gains.</p> <p>Recommended response: No change</p>

<p>ANON-KSAR-N8GA-Y</p>	<p>Indicators need to reflect progress on the policies:</p> <p>T2</p> <ul style="list-style-type: none"> Number of parking spaces approved per dwelling Number of parking spaces per non-domestic development Percentage of parking spaces applied for (dwellings) that were approved Percentage of parking spaces applied for (non-domestic) that were approved Percentage of new dwellings within 20 minutes' walk of all essential daily facilities (to be listed) Percentage of new dwellings with no associated parking provision Number of new dwellings with secure cycle parking accommodation Percentage of new dwellings with secure cycle parking accommodation Average ration of parking places to new dwellings <p>T3</p> <ul style="list-style-type: none"> Number of dwellings whose primary access is directly from a cycle and/or pedestrian route separate from a road Percentage of dwelling whose primary access is directly from a cycle and/or pedestrian route separate from a road Number of parking spaces directly connected to the primary access to a dwelling Percentage of parking spaces directly connected to the primary access to a dwelling Number of residential parking spaces approved Number of residential parking spaces approved per dwelling Number of non-residential parking spaces approved Number of non-residential parking spaces approved per commercial building 	<p>Comments noted</p> <p>The monitoring of policies must be quantifiable and achievable, the monitoring of the level of active travel achieved by each development annually is not attainable. As part of the planning application process, applicants will need to submit a travel plan which identifies how they improve access to public transport and reduce the need for parking.</p> <p>Recommended response: no change</p>
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	<p>T4</p> <ul style="list-style-type: none"> • Miles of ltn1/20 compliant cycle infrastructure approved • Miles of pedestrian infrastructure approved • Miles of cycle infrastructure approved per hectare of development land approved • Miles of pedestrian infrastructure approved per hectare of development land approved 	<p>Does HCC hold this data and if so can they share it with us for the AMR purposes?</p>
<p>ANON-KSAR-NKQN-9</p>	<p>In line with our suggested amendments for policy T2 it would be desirable to monitor the extent to which development awarded permission has made the provisions required in the stated order of priority.</p> <p>In line with our suggested amendments for policy T3 it would be desirable to monitor the extent to which the objectives suggested have been achieved through the award of all relevant planning decisions (e.g. traffic monitoring).</p>	<p>Comments noted</p> <p>A planning app would need to comply with the permission that it was granted, and if there are any inconsistencies, enforcement action could be taken, depending on the situation.</p> <p>The Council does not have the resources to monitor post occupation traffic levels and active travel measures.</p> <p>Recommended response: no change</p>