

<b>To:</b>	Development Control Manager		
<b>FAO:</b>	BRIAN O'DONOVAN		
<b>CC:</b>			
<b>From:</b>	Transport Team.		
<b>Date:</b>	04 January 2024	<b>Your Ref:</b>	23/03120/FUL
		<b>Our Ref:</b>	

**Land At Oakdown Farm Winchester Road Dummer**

Demolition of three dwellings, outbuildings and related structures and construction of storage and distribution units (use class B8) with ancillary offices and gatehouses, associated infrastructure works (including parking and landscaping), and full details of site levels, access, drainage, tree retention and diversion of underground pipeline. (Phased and delivered across separate and self-contained plots).

Dear Brian

Thank you for consulting us on the above planning application. In principle the Transport Strategy Team has no objection to this proposal, recognising that a more thorough response to detail contained within the Transport Assessment and Travel Plan will still need to be given by Hampshire County Council in their capacity as Highway Authority.

In terms of transport a key objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion and when considering the needs of people with disabilities by all modes of transport. A choice of modes is likely to be particularly relevant to potential future employees in this instance given the site's peripheral location.

The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. Paragraph 110, states: "... applications for development should:

- a. *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b. *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c. *Create places that are safe, secure and attractive;*

- d. *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e. *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

With the above in mind and in relation to this site:

Recognising that Hampshire County Council in their capacity as both Highway and Transport Authority should be responding separately, I will confine my comments to those matters which relate to arrangements for the *provision* of public transport.

It is noted that the Transport Assessment (2.5) recognises that the site is remote from existing facilities by way of connection to local amenities by foot, cycle, or public transport due to its semi-rural location. However, it proposes opportunities for enhancements to both public transport and active travel modes: improvements which were previously proposed as part of earlier applications for Oakdown Farm and which have been included in this application. It is further recognised that all services to the area in general, are intermittent and not deemed frequent enough to provide an effective commuter service. It is therefore essential that suitable public transport provision to and from the site is secured.

Although the area is not currently served particularly well by public transport, Stagecoach operates services from the Bus Station to the local area, only one of which passes close to the site. The frequency of individual services is comprehensively laid out within Table 2.2 of the Transport Assessment. However, section 4.23 of the states that discussions with the local bus operator have already taken place and that an agreement via a s106 obligation for a daily bus service for the site operating on a 30-minute frequency is to be provided.

In this respect consideration should be given to further engagement with the BDBC and HCC Transport and local Bus Teams in order that all public transport provision to the site can be more widely assessed in terms of integration into the local bus network and that benefits to both can be explored. This will ensure that any additional services can be smoothly incorporated into the established network, and that services do not conflict with each other especially during the latter phases of development.

The railway station (operated by South Western Railway) is approximately 9 km from the site and although accessible by bicycle, would still be best approached via the local bus network. There are frequent services to and from London Waterloo, and Clapham Junction mainline stations, Winchester, and Reading, as well as links to the west the South Coast, Midlands and the North.

### **Cycling/Walking**

Access to the site is proposed via a new roundabout off the A30 which from the junction of the M3 to Trenchards Lane is subject to a 50 mph speed limit; thereafter the national speed limit applies. Currently there is no adequately lit or paved pedestrian access to the site which is also remote from a formal cycleway. The WHCAR assessment (3.12) considers the current level of footway/cycleway provision would be likely to cause conflict between users if usage increase, and that none would be likely to feel safe using

them. The proposed enhanced walking and cycling facilities proposed providing links with the site to nearby surrounding residential developments (including those at Hounsome Fields and The Golf Course) are therefore welcomed. This will make cycling to local destinations both attractive and achievable by my most users. It may also help to provide wider connectivity to the site and urban area from surrounding villages.

### **Electric vehicle infrastructure.**

National Guidance states that developments should be located and designed where practical to (amongst other things) incorporate facilities for charging plug-in and other ultra-low emission vehicles. The Basingstoke and Deane Parking SPD (July 2018) states that as a minimum, all new homes should incorporate a suitable electricity circuit to enable the convenient fitting of a charging point on plot at a later date by the occupants; and that (para 9.6) "details of electric vehicle charge points must accompany full and reserved matters planning applications". This is in order to ensure that the development provides opportunities for sustainable transport modes in accordance with Policy CN9 of the Basingstoke and Deane Local Plan 2011-2029, the Parking SPD, and paragraph 112(e) of the National Planning Policy Framework (2021).

The SPD states that there is an expectation that electric vehicle charge points should be provided for proposals for 30 spaces or more or at a ratio of 1 charge points per 30 spaces (1:30) unless it can be demonstrated it isn't viable. The development will provide active electric vehicle charging points for 20% of the spaces provided and passive provision for the remaining 80% of the spaces which is welcomed.

I hope the above is useful, but please do not hesitate to contact us again if you require any further information.

Regards,

Transport Team