

8 Delivering Infrastructure

8.2 Transport

In Rushmoor

8.15 The Hampshire Local Transport Plan (2011-2031), produced by Hampshire County Council, provides the long-term framework for transport policies within the Borough.⁽⁸⁴⁾ The Plan seeks to improve accessibility through the three initiatives of reduce, manage and invest. To assist in meeting the objective of creating sustainable communities, the Council will, working in partnership with Hampshire County Council and other key transport stakeholders, aim to:

- Improve accessibility to services;
- Reduce the need to travel;
- Manage congestion, and
- Achieve more sustainable travel behaviour through the policies and proposals within the Local Plan.

8.16 Hampshire County Council published a Transport Statement to set out the transport objectives and delivery priorities for the Borough. The Rushmoor Borough Transport Statement builds upon existing transport-related documents covering the Borough, notably the Local Transport Plan, and the Aldershot and Farnborough town access plans (TAP), to:⁽⁸⁵⁾

- Promote economic growth by providing a well-maintained, safe and efficient road network;
- Improve access to jobs, facilities and services by all types of transport;
- Facilitate and enable new developments to come forward; and
- Reduce carbon emissions and minimise the impacts of transport on the environment.

8.17 The Council will work with partners, including Hampshire County Council, public transport operators, Highways England and the Enterprise M3 Local Enterprise Partnership to address transport and accessibility issues in the Borough. It will also continue to work with adjoining local authorities on cross-boundary transport issues. Through such partnership working, funding has been secured to deliver improvements on the A325 from Boundary Road to Hawley Lane, and the A3011 Lynchford Road.

8.18 Through the provision of services and facilities locally, it is possible to help to minimise the need to travel, and provide greater scope for people to have a choice of modes of transport, including non-car modes. This, together with improved use of technology to facilitate increased working from home, can assist in limiting the impact of new development on the transport network.

8.19 It is essential that new developments integrate into existing movement networks and provide safe and suitable access to the road network. Development will provide a safe and secure on-site movement layout that minimises conflicts between traffic and cyclists or pedestrians, considers the needs of people with disabilities, accommodates the efficient delivery of goods, materials and supplies, and encourages the use of sustainable transport modes, whilst providing appropriate parking provision for all potential users.

84 The Hampshire Local Transport Plan can be viewed at <https://www.hants.gov.uk/transport/strategies/transportstrategies>.

85 The Transport Statement and the Town Access Plans can be viewed by selecting the relevant links at <https://www.hants.gov.uk/transport/strategies/transportstrategies>

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8.20 Walking and cycling have a key role to play in ensuring an increase in sustainable travel. This can be achieved by providing safe walking and cycling routes with appropriate surfaces and lighting that are accessible to all, convenient to reach and link to places where services are located. Secure, convenient and weather-resilient cycle parking will normally be required at destinations, including at key transport interchanges. Where appropriate, lockers and changing facilities should also be provided.

8.21 Proposals will be encouraged to provide infrastructure supporting the use of alternative vehicle types and fuels in support of a lower carbon future. Examples include the installation of electric vehicle charging points.

8.22 Residential and non-residential parking standards (including size and layout requirements) are set out in the Council's 'Car and Cycle Parking Standards' supplementary planning document (SPD).⁽⁸⁶⁾

8.23 It is essential that new development provides appropriate waste and recycling storage areas and accessible collection points for refuse vehicles.

8.24 Development proposals will need to demonstrate that they will not have a severe residual impact on the operation of, safety of, or accessibility to the local or strategic road networks. This should be achieved by demonstrating how they will mitigate the impacts from the development itself and/or its cumulative effects. Mechanisms are in place to enable this, including the provision of, or contributions towards, necessary and relevant transport improvements, including those secured by legal agreements or through the Community Infrastructure Levy, if introduced. The Council will support the acquisition of additional land where required to implement transport improvement schemes.

8.25 The 'Planning Contributions – Transport' supplementary planning document sets out the Council's approach to determining transport contributions when considering planning applications for development in Rushmoor.⁽⁸⁷⁾ This document will be superseded if the Council introduces the Community Infrastructure Levy.

8.26 The thresholds for the need for a transport assessment or travel plan are set out in the 'Car and Cycle Parking Standards' SPD. Below these thresholds, a transport statement may still be required for smaller schemes. Travel plans that are monitored are recognised for their part in reducing the impact on the environment by encouraging modal shift, including promoting schemes for reducing travel more generally and travel at peak times (for example, flexible working), electronic communication, car sharing or promoting transfer to alternative modes.

8.27 The policy seeks to make certain that all development proposals are designed to ensure that future development of suitable adjacent development site(s) could be accommodated from a transport and access perspective. Therefore, the Council's assessment and evaluation of planning applications will consider how development schemes safeguard future development of suitable adjoining sites. This is a core policy objective given the Council's town centre regeneration programme, where development is likely to come forward in phases.

8.28 In respect of air quality, the Environment Act 1995 requires the Council to monitor air quality across the Borough against a set of national air quality objectives. Where monitoring reveals that any of these objectives are at, or close to, being exceeded, under the precautionary principle the Council

86 The 'Car and Cycle Parking Standards' SPD is available to view at <http://www.rushmoor.gov.uk/spds>.

87 The 'Planning Contributions – Transport' SPD can be viewed at <http://www.rushmoor.gov.uk/spds>.

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will implement measures to improve air quality, including, where appropriate, the designation of an air quality action plan. This will also help to address issues of air quality impacts upon the European sites of nature conservation value in the Borough. Further detail is set out in Policy DE10 (Pollution).

Policy IN2 - Transport

Development should seek to minimise the need to travel, promote opportunities for sustainable transport modes, and improve accessibility to local facilities and linkages with the surrounding pedestrian and cycle network.

Development will be permitted that:

- a. Integrates into existing movement networks;
- b. Provides safe, suitable and convenient access for all potential users;
- c. Provides an appropriate on-site movement layout suitable for all potential users;
- d. Provides appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted 'Car and Cycle Parking Standards' supplementary planning document;
- e. Provides appropriate waste and recycling storage areas and accessible collection points for refuse vehicles;
- f. Does not have a severe impact on the operation of, safety of, or accessibility to the local or strategic road networks;
- g. Mitigates impacts on the local or strategic road networks, arising from the development itself and/or the cumulative effects of development, through the provision of, or contributions towards, necessary and relevant transport improvements, including those secured by legal agreements or through the Community Infrastructure Levy;
- h. Provides a transport assessment and travel plan in accordance with the thresholds set out in the adopted 'Car and Cycle Parking Standards' supplementary planning document;
- i. Ensures that all development proposals provide a co-ordinated and comprehensive scheme that does not prejudice the future development or design of suitable adjoining sites; and
- j. Takes appropriate measures to avoid adverse impact on air quality, including on European nature conservation sites.

8.3 Telecommunications

8.29 The continued growth of fast, reliable and affordable telecommunications is essential for the Borough in terms of economic development and improved communications for residents.

National context

8.30 National Planning Policy supports the development of telecommunications, subject to the submission of necessary evidence to justify the proposed development. In preparing local plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high-speed broadband. The number of masts and sites for installations should