

as an exception to policy on the grounds that it provides the resources to secure the future of the heritage asset ('enabling development'). The Council will wish to be sure that applicants have explored all possible uses for the asset that are allowable under policy before making an exception, where necessary via a marketing exercise. The optimum use will be assessed in the context of the conservation of the asset rather than maximising financial gain. The applicant may be required to enter into a legal agreement securing the future of the asset and its historic features.

5.84 The value of heritage assets is enhanced if they can be enjoyed and understood by visitors. Such activity can also contribute to the local economy. Policy DM12 therefore enables the provision of facilities for interpretation provided these do not have adverse impacts on the heritage asset or other interests.

Transport

5.85 Transport infrastructure includes:

- Roads and motorways
- Public transport facilities including rail facilities and bus routes
- Footpaths, cycleways and bridleways
- Vehicle parking

Southampton Airport also forms part of the Borough's transport infrastructure (see E9, Chapter 6, section 6.4).

Relevant issues and objectives

Issues (Chapter 2): G11-17

Objectives (Chapter 3): i, v, xi, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/ title
Eastleigh Borough Council	Cycling Strategy Walking Strategy 'Residential Parking Standards' SPD ⁵³ Emerging Parking Strategy
Hampshire County Council/ Transport for South Hampshire and Isle of Wight	Local Transport Plan 2011 – 2031 (HCC, 2011) Local Transport Plan – Strategy for South Hampshire (Solent Transport 2011) Transport Delivery Plan 2012-2026 (Solent Transport 2013) Public Transport Delivery Plan 2014-2036 (Solent Transport) Eastleigh Borough Transport Statement (HCC 2012) Eastleigh Strategy Transport Study Interim Report – Issues and Options (HCC 2015)
Solent LEP	Solent Strategic Transport Investment Plan (2016)

53 www.eastleigh.gov.uk/supplementaryplanningdocuments



Source	Reference/ title
Highways England	Roads Investment Strategy 1 (2015)
Transport operators	Southampton Airport Ltd – Southampton Airport Masterplan 2006 and Southampton Airport surface access strategy Network Rail Wessex Route Study (2015)
NPPF	Paragraphs 17, 29-41

5.86 The Borough includes two motorways and other main roads, several main line railways with eight stations serving the Borough, a reasonably comprehensive bus network and an airport. It therefore has a wide range of access opportunities, but also suffers problems of peak hour congestion on the motorways and many of its roads.

5.87 The Borough Council seeks to support Hampshire County Council's Local Transport Plan and address local issues of road congestion and related air quality issues by:

- Seeking to manage and reduce car use by maximising density, locating new development close to the facilities it needs (or by providing critical community infrastructure such as schools within major new developments in order to contain some trips within sites), improvement of public transport services, infrastructure and associated factors such as multi-operator ticketing to help drive up usage, development of high quality cycling and walking networks, and encouraging the roll-out of communications technology to enable more flexible working (see

also policy DM9 Public utilities and communications);

- Continuing to pursue its strategies to improve public transport and pedestrian and cycle routes in the Borough, in particular improved pedestrian and cycle links to the town centre, district centres, local centres and other key destinations such as rail stations and schools. See also strategic policy S13, Strategic footpath, cycleway and bridleway links;
- Seeking investment in improvements to transport systems, including road and junction improvements, public transport and footpaths, cycleways and bridleways from a variety of sources and partners including developers, central government, Solent LEP and other funders as opportunities arise. This includes activities such as lobbying funders/ decision makers and participating in and financially supporting external funding bids where appropriate;
- Safeguarding routes for potential transport improvements, including road, rail, bus, cycleway, footpath and bridleway infrastructure;
- Having regard to the requirements of rail and bus operators;
- Ensuring the provision of parking including opportunities for park and ride to meet the needs of the Borough's residents and employers, and to facilitate access to the Borough's public transport facilities;
- Providing encouragement and support to enable individuals and organisations to plan their travel requirements through measures such as Travel Plans, provision of travel

information, and implementation of 'soft measures' intended to promote modal shift and manage travel demand; and

- Ensuring that comprehensive and up-to-date information is provided regarding prevailing conditions on the transport network using all available technologies.

Policy DM13, General development criteria - transport

All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:

- meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;
- not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and
- be provided without unacceptable environmental impact.

All new development will be assessed to establish whether it should contribute to off-site improvements to transport

infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.

Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as

- provision of / contribution towards on and off-site highway improvements such as junction improvements and potentially new road links
- on-site pedestrian, cycle and public transport infrastructure
- contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate
- on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans⁵⁴) to reduce car use

New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the development, are or can be served by means of transport other than the

54 <http://webarchive.nationalarchives.gov.uk/20100409053417/http://www.dft.gov.uk/adobepdf/165237/202657/guianceontapdf>



private car, including bus, train, cycle and pedestrian access.

5.88 It is important that new development can be accessed safely and that, to help manage car use, development is wherever possible accessible by means of transport other than the private car. The layout of larger scale sites should provide for access by public transport vehicles, preferably through extending existing services to better serve the site. The related requirements of the Local Transport Plan and the Eastleigh Borough Transport Statement are set out in Appendix B, paragraphs A10 to A12. Transport assessments should be undertaken for development proposals as required by site-specific policies in Chapter 6 and as advised by the highway authority. Unless otherwise agreed with the highway authority, Solent Transport's Sub-Regional Transport Model⁵⁵ should be used wherever possible in order to ensure compatibility with other local transport assessment work. In accordance with policy S13, new development should integrate with existing footpath, cycleway and bridleway links. Permeable walking and cycling routes should also be provided within the development.

5.89 Strategic policy S12, Chapter 4 identifies the major new transport infrastructure that will be required to serve new development. These schemes are reflected in site-specific proposals in Chapter 6. Hampshire County Council and the Borough Council also maintain a list of local transport improvements as set out in HCC's Eastleigh Borough Transport Statement and Eastleigh Borough Council's Transport Schemes Inventory, which include the footpath, cycleway and bridleway routes identified in strategic policy S13, Chapter 4. This provides a robust framework of

local transport policy to justify the list of local transport schemes which are used as the basis for securing S106/ S278/CIL funds collected by Eastleigh Borough Council and HCC. Implementation of these proposals and any other off-site works that are required will take place through related development and / or be funded through developer contributions (community infrastructure levy or other planning obligations – see Chapter 7). It is recognised that such contributions may not cover the full costs of all the schemes and that other funding sources may need to be found.

Policy DM14, Parking

New residential development will be required to provide off-highway parking in accordance with the adopted Eastleigh Borough Council's Parking Standards SPD which sets out minimum requirements for residential and commercial parking provision. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement / assessment / travel plan.

For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.

Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/ parade. Where existing provision is inadequate, the provision of additional parking

55 <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-projects-evidence-base.htm>