

## **REPORT OF PLANNING AND TRANSPORTATION COMMITTEE**

(Meeting held 27 October 1999)

### **1. AREA TRANSPORTATION STRATEGY MEMBERS' PANELS (REPORT A) (MINUTE NO. 57)**

The Committee was advised of the revised Terms of Reference, Constitution and administrative arrangements for the County Council's Area Transportation Strategy Members Panels. Area Transportation Strategies will increasingly influence the improvement of local transport infrastructure. Central Government funding for the maintenance and improvement of the transport infrastructure is changing. Block allocations will be given to the local highway authority (in this case Hampshire County Council), on the basis of their local transport plan. The County Council will decide how their funding allocation is apportioned. Packages, developed through the Members Strategy Panels, are the main focus for the allocation of the funds available. It is important that the Members' Panel for each area will help to ensure that:

- a programme of measures is developed that will meet strategy targets;
- schemes are designed to contribute to the targets being achieved and to meet local needs;
- funded schemes are implemented.

The revised Terms of Reference, Constitution and administrative arrangements for the New Forest Transportation Strategy Members' Panel and the Southampton Area Transport Strategy Joint Members Panel have been noted.

In addition to the existing Members who have already been appointed to serve on the Area Transportation Strategy Members Panels, Cllrs Drake and Fidler have been nominated to serve on the New Forest Transportation Strategy Members Panel, and Cllr Drake to serve on the Southampton Area Transport Joint Members Panel. These nominations will be taken forward to the Policy and Resources Committee.

The County Council's intention to appoint a Coastal Towns Transportation Strategy Panel has also been noted and welcomed.

### **2. LYNDHURST BYPASS (REPORT B) (MINUTE NO. 58).**

Further to minute 13 (2 June 1999), the Committee was advised of the background to previous proposals for a bypass for Lyndhurst and considered the prospects for any new proposals which might be promoted.

The Committee debated the issues in detail. It was concluded that there was no possibility of identifying a route for a bypass which did not impinge on land which was subject to national and international designations affording the

highest levels of protection from development. In addition, there was an increasing emphasis on traffic demand management and encouraging the use of alternatives to the use of the private car. Government policy no longer favoured the construction of bypasses. To be acceptable, the route for any bypass would have to be agreed through consultations with the people of Lyndhurst - but would have to be promoted by central government. The Committee considered that this was not a realistic possibility. It was, therefore, better not to raise expectations locally which could not be fulfilled. The Committee reaffirmed its support for the promotion of alternative measures to reduce the impact of traffic on Lyndhurst and to improve the village's environmental qualities through the Hampshire Local Transport Plan and New Forest Transport Strategy.

**3. DRAFT REGIONAL PLANNING GUIDANCE FOR THE SOUTH WEST  
(REPORT C) (MINUTE. NO. 59)**

The Committee considered the response to be made to the Government Office for the South West on draft Regional Planning Guidance. As a consequence the Government Office for the South West (and Hampshire County Council) have been informed that this Council:-

- (i) urges the Examination in Public Panel to address the issue of whether the housing provision figure proposed for Dorset 1996– 2016 in Policy 55 may result in a need to provide for major green-field development in south-east Dorset in a way which would unacceptably add to pressures on areas of national and international importance (including the New Forest which is of National Park status for planning purposes, and is a candidate Special Area of Conservation, classified Special Protection Area and listed Ramsar Site);
- (ii) objects to the proposal [in Policies 5 and 12 together with the related text] that a review of the Green Belt around the Bournemouth/Poole conurbation to provide for “sustainable growth” should include the Green Belt in New Forest District. If, however, this review does take place, then this Council should be fully involved;
- (iii) asks that Map 2 of the Draft RPG be revised to show the New Forest Heritage Area (of National Park status for planning purposes);
- (iv) supports the proposed Multi-Modal Study (Policy 64) relating to links between the Bournemouth/Poole conurbation, south Hampshire and the Midlands/North, provided that it is properly co-ordinated with the relevant Hampshire authorities (including this Council); and
- (v) objects to Policies 12 and 66 relating to Bournemouth International Airport unless these policies are revised to refer to the need to weigh expansion proposals for the airport against environmental constraints (as currently stated in the related text).

**4. LOCAL MEASURES TO ENCOURAGE CYCLING - CYCLE PARKING  
(REPORT D) ( MINUTE NO.60)**

The Committee considered the provision of cycle stands to encourage cycling in towns and villages. They were advised that surveys of cycle demand had been carried out in a number of towns and villages and a copy of the survey findings had been placed in the Members' Room. It was noted that Totton and Eling Town Council, together with local businesses and the Police had launched an initiative to provide thirty cycle stands in their area. The Committee commended this initiative and hoped it might prove a model for elsewhere in the District.

The Committee considered the provision of cycle stands in Lymington and Hythe, to be funded from developers' contributions. Consultations had been successfully concluded in Lymington and were being progressed in Hythe. The use of developers' contributions has accordingly been approved for the provision of cycle parking facilities at:-

- (i) High Street, Lymington (Post Office) - £2,000; and
- (ii) Beaulieu Road / Merriemeade shops, Dibden Purlieu - £1,500.

The Committee was commended to give priority to funding the provision of cycle stands in Hordle, Brockenhurst, Milford, Lyndhurst, Burley, Bransgore, Beaulieu, Fawley, Lymington and Fordingbridge. An expenditure plan bid of £6,000 had been put forward with the aim of initially providing stands in these areas. It was stressed that stands would be considered in other areas subject to available funding. It was noted that schemes provided through developers' contributions would be self-financing.

Members were invited to submit suggestions for possible sites for cycle stands in other parts of the District. It was agreed that progress in implementation, and priorities, should be reviewed through the Planning and Transportation Review Sub-Committee in about a year's time.

The Director of Environment Services has been given delegated authority to implement further cycle stand schemes from available developers' contributions and specific Expenditure Plan funding (priority being given to those towns and villages listed above) in consultation with Local Members and the appropriate local Council; and subject to a report on action taken being included in the Information Bulletin.

It was also agreed that appropriate improved cycle facilities should be included in all future Environmental Initiative schemes for town and village centres, local shopping and other areas deemed necessary by local members and local councils through the Committee.

**5. GREEN TRANSPORT ISSUES (REPORT E) (MINUTE NO.61)**

The Committee considered what actions needed to be taken by the Council to reduce the impact of its transportation needs on the environment. It was noted that this Council asked developers to implement a Green Transport Plan for new employment developments. Central Government and neighbouring local authorities were also progressing Green Transport Plans for their premises on the basis that they were significant employers.

The Committee was advised that a Green Transport Plan would explore ways of allowing the Council and employees to work together to identify ways of reducing the adverse impact of their transport needs on the environment. Issues to be covered would include travel to work patterns, the operation of the Council's transport fleet, arrangements for the movement of employees and mail between the Council's office centre, car sharing and working from home. A number of suggestions were set out in the Appendix to the report, to form the basis of discussions.

Members made a number of suggestions for green transport initiatives such as the use of a mini-bus service for employees' home to work journeys; the use of battery powered vehicles; and the encouragement of cycling. It was also suggested that, in considering the environmental implications of any proposal taken forward to Committee, specific regard should be taken of the effect of the proposal on green transport issues.

Experience in other organisations suggested that it was useful for a senior manager to be responsible for promoting and preparing the Green Transport Plan. It was noted that the first stage of preparing the Plan would be an employee and member travel survey. Approval has been given for the preparation of a Green Transport Plan and to undertake an employee and member travel survey

It was also:

**RECOMMENDED:**

***That the effects of proposals on green transport issues be given specific regard when considering the environmental implications included in all reports.***

**6. SUPPLEMENTARY PLANNING GUIDANCE (REPORT G) (MINUTE NO. 62)**

The Committee was advised of the outcome of public consultations on draft Supplementary Planning Guidance on five sites. A schedule of the representations and responses received in respect of each site was set out, and revised guidance for each site was attached as appendices to the report.

The Committee was advised that recent discussions with objectors and Sport England had clarified the reasons behind local objections to the proposal that land in the south west corner of Durlston Court School playing fields might be used as an alternative area of public open space. The Committee was, therefore, advised of alternative wording for paragraph 4G - Replacement Playing Fields, to take account of these concerns.:-

“The school playing fields are available.....prior to the commencement of development on site. Possible options for the replacement of formal open space likely to be acceptable to the local planning authority would include the acquisition and laying out either of a new site, or of additional land at an existing facility such as Fawcett’s Field.”

With respect to the Supplementary Planning Guidance for Durley Farm, Totton it was agreed that the map should be amended to show the emergency access to the site; and also that the wording of the text regarding the provision of an alternative pitch for the Langley Manor Football Club should be strengthened to make it clear that this must be provided. Subject to these amendments the Supplementary Planning Guidance was adopted.

The Supplementary Planning Guidance for land west of West Street, Fordingbridge; land east of Ashley Common Road, New Milton; and land at Testwood House Farm, Totton was also adopted as Council policy.

**7. SUPPLEMENTARY PLANNING GUIDANCE : EMPLOYMENT SITE,  
CHRISTCHURCH ROAD, RINGWOOD (REPORT F) (MINUTE NO.62)**

The Committee has agreed draft Supplementary Planning Guidance for the former Wellworthy site, Christchurch Road, Ringwood to form the basis for public consultation for a period of 6 weeks.

**Cllr Miss P A Drake  
CHAIRMAN**

(cttmtg/pc271099/report)