

| Thrupton Neighbourhood Plan (Submission) Hampshire County Council Response – September 2019 | |
|--|---|
| Subject / Theme | Object / Support / Comments/ Reasons |
| Highways and Access | <p>Hampshire County Council as the local Highway Authority has the following comments on the Thrupton Neighbourhood Plan. As a general point, HCC recommend that reference should be made to the Hampshire County Council Local Transport Plan or the Hampshire County Council Walking and Cycling Strategies within the Neighbourhood Plan.</p> <p><u>Objectives</u></p> <p><i>LEO13 (To look for and implement opportunities to mitigate pollution noise and air pollution from the A303 and Thrupton Aerodrome (in all forms) within the Parish)</i>, in light of its recent declaration of a Climate Emergency, HCC as the local Highway Authority supports this position.</p> <p><i>HO4 (To ensure that any new development includes adequate parking, suitable access and landscaping that reflects the local landscape character)</i> The Local Highway Authority would recommend that the word <u>safe</u> is added in relation to access. HCC also recommend that the NP states that <u>new developments should be supported by a Transport Statement / Assessment and Travel Plan to demonstrate that safe access can be provided and that the impact on the development on the local highway network can be mitigated.</u></p> <p>Any development proposals should look to enhance and or make connections to the existing footways and rights of way network in / around the village and make provision for the use of sustainable modes of transport for local journeys within the village itself. This is also applicable to CI07.</p> <p><i>CIO1 (To protect existing community facilities and support appropriate proposals that secure their long-term future)</i> The Local Highway Authority supports the objective to protect local facilities to maintain their sustainability as this will help reduce the need to travel to similar facilities outside of the village.</p> <p><i>CIO3 (Ensure that any CIL / S106 monies or investment that is received as a result of development, are maximised for the benefit of the Parish and focussed on pedestrian safety and improvements to</i></p> |

the recreational ground). HCC as the local Highway Authority supports this objective.
CIO4 (To pursue improvements to public /pedestrian safety, in particular routes to Kimpton, Thruxton and Fyfield C of E Primary School). HCC as the local Highway Authority supports this objective and would encourage the School to engage with the HCC School Travel Planning Team.

CIO5 (To pursue opportunities to reduce the impact of parking around the Thruxton Memorial Hall and Kimpton, Thruxton and Fyfield C of E Primary School). HCC recommend that the school should continue to engage with the County Council's School Travel Planning team to develop a school travel plan that looks to mitigate the impact of the journey to and from school.

CIO6 (To increase and improve footpaths giving access to the local countryside, including safe crossing places across the A303). The Parish will need to engage with Highways England with regards to the provision of safe crossing places over the A303.

CIO7 (To ensure any proposal for new development includes an analysis of its impact on the infrastructure and provides acceptable and appropriate mitigation to any issues identified). HCC as the local Highway Authority agree with this objective and consider that it works in conjunction with Objective HO4 (see comments on Objective HO4 above).

CIO11 – To campaign for improvements to public transport to and from the Parish, particularly for commuters travelling for work. The Local Highway Authority recommend that this should be amended to read as: “To support any improvements to public transport to and from the Parish, particularly for commuters travelling for work.”

Policies

Policy EN7: Green Infrastructure. HCC as the local Highway Authority supports this policy.

Policy EN9: Pollution: The Local Highway Authority supports these aspirations which will need to be carefully considered by the local environmental health authority, Test Valley Borough Council and developers. The aspirations match guidance contained in the National Planning Policy Framework (NPPF) as of February 2019, specifically the following policies 103 and 181.

Policy HD3: Sub-division of Residential Gardens: Development will need to demonstrate to the

| | |
|--|---|
| | <p>satisfaction of the local highway authority that safe access can be achieved.</p> <p>Policy HD4: Design: This policy should reference the need for an appropriate transport assessment to accompany any development proposals submitted to the Local Planning Authority for the local Highway Authority to comment upon.</p> <p>Policy HD6: Off-Street parking: HCC as the local Highway Authority supports this policy.</p> <p>Policy CI1: Protection of existing community facilities Criteria 1b : HCC as the local Highway Authority recommends that should be a definition included within the Neighbourhood Plan of what constitutes an “equally accessible location”.</p> <p>Policy CI3: Developer Contribution to Infrastructure Improvements - HCC as the local Highway Authority supports this policy.</p> <p>Policy CI4: Improved Pedestrian and Travel to School Safety - HCC as the local Highway Authority supports this policy.</p> <p>Policy CI5: Increased Access Points and Traffic - HCC as the local Highway Authority supports this policy.</p> |
| <p>Flood and Water Management</p> | <p>Hampshire County Council as Lead Local Flood Authority (LLFA) have the following comments on the Truxton Neighbourhood Plan:</p> <p>As a general editorial point HCC note that there is inconsistency in the use of the terms ‘ground water’ and ‘groundwater’ throughout the document and this could be remedied.</p> <p><u>Flooding</u></p> <p>Paragraph 5.38 – HCC recommend that the NP clarify the flooding type from Pillhill Brook as surface water flooding and groundwater flooding are already highlighted.</p> <p>Paragraph 5.39 – ‘high’ (risk of flooding) is a subjective term – suggest clarification or ideally quantification regarding what this actually means within the document.</p> |

| | |
|--|---|
| | <p>Paragraph 5.39 – Flood zone 2 is defined by the EA as ‘between 1:1,000 and 1:100 annual probability of flooding’ and flood zone 3 is defined as ‘greater than 1:100 annual probability of flooding’. HCC recommend that the existing definitions in this section are amended to reflect this.</p> <p>Paragraph 5.40 – HCC as LLFA take this opportunity to ask the Parish Council whether there is an agreement in place with Southern Water regarding the work (tankers) referenced in the NP? If this is the case it should also be clarified as to what level the groundwater needs to reach in order for this work (tankers) to commence under an agreement if that is in place.</p> <p>Paragraph 5.40 – HCC as LLFA recommend that the location of groundwater monitoring sites is highlighted within the NP for reference (if this detail is known).</p> <p>Paragraph 5.40 – HCC as LLFA recommend that some weblinks / signposting is included in the NP to the Environment Agency website for monitoring groundwater levels is included for clarity.</p> <p>Map 5 – the key on this map should state ‘Flood Zone 2’ and ‘Flood Zone 3’ and have an Environment Agency copyright on it. The title should also be changed as it does not show ‘flooding’, it shows EA Flood zones.</p> |
|--|---|