

Technical Note - Response to HCC Comments

Introduction

- 1.1 This Technical Note has been prepared to provide a response to comments from Hampshire County Council (HCC) in relation to the Travel Plan prepared to support the outline planning application [REF: APP/23/00471] for the proposed development of the Blue Star Land, Berewood, Waterloooville.
- 1.2 Comments were received from the Highways Officer at HCC on both the Transport Assessment and Travel Plan, dated May 2023.

Title Page – Control Sheet - Introduction

HCC Comment:

- Site postcode
- Type of Travel Plan (Framework/Full)
- Planning Reference
- Site Masterplan
- Developers' view on travel planning/statement from the developer supporting the contents of the travel plan

Mayer Brown Response

- 1.3 The revised TP now includes the postcode PO7 3 within the site address. It has been named an Outline Residential TP, which will become a Full TP once the baseline survey results are included.
- 1.4 The revised TP will be submitted as part of a new planning application and therefore at the stage of submission, the planning reference number is not known. This will be included on the Full version of the TP after planning permission has been granted.
- 1.5 An illustrative masterplan has been provided in section two of the TP.
- 1.6 At the time of submission, it is unknown which developer will take forward the parcel for construction. The developers' view can therefore be included within the Full TP.

Guidance – Section 2.10

HCC Comment

- This section should also reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Grainger would suffice.

Mayer Brown Response

- 1.7 As noted previously, it is unknown at this stage which developer will take forward the parcel for construction. The developers' policies can therefore be included within the Full TP.

Existing Site Conditions / Site Audit

HCC Comment

Section 2 should include the following details:

- Site quantum
- Plan – Cycling Isochrone Map, Local Facilities
- Nearest or relevant train stations, including timetable

Mayer Brown Response

- 1.8 The site quantum is included under 'Details of the Development' in section two. A Cycling Isochrone Map has been added into section four at Figure 4.3 and Figure 4.1 details local facilities within Waterloooville Town Centre, accompanied by text at paragraph 4.9.
- 1.9 Paragraph 4.23 discusses the nearest railway stations as Bedhampton and Havant, over 4km and 5km's away from the site respectively. This paragraph also notes the frequency of services accessible from these stations.

Site Audit – Proposed Layout

HCC Comment

There needs to be a section describing the proposed development which include the following details:

- Site quantum
- Class use
- Site access
- Plan
- Car parking
- Cycle parking
- Internal highway design
- Accesses (if they are changing) including the impact on sustainable travel
- Visitor delivery movements (where applicable) including associated parking arrangements for both cycles and vehicles

Mayer Brown Response

- 1.10 Section two includes details of the site quantum, class use, site access details and block plan. This is an Outline TP and as such, specific details on parking will not be provided at this stage, however it is clarified in section two that car and cycle parking is provided in line

with Havant Borough Council's (HBC) Parking Supplementary document. This includes movements associated with visitors and deliveries.

- 1.11 As above, this is an Outline TP and therefore the level of detail in relation to internal highway design would not be provided at this stage and will instead be included in the Full TP.
- 1.12 The TP includes details on how the access strategy, particularly for cycles, encourages travel by sustainable modes.

Targets – Section 6

HCC Comment

Section 6 should include:

- A minimum 10% reduction in SOV, including a breakdown of each mode-share biennially and a justification for why mode-share will increase/decrease.

Mayer Brown Response

- 1.13 The targets in the revised Travel Plan have been amended from an 8% reduction in SOV to a 10% reduction. A breakdown of each mode-share biennially continues to be provided in Table 6.4 and a justification for the decrease in SOV as a mode-share proportion is provided at paragraph 6.9.

Measures – Section 8

HCC Comment

- Improvements to (and maintenance of) the walking network and signage
- Encourage public transport users to get off a stop earlier
- Co-ordinate with schools to organise walking to school events

- 1.14 It is clarified in paragraph 8.3 that access for pedestrian and cyclists will be provided as part of the development. Specific details on the walking and cycling infrastructure will be provided in the Full TP.
- 1.15 The transport section of the welcome packs, when designed, will include a section encouraging public transport users to get off a stop earlier.
- 1.16 Paragraph 8.14 covers reference to co-ordination with schools to organise walking to school events where possible.

HCC Comment

- Sustainable travel voucher (residential) – this should not be limited to the first occupier but any subsequent occupiers for the life of the travel plan
- Improvements to (and maintenance of) the cycle network (including access to the site)
- Formation of a Bicycle Users Group (BUG)

- Discounted cycle accessories event(s)
- Bike Drs – bike maintenance events (at least annually)
- Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives

[Mayer Brown Response](#)

- 1.17 A commitment is already made to provide a cycle voucher and bus under paragraph 8.22 and 8.24. These remain as first occupier only as anything further would be unviable from a financial perspective.
- 1.18 Further details on improvements to (and maintenance of) the cycle network will be included in the Full Travel Plan.
- 1.19 Paragraph 8.13 has been expanded to include reference to a bicycle user group, if demand is sufficient. Discounted cycle events are discussed at paragraph 8.13 and under 'Travel Vouchers' at paragraphs 8.22 and 8.23. Dr Bike maintenance events have been referred to in paragraph 8.15.
- 1.20 Paragraph 8.18 has been included noting the TPC will investigate collaboration opportunities with local public transport providers to improve services, negotiate discounts and trial initiatives.

[HCC Comment](#)

- Hold events annually to promote sustainable travel
- Use of internet to disseminate information and social media such as Twitter, Instagram and Facebook

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- 1.21 It is considered that the events already committed to within the TP are sufficient at this time. Once the final developer is known, the Full TP will include details of any social media and local resident group opportunities to disseminate information.

[HCC Comment](#)

- This section should include a final total cost estimate which will be used to set the Travel Plan Cash Deposit.

- 1.22 As noted previously, this is an outline TP and the final developer is not yet known. As such, costs associated with the implementation of the measures are not presently available.

Consultation and Partnerships

HCC Comment

- The FTP should contain evidence of preliminary liaisons with local cycle shops and public transport operators to scope the possibility of arranging for discounts on equipment and services respectively. These communications can then form the basis for further negotiations between these companies and the Travel Plan Coordinator (TPC).

Mayer Brown Response

- 1.23 The commitment to a cycle voucher and bus taster ticket was established within the Framework Travel Plan for the wider Berewood development site. Relationships with the local cycle shops and public transport operators are therefore established and these will be confirmed at the reserved matters/travel plan implementation stage for each parcel.

Management / TPC Role – Section 7

HCC Comment

- Whilst not necessary at the outline planning stage the information below will need to be included in the full travel plan:
 - o Name (cannot be generic at the Full TP stage, such as a consultancy name)
 - o Job title
 - o Organisation
 - o Contact details, including:
 - Email address
 - Work address
 - Phone number
 - o Website (where applicable)
 - o A concise breakdown of:
 - Start date (to be at least 3 months prior to occupation to ensure uptake)
 - Time spent on travel plan per week
 - Number of weeks per year to be working on the travel plan
 - Cost per hour
 - End date (cannot be before the end of the travel plan, unless another TPC is to be employed)
 - Overall cost
 - o A list of the TPC's responsibilities, including
 - A breakdown of the TPC role
 - Commitments and obligations which fall to the TP
 - o A commitment to establish a Steering Group (where appropriate)

[Mayer Brown Response](#)

- 1.24 This is noted and these details will be included at the time of producing the Full TP.

Monitoring – Section 9

[HCC Comment](#)

Section 9 should include the following details:

- Monitoring timetable
- Recognition that HCC requires a 35% response rate for questionnaire surveys
- Measures to ensure this response rate is met, e.g., a voucher for supermarket or online retailer
- Alternative method of survey if 35% response rate not achieved, e.g., ATCs/TRICS
- Snapshot surveys to be conducted for years where a full survey will not be conducted

[Mayer Brown Response](#)

- 1.25 A monitoring timetable has been added to the revised TP at Table 9.1. Paragraph 9.7 outlines the HCC requirement for a 35% response rate and a £100 gift voucher incentive for completion.
- 1.26 If a 35% response rate is not achieved, discussions will be held with HCC to identify the best method forward.
- 1.27 Snapshot surveys will be investigated further at the reserved matters stage as this was not a requirement of the Outline TP for the wider Berewood site.

Action Plan – Section 7.5

[HCC Comment](#)

- Section 7.5 should include an action plan to demonstrate how each measure will be achieved and include a cost estimate.

[Mayer Brown Response](#)

- 1.28 A cost estimate has not been included at outline stage as measures such as the installation of EV charging facilities are subject to significant financial change between outline and reserved matters submissions. This can be included at the time of writing the Full Travel Plan when the likely cost of these measures is known.

Enforcement – Section 10

[HCC Comment](#)

Section 10 should include the following detail:

- Paragraph explaining the role of the Section 106 agreement including the value of the Travel Plan Cash Deposit
- Commitment to pay HCC's monitoring and approval fees
- Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures
- Sanctions in the event of non-compliance

Mayer Brown Response

- 1.29 As previously noted in section 10 of the TP, the proposed development is currently at the planning stage and the Outline TP will be submitted as part of the suite of documents issued with the planning application. It is considered that following approval of the proposed development, this Draft Travel Plan would be secured by way of a legal agreement (S106). Discussions surrounding the Travel Plan Cash Deposit and S106 will therefore be included within the Full TP.
- 1.30 A commitment is made to paying HCC's monitoring and approval fees at paragraph 10.5 of the revised TP.
- 1.31 The mitigation subheading of section 10 of the revised TP continues to outline sanction in the event of non-compliance.

Conclusion / Summary

HCC Comment

- A conclusion needs to be included with a summary of the travel plan and key points from each section

Mayer Brown Response

- 1.32 A Summary and Conclusions chapter has been added at section 11.

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