

DATED

22 October

2021

HAVANT BOROUGH COUNCIL

and

HAMPSHIRE COUNTY COUNCIL

and

HAVANT PROPERTY INVESTMENT LLP

PLANNING OBLIGATION BY DEED OF AGREEMENT

UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990

Relating to

32 New Lane Havant PO9 2NG

Barbara Beardwell, MA., Solicitor

Head of Law and Governance and
Monitoring Officer

Hampshire County Council

The Castle

Winchester

Hampshire SO23 8UJ

HCC Legal File Ref: 139637

Development Control Ref:

DATE

22 October

2021

PARTIES

- (1) **HAVANT BOROUGH COUNCIL** of Public Service Plaza Civic centre Road
PO9 2AX ("the Council")
- (2) **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire
SO23 8UJ ("County Council")
- (3) **HAVANT PROPERTY INVESTMENT LLP** (Company registration number
OC431846) whose registered office address is 38 Seymour Street London
England W1H 7BP ("the Owner")

INTRODUCTION

1. The Council is the local planning authority for the purposes of the Act for the area in which the Land is situated
2. The County Council is:
 - 2.1 a local planning authority for the purpose of section 106 of the Act
 - 2.2 the local highway authority for Hampshire (save for trunk roads and special roads)
 - 2.3 the transport authority for Hampshire for the purpose of the Transport Act of 1985 and 2000
3. The Owner is the registered freehold proprietor of the Land
4. The Owner has submitted the Application to the Council and the parties have agreed to enter into this Deed in order to secure the planning obligations contained in this Deed
5. The Council resolved on 9 September 2021 to grant the Full Permission subject to the prior completion of this Deed

NOW THIS DEED WITNESSES AS FOLLOWS:

OPERATIVE PART

1. DEFINITIONS

For the purposes of this Deed the following expressions shall have the following meanings:

"Act"	the Town and Country Planning Act 1990 (as amended)
"Application"	the application for planning permission for the Development submitted to the Council by the Owner, validated on 23 February 2021 and allocated reference number APP/21/00200
"Bus Stop Contribution"	the sum of £5,500 (five thousand five hundred pounds) (Index Linked) to be used towards improving the southbound bus facilities on St. Albans Road
"Commencement of Development"	the date on which any material operation (as defined in section 56(4) of the Act) forming part of the Development begins to be carried out other than (for the purposes of this Agreement and for no other purpose) operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements and "Commence Development" shall be construed accordingly.
"Completion Certificate Standard"	the completion to the full satisfaction of the County Council as evidenced by the issue of a certificate of

	completion by the County Council pursuant to the Section 278 Agreement
"Development"	the full proposal for the demolition of existing buildings and redevelopment of the Land comprising the erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure to be carried out pursuant to the Planning Permission (and any non-material modification under section 96A of the Act) or any variation under section 73 determined by the Council
"Developer Approval Fee"	the sum of £1,664.00 for the development control fees
"Design Check"	the County Councils process whereby detailed contract drawings in respect of the Highway Works are submitted to the County Council, including the cost of approval of preliminary design check drawings and structural approvals (less any pre-check fees already paid to the County Council) on account of such costs
"Director"	the Director of Economy Transport and Environment at the County Council or his appointed representative for the time being or successor
"Framework Travel Plan"	the framework travel plan prepared by Vectos and dated June 2021 agreed by the County Council a copy of which is attached at Appendix 1
"Highway Works"	the northern site access works and implementation of all tactile crossing

	points, full height kerb re-instatement along the site frontage as shown in principle on drawing number 205452/PD01 Rev D (excluding resurfacing of cycle ways and other works to be funded by the Safety Engineering Contribution) the southern pedestrian island as shown in principle on drawing number 20452/PD13 Rev A the New Lane/Crossland Drive civil works as shown in principle on drawing number 205452/PD07 Rev D (excluding resurfacing of cycle ways and other works to be funded by the Safety Engineering Contribution) Copies of which plans are attached at Appendix 2
"Index"	the "All Items" Index of Retail Prices published by the Office for National Statistics or amendment/replacement thereof
"Index Linked"	Increased in accordance with the provisions of clause 10
"Interest"	interest at four per cent (4%) above the base lending rate of Barclays Bank Plc from time to time.
"Land"	the area shown edged in red on Plan 1 edged attached hereto and described in detail in Schedule 1
"Monitoring Fee"	the sum of £2,500 this fee is to help fund the ongoing monitoring and collection of developer contributions, as well as to fulfil new reporting requirements introduced within the CIL (Amendment) Regulations 2019 as amended
"Occupation" and "Occupied"	occupation for the purposes permitted by the Planning

	Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations.
"Payer"	the person or persons that paid the relevant contribution required under the terms of this Deed and if there are multiple persons then the returned amount shall be proportioned between them according to the percentage that the relevant person paid
"Plan 1"	the 'Site Location Plan drawing 7379-SMR-00-ZZ-DR-A-2001-S4-P3 (24/06/20)' appended to this Deed
"Planning Permission"	the full planning permission subject to conditions to be granted by the Council pursuant to the Application (a draft of which is appended at schedule 2 to this Deed) or any variations of those conditions determined by the Council under section 73 of the Act or any non-material amendment of the Full Permission under section 96A of the Act
"Planting Contribution"	the sum of £27,212.00 (twenty seven thousand two hundred and twelve pounds) (Index Linked) to be used towards visibility reduction measures on Crosslands Drive shown in principle on drawing number LLD2177-LAN-DWG-150 Rev 03
"Safety Engineering Contribution"	the sum of £42,528.50 (Index Linked) to be used towards the cycle lane amendment works on New Lane shown in principle on drawing number 205452/PD14

"Section 278 Agreement"	one or more agreements under Section 278 and/or Section 38 of the Highways Act 1980 or other enabling legislation to be entered into by the Owner and the County Council in relation to the Highway Works
"Transport Contribution"	the Safety Engineering Contribution, the Planting Contribution and the Bus Stop Contributions combined
"Travel Plan"	the final and full form travel plan based on the Framework Travel Plan such travel plan to be approved by the County Council pursuant to paragraph 3.1.1 of Part 3 of Schedule Three
"Travel Plan Approval Fee"	the sum of one thousand five hundred pounds (£1,500) payable by the Owner to the County Council towards the costs incurred or to be incurred by the County Council in approving the Travel Plan
"Travel Plan Bond"	a bond approved by the County Council in the sum of £27,500 being the sum of the cost of implementation and compliance with the targets/measures of the Travel Plan (as estimated by the County Council) plus ten percent (10%) thereof by a surety acceptable to the Head of Legal Services
"Travel Plan Monitoring Fee"	the sum of fifteen thousand pounds (£15,000) payable by the Owner to the County Council in accordance with the provisions of Schedule Three part 3 towards the costs to be incurred by the County Council in monitoring the Travel Plan
"Working Day"	any day Monday to Friday inclusive excluding bank holidays between the hours of 0830 and 1630 and the expression 'Working Days' shall be construed accordingly

2. CONSTRUCTION OF THIS DEED

- 2.1. Where in this Deed reference is made to any clause, paragraph or schedule or recital such reference (unless the context otherwise requires) is a reference to a clause, paragraph or schedule or recital in this Deed.
- 2.2. Words importing the singular meaning where the context so admits include the plural meaning and vice versa.
- 2.3. Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all such words shall be construed interchangeable in that manner.
- 2.4. Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and severally unless there is an express provision otherwise.
- 2.5. Any reference to an Act of Parliament shall include any modification, extension or re-enactment of that statute for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that statute or deriving validity from it.
- 2.6. References to any party to this Deed shall include the successors in title to that party and to any person deriving title through or under that party and in the case of the Council and County Council the successors to their respective statutory functions.
- 2.7. The headings and contents list are for reference only and shall not affect construction.

3. LEGAL BASIS

- 3.1. This Deed is made pursuant to section 106 of the Act section 111 of the Local Government Act 1972 the Localism Act 2011 and all other enabling powers.
- 3.2. The covenants, restrictions and requirements imposed upon the Owner under this Deed create planning obligations pursuant to section 106 of the Act and are enforceable by the Council and the County Council in the case of covenants made with them as local planning authorities against the Owner.

4. CONDITIONALITY

This Deed is conditional upon:

- (i) the grant of the Full Permission; and
- (ii) the Commencement of Development

save for the provisions of clauses 7, 8.1, 11, 14, 15, 16 and 17 which shall come into effect immediately upon completion of this Deed.

5. THE OWNER'S COVENANTS

- 5.1. The Owner covenants with the Borough Council and the County Council as set out in Schedule Three.

6. THE COUNTY COUNCIL'S COVENANTS

- 6.1. The County Council covenants with the Owner as set out in Schedule Four

7. MISCELLANEOUS

- 7.1. The Owner shall pay to the Council on completion of this Deed the reasonable legal and technical costs of the Council related to this Deed
- 7.2. The Owner shall pay to the County Council on completion of this Deed the reasonable legal and technical cost of the County Council, the Developer Approval Fee and the Monitoring Fee.
- 7.3. No provisions of this Deed shall be enforceable under the Contracts (Rights of Third Parties) Act 1999
- 7.4. This Deed shall be registered as a local land charge by the Council.
- 7.5. Where the agreement, approval, consent or expression of satisfaction is required by the Owner from the Council or County Council under the terms of this Deed such agreement, approval or consent or expression of satisfaction shall not be unreasonably withheld or delayed and any such agreement, consent, approval or expression of satisfaction shall be given on behalf of:
 - (i) the Council by the Director of Regeneration and Place
 - (ii) the County Council by the Director

And any notices shall be deemed to have been properly served if sent by recorded delivery to the principal address or registered office (as appropriate) of the relevant party.

- 7.6. Following the performance and satisfaction of all the obligations contained in this Deed and following written request from the Owner to the Council to do so the Council shall effect the cancellation of all entries made in the register of local land charges in respect of this Deed, upon the approval of the County Council (not to be unreasonably refused or withheld).
- 7.7. Insofar as any clause or clauses of this Deed are found (for whatever reason) to be invalid illegal or unenforceable then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Deed.
- 7.8. This Deed shall cease to have effect (insofar only as it has not already been complied with) if the Planning Permission shall be quashed, revoked or otherwise withdrawn or (without the consent of the Owner) it is modified by any statutory procedure or expires prior to the Commencement of Development.
- 7.9. No person shall be liable for any breach of any of the planning obligations or other provisions of this Deed after it shall have parted with its entire interest in the Land or the part in respect of which such breach occurs but without prejudice to liability for any subsisting breach arising prior to parting with such interest save and without prejudice to the rights of the Council or the County Council in its capacity as Highway Authority in relation to any subsisting antecedent breach of those covenants restrictions or obligations prior to the parting of such interest
- 7.10. Nothing in this Deed shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Deed.
- 7.11. The obligations in this Agreement will not be enforceable against any statutory undertakers or utility companies who have or receive a transfer of a freehold or leasehold interest or take an easement over any part of the Land if solely for the provision of laying and/or maintaining of pipes services and substations and for the avoidance of all doubt this clause shall not apply should any such statutory undertaker or utility company take a transfer of the freehold or leasehold interest in the whole or any part of the Land otherwise than in connection with the laying and or maintenance of pipes services and sub stations

8. WAIVER

- 8.1. No waiver (whether expressed or implied) by the Council or the County Council of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Council or the County Council from enforcing any of the relevant terms or conditions or for acting upon any subsequent breach or default.

9. CHANGE IN OWNERSHIP

- 9.1. The Owner agrees with the Council and the County Council to give the Council and County Council immediate written notice of any change in ownership of any of its interests in the Land occurring before all the obligations under this Deed have been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Land or unit of occupation purchased by reference to a plan.

10. INDEXATION

- 10.1. The Safety Engineering Contribution, the Planting Contribution and the Bus Stop Contributions shall be increased by an amount equivalent to the increase in the Index from the 9 September 2021 until the date on which such sum is paid.

11. INTEREST

- 11.1. If any payment due under this Deed is paid late, Interest will be payable from the date payment is due to the date of payment.

12. VAT

- 12.1. All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable.

13. SPEND IN ADVANCE

- 13.1. If prior to the receipt of any of any contributions payable pursuant to the terms of this Deed the County Council incurs any expenditure in providing additional facilities to which it was intended to apply any such contribution

(or in consequence of arranging for the provision thereof) by the letting of a contract or otherwise including any design costs whether in anticipation of or as a result of the Development then the County Council may immediately following receipt of such contribution deduct there from a sum equivalent to such expenditure incurred and for the avoidance of doubt it is hereby further agreed that such proportion of any such contribution shall not be the subject of any requirement to repay or account for it or any interest accrued thereon pursuant to the terms of this Deed and that such monies shall be and remain the property of the County Council and shall not be bound by the terms of this Deed

14. DISPUTE PROVISIONS

- 14.1. In the event of any dispute or difference arising between any of the parties to this Deed in respect of any matter contained in this Deed such dispute or difference shall be referred to an independent and suitable person holding appropriate professional qualifications to be appointed (in the absence of an agreement) by or on behalf of the president for the time being of the professional body chiefly relevant in England with such matters as may be in dispute and such person shall act as an expert whose decision shall be final and binding on the parties in the absence of manifest error and any costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares.
- 14.2. In the absence of agreement as to the appointment or suitability of the person to be appointed pursuant to clause 14.1 or as to the appropriateness of the professional body then such question may be referred by either part to the president for the time being of the Law Society for it to appoint a solicitor to determine the dispute such solicitor acting as an expert and its decision shall be final and binding on all parties in the absence of manifest error and his costs shall be payable by the parties to the dispute in such proportion as it shall determine and failing such determination shall be borne by the parties in equal shares.
- 14.3. Any expert howsoever appointed shall be subject to the express requirement that a decision was reached and communicated to the relevant parties within the minimum practicable timescale allowing for the nature and complexity of the dispute and in any event not more than twenty (20) Working Days after the conclusion of any hearing that takes place or twenty (20) Working Days after it has received any file or written representation.
- 14.4. The expert shall be required to give notice to each of the said parties requiring them to submit to it within ten (10) Working Days of notification of its appointment written submissions and supporting material and the other party will be entitled to make a counter written submission within a

further ten (10) Working Days.

- 14.5. The provisions of this clause shall not affect the ability of the Council or the County Council to apply for and be granted any of the following: declaratory relief, injunction, specific performance, payment of any sum, damages, any other means of enforcing this Deed and consequential and interim orders and relief.

15. JURISDICTION

- 15.1. This Deed is governed by and interpreted in accordance with the law of England and the parties submit to the non-exclusive jurisdiction of the courts of England.

16. DELIVERY

- 16.1. The provisions of this Deed (other than this clause which shall be of immediate effect) shall be of no effect until this Deed has been dated.

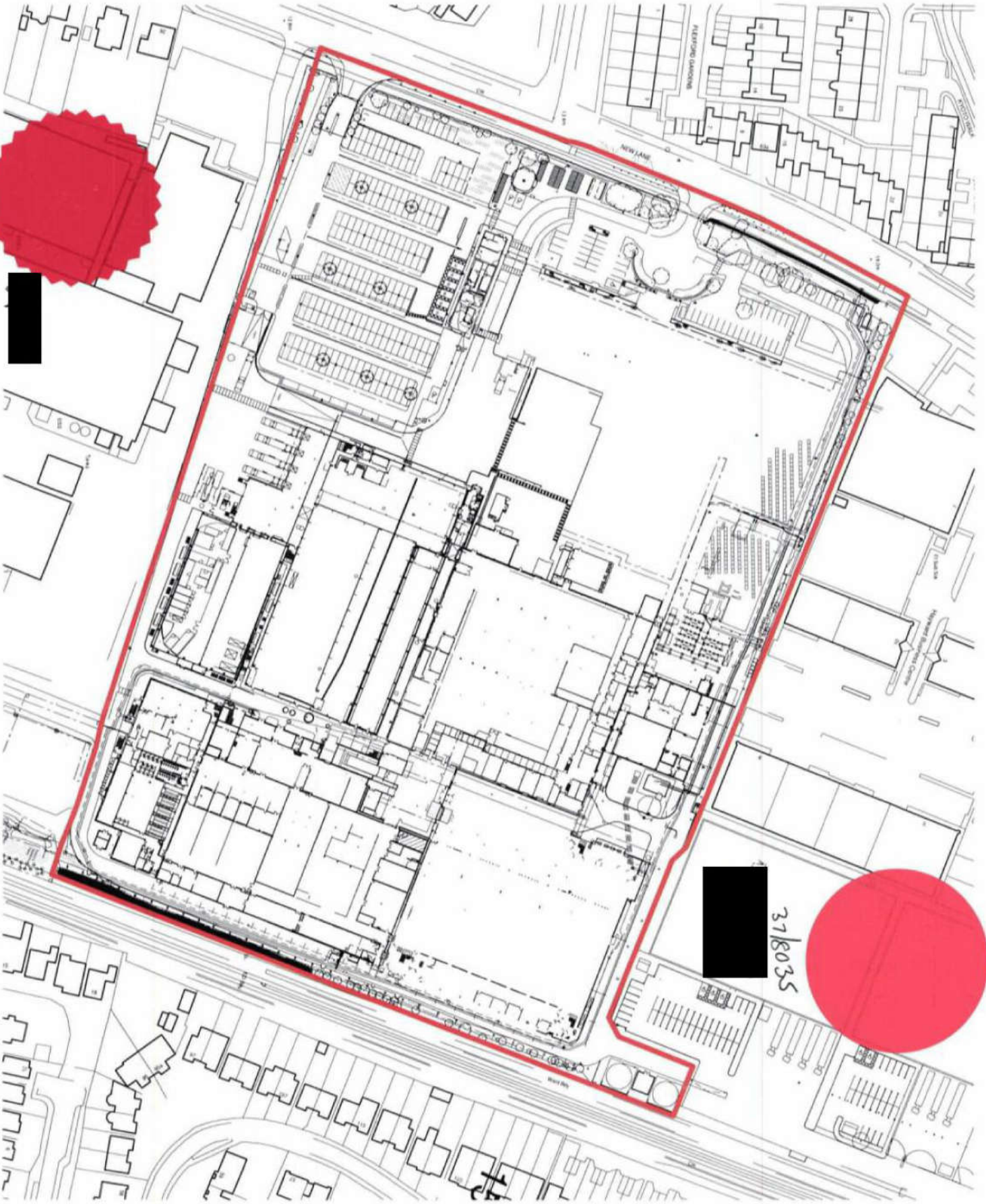
17. NO FETTER ON DISCRETION

- 17.1. Nothing in this Deed shall be taken to be or shall operate so as to fetter or prejudice the Council's or the County Council's statutory rights powers remedies discretions and responsibilities

IN WITNESS whereof the parties hereto have executed this Deed on the day and year first before written.

SCHEDULE ONE

32 New Lane Havant PO9 2NG the freehold to which is registered at the land registry
under title HP7816



13239

318035

SMR
ARCHITECTS

SMALLEY MARSEY RISPIN

Project: HAVANT NEW LANE

Client: HAVANT PROPERTY INVESTMENT LLP

Drawing Title: SITE LOCATION PLAN

Rev	By	Date	Description
01	SMR	02.02.21	OK PW
02	SMR	02.02.21	OK PW
03	SMR	24.06.20	EJ PW
04	SMR	24.06.20	EJ PW

Drawn: EJ
Checked: SMR
Noted: EJ

PLANNING

P1 APPLICATION 08.02.21 OK SR

P2 APPLICATION 02.02.21 OK PW

P3 APPLICATION 02.02.21 OK PW

P4 APPLICATION 24.06.20 EJ PW

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SCHEDULE TWO

Planning Permission – draft

Mr G Beck
Luken Beck MDP Ltd
30 Carlton Crescent
Southampton

For: Mr Hooper
Havant Property Investment LLP

**The Town and Country Planning (Development Management Procedure) (England) Order
2015
Grant of Planning Permission**

Application Number: APP/21/00200

Site Address: 32 New Lane, Havant, PO9 2NG

Proposal: Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.

Further to your application received on 23 February 2021 (which was valid from 23 February 2021) Havant Borough Council, as Local Planning Authority **Grants Planning Permission** for the above proposal in accordance with the submitted plans and particulars as detailed below.

This permission is subject to compliance with:

- (i) The plans and other documents submitted with regard to your application; and
- (ii) The following conditions:

Conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Plans:

Proposed Warehouse Elevations Drawing Number 2101-S4-P6
Proposed Warehouse Floor Plan Drawing Number 2102-S4-P6
Proposed Van Parking Deck Plan - Levels 0 & 1 Drawing Number 2103-S4-P4
Proposed Van Parking Deck Plan - Levels 2 & 3 Drawing Number 2104-S4-P4
Proposed Warehouse Roof Plan Drawing Number 2109-S4-P3
Site Location Plan Drawing Number 2001-S4-P3
Proposed Site Plan Drawing Number 2003-S4-P7

Proposed Site Plan Grade Level Drawing Number 2003A-S4-P3
 Proposed Building Overlay Drawing Number 2004-S4-P3
 Proposed Parking and Vehicular Movements Drawing Number 2005-S4-P5
 Existing and Proposed Site Section Drawing Number 2006-S4-P7
 Proposed Boundary Treatments Plan Drawing Number 2008-S4-P3
 Proposed Guard Hut & Guard Cabin Details Drawing Number 2009-S4-P3
 Proposed Cycle and Smoking Shelter Details Drawing Number 2010-S4-P3
 Proposed Height Restrictor & Vehicle Barrier Details Drawing Number 2011-S4-P3
 Landscape Masterplan Strategy Drawing Number LLD2077-LAN-DWG-010 Rev 03
 Tree Constraints Plan Drawing Number LLD2177-ARB-DRG-001 Rev 03
 Tree Retention and Protection Plan Drawing Number LLD2177-ARB-DWG-002 Rev 04
 Bulk Earthworks Analysis 15.5m FFL Drawing Number C200810-PIN-XX-XX-DR-C-220 Rev P02
 Levels Strategy 15.5m FFL Drawing Number C200810-PIN-XX-XX-DR-C-206 Rev P05
 External Lighting Lux Level Plot Drawing Number 10290-PL-100 Rev B
 External Lighting Intrusive Lighting Renders & Calculation Points Drawing Number 10290-PL-101 Rev B
 Access Road General Arrangement Drawing - Drawing Number LLD2177-LAN-DWG-150 Rev 03
 Proposed Junction Layout with Landscaping Overlay Drawing Number 205452/PD14

Documents:

Planning Statement Luken Beck February 2021
 Design and Access Statement SMR Architects 7379/DAS/V3 February 2021
 Transport Statement - Vectos February 2021
 Supplementary Transport Assessment - Vectos July 2021
 Transport Assessment Addendum - Vectos - Bus Services 205452/N09
 Daily Trip Generation Note - Vectos - 205452/N10
 Highways Response Note - Vectos 205452/N13
 Travel Plan - Vectos June 2021
 Non-Motorised User Context Assessment - Vectos February 2021
 Air Quality Assessment Delta-Simons Project No. 20-1275.01 Issue 2 January 2021
 Air Quality - Response to Havant Borough Council Environmental Health Comments Delta-Simons Project Number 20-1275.03 24th May 2021
 Air Quality - Response to Havant Borough Council Environmental Health Additional Comments - Delta-Simons 20-1275.03 18th August 2021
 Noise Constraints Assessment Tetra Tech A118298 Rev 3 February 2021
 External Artificial Lighting Assessment Report KTA Report Number IDS/JG/10290/PL1/R1 February 2021
 Pfizer Biotech Incumbent Lighting Survey KTA 10290-ELR-100 8 December 2020
 Existing Tree Schedule Lizard Landscape Design and Ecology Project Reference LLD2177 Rev 02 February 2021
 Arboricultural Impact Assessment and Method Statement Lizard Landscape Design and Ecology Project Reference LLD2177 Rev 02 8 February 2021
 Flood Risk Assessment Pinnacle Consulting Engineers Flood Risk Assessment C200810-PIN-XX-XX-RP-C-01 Version 4.0 9 February 2021
 Drainage Strategy Report Pinnacle Consulting Engineers C200810-PIN-XX-XX-RP-C-02 Version 8.0
 BREEAM Pre-assessment Yonder Job Nr. 2225 Rev A 29 January 2021
 Phase 1 Environmental Assessment EPS UK20.5052 Issue 4 25 January 2021
 Construction Management Plan TSL Issue No.3 12th January 2021
 Landscape and Visual Impact Assessment Lizard Landscape Design and Ecology Project Reference LLD2177-LPL-REP-001 Rev 01 9 February 2021
 Landscape and Visual Impact Assessment Lizard Landscape Design and Ecology Project Reference LLD2177-LPL-REP-001 Rev 01 Appendix E
 Landscape Design Strategy Lizard Landscape Design and Ecology Project Reference LLD2177-LAN-REP-001 Rev 2 30th June 2021

Ecological Impact Assessment Lizard Landscape Design and Ecology Project
Reference LLD2177 Rev 03 26th May 2021
Statement of Community Involvement Luken Beck January 2021
Construction Employment and Skills Framework Plan Fellows Planning uploaded
26th August 2021
Employment and Skills Note uploaded 26th August 2021
Outline Remedial Strategy & Implementation Plan EPS Project Reference
UK20.5052D Issue 2.1 24th May 2021
Dialux External Lighting Assessment Report Thorux Lighting Report Number
JW/LW/540939/DLX
Framework Operational Management Plan -Vectos July 2021
Framework Delivery and Servicing Management Plan - Vectos July 2021
Framework Car Park Management Plan - Vectos July 2021

Reason: - To ensure provision of a satisfactory development.

- 3 The construction phase of the development shall be carried out in accordance with the approved Construction Management Plan (produced by TSL) Issue No.3, unless otherwise agreed in writing by the Local Planning Authority. This includes construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: In the interest of highway safety having due regard to policies CS20 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 Prior to the occupation of any relevant part of the permitted development, a Full Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

The plan shall be based upon the principles outlined within the Vectos Ltd. Framework Management Plan document dated July 2021, be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the assumptions within the Transport Assessments agreed at planning having due regard to policies DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework

- 5 Prior to occupation of the development hereby permitted a Full Car Parking Management Plan (building on the Vectos Framework Car Parking Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning

having due regard to policies CS20, DM11, DM12 and DM14 of Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD and the Planning Policy Framework.

- 6 Prior to occupation of the development hereby permitted, a Full Delivery Servicing Management Plan (building on the Vectos Framework Delivery Servicing Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework.

- 7 The development hereby permitted shall not be brought into use unless and until the Cycle Parking shown on drawing No. 2010-S4-P3 has been provided. The cycle storage facilities shall thereafter be maintained and retained in accordance with these details.

Reason: To ensure that adequate provision is made for sustainable transport options having due regard to policy DM14 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 Prior to the occupation of the development the following provisions shall be made on site:

Photovoltaic panels as shown on drawing reference 2109-S4-P3

Electric Vehicle charging provision for 20% of all car and van parking spaces provided on site. In addition the remaining 80% of van parking spaces shall be provided with passive infrastructure to allow for further charging points to be easily installed.

The Photovoltaic panels and Electric Vehicle charging provision shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To accord with the details if the submitted Transport Assessment, to reduce pollution and to help to ensure sustainable development having due regard to policies CS14 and DM10 of the Havant Borough Local Plan, emerging policy IN3 of the Havant Borough Local Plan Submission Version and the National Planning Policy Framework

- 9 All delivery vans operating from the site shall be liveried and branded in a manner to allow for easy identification to ensure that the operation is in line with the operational management plan.

Reason: To allow for monitoring of the site operation in order to ensure that routes to and from the site utilise main routes in the interests of residential amenity and to avoid congestion having due regard to policies CS16, CS20 and DM10 together with the National Planning Policy Framework.

- 10 Prior to the occupation of the development hereby permitted to install and maintain permanent traffic counters and monitor traffic levels across the 3 site accesses in accordance with the figures agreed at planning, as reflected in Appendix A of the Operational Management Plan. The monitored details shall be fed into Hampshire County Council's permanent traffic count database and available to view as required by the Local Planning Authority and County Highway Authority.

Reason: To confirm that the traffic levels presented in the Operational Management Plan at planning are reflective of the on-site operation in the interests of amenity and the efficient operation of the Highway Network having due regard to policies CS20 and DM12 together with the National Planning Policy Framework.

- 11 Prior to the commencement of any specific phase of development approved by this planning permission (other than demolition, site clearance, or any other date or stage in development as may be agreed in writing with the Local Planning Authority), an assessment of the nature and extent of contamination at the site shall be submitted to and approved in writing by the Local Planning Authority.

The assessment may comprise separate reports as appropriate, but shall be undertaken by competent persons and unless specifically excluded in writing by the Local Planning Authority, shall include;

- 1) Further intrusive site investigation & monitoring based on the proposals given within the EPS Ltd. Phase II Environmental Assessment Report Ref: UK20.5052D iss.2.1 (24/05/2021); to provide sufficient data and information to adequately identify & characterise any physical contamination on or affecting the site, and to inform an appropriate assessment of the risks to all identified receptors.
- 2) The results of an appropriate risk assessment based upon (1), and where unacceptable risks are identified, a Remediation Strategy that includes;
 - appropriately considered remedial objectives;
 - an appraisal of remedial &/or risk mitigation options, having due regard to sustainability, and;
 - clearly defined proposals for mitigation of the identified risks.
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the Remediation Strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

All elements shall be adhered to unless agreed in writing by the Local Planning Authority.

Reason: Prior assessment has indicated the likely presence of contaminants within areas of the development land that have not previously been investigated. The site is above the secondary superficial aquifer which would be considered a moderately sensitive controlled water receptor. The chalk principal aquifer and associated SPZ1c occurs at depth beneath the site under a layer of London clay. The chalk would be considered a highly sensitive controlled water receptor. Alongside the health of future occupants of the development land, and the health of occupiers of adjacent land, these receptors could potentially be impacted by contamination present on this site. To ensure that the development does not contribute to-, and is not put at unacceptable risk from- or adversely affected by-, unacceptable levels of contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014 and paragraphs 178-180 of the National Planning Policy Framework.

- 12 Prior to occupation of any part of the site, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and confirmed in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to

demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework

- 13 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from- or adversely affected by-, unacceptable levels of contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 178-180 of the National Planning Policy Framework.

- 14 Construction of the development (except for demolition and preparation works) shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that drainage of the site is acceptable to prevent flood and pollution risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan 2011 and the National Planning Policy Framework

- 15 Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior the development being brought into use. The submitted details shall include;

- a Maintenance schedules for each drainage feature type and ownership.
- b Details of protection measures.

Reason: To ensure suitable drainage and to avoid flood risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 16 The drainage system shall be constructed in accordance with the Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02. Surface water discharge to the public sewer network shall be limited to 174l/s (1 in 1 year), 395l/s (1 in 30 year) and 395l/s (1 in 100 year). Any changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority in consultation with the Lead Local Flood Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.

Reason: To ensure suitable drainage and to avoid flood risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 17 No piling or other deep foundation using penetrative methods shall take place unless and until details of the piling proposals are submitted to and approved in writing by the Local Planning Authority. If the piles/foundations are proposed to penetrate the

full depth of the Clay cover at the site a piling risk assessment and method statement detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including pollution prevention measures shall be submitted. The development shall be carried out in accordance with the approved details.

Reason: Piling or any other foundation designs using penetrative methods can pose a risk to potable supplies from, for example, turbidity, mobilisation of historical contaminants, drilling through different aquifers and creation of preferential pathways for contaminants and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 18 Prior to use of the site commencing, an assessment of noise of all fixed plant, machinery and equipment associated with air moving equipment (including fans, ducting and external openings), compressors, generators or plant or equipment of a like kind, to be installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The noise emitted from the use of this plant, machinery or equipment shall not exceed the noise criteria provided in Tetra Tech's Noise Constraints Assessment A118298 rev 3 dated 09/02/21. The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound.

Reason: In order to safeguard the amenities of adjoining residential occupiers having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework. The details are needed prior to the use of the site commencing so that any additional mitigation measures can be incorporated.

- 19 The development including any demolition shall not commence unless and until a pre-commencement site meeting with the site agent, the applicants Arboricultural Consultant and a Havant Borough Council Arboricultural representative has taken place to ensure that all tree protection is correctly in place. The tree protection shall thereafter be retained and maintained as approved for the duration of the demolition works.

Reason: In the interest of the character and appearance of the area and to ensure the retention of important trees and hedges having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 20 The development including demolition shall take place in full accordance with the Arboricultural Impact Assessment and Method Statement Rev 02 Lizard Landscape Design and Ecology and Tree Retention and Protection Plan Drawing No. LLD2177-ARB-DWG-002 Rev 04. In addition all works within the Root Protection Areas of retained trees shall be supervised by the Applicants Arboricultural Consultants.

Reason: In the interest of the character and appearance of the area and to ensure the retention of important trees and hedges having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 21 The landscaping works shown on the approved plans Drawing No. LLD2077-LAN-DRG-010 and detailed in Landscape Design Strategy Lizard Design and Ecology LLD2177-LAN-REP-001 Rev 02 shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following final occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and

species to those originally required to be planted.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 22 Prior to the commencement on a phase of the development (excluding demolition and temporary works), a Draft Design Stage Assessment demonstrating that the development will achieve at 'Excellent' against the BREEAM Standard, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure the development contributes to sustainable construction in accordance with policy CS4 of the Havant Borough Local Plan (Core Strategy) 2011 and policy E12 of the Havant Borough Local Plan Submission Version.
- 23 Within 6 months of any phase of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum 'Excellent' against the BREEAM Standard in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.
Reason: To ensure the development contributes to sustainable construction in accordance with policy CS4 of the Havant Borough Local Plan (Core Strategy) 2011 and policy E12 of the Havant Borough Local Plan Submission Version.
- 24 The development hereby permitted shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the Ecological Impact Assessment (Lizard, May 2021 Rev 03) and as shown in the Landscape Masterplan Strategy (Drawing No. LD2177-LAN-DWG-010 Rev 03, Lizard, February 2021) unless otherwise agreed in writing by the Local Planning Authority. All ecological measures shall be implemented and installed in accordance with ecologists instructions and retained in a location and condition suited to their intended function.
Reason: To protect and enhance biodiversity in accordance with the NERC Act 2006, the National Planning Policy Framework and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.
- 25 No part of the development shall be first brought into use until details of the type, siting, design and materials to be used in the construction of all means of enclosure including boundaries, screens or retaining walls and acoustic fences have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.
Reason: To safeguard the amenities of the locality and occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 26 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 27 Notwithstanding any description of materials in the application no above ground construction shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The details shall include:

Fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:

- finished levels
- hard surfacing material type / product reference and colour
- laying bond
- edging or kerb detail / type
- retaining structures or steps

The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

Reason: In the interests of the amenities of the locality and having due regard to policies CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 28 The construction and occupation stage of the development hereby permitted shall be carried out in accordance with the Employment and Skills Framework Plan and in particular meet the following requirements:

Construction phase

- Deliver on all KPI's as per the submitted Employment and Skills Framework ensuring these opportunities are provided to Havant residents with particular focus on 16-24yr olds in Leigh Park
- Provide named person who has responsibility for recruitment and training of onsite personnel in the construction phase.
- Six weeks from agreement of Planning Permission Contractor/Council initial E & S Plan meeting.
- Monitoring meetings to be scheduled with Contractor and the council on a quarterly basis to review progress.
- Contractor to submit evidence to the council proving Havant residents have benefited from the construction phase of the development.
- Provide press/photo opportunities/case studies involving Havant residents before the end of the construction phase.
- Contractor to provide report to the council at the end of construction phase with details of the job, apprenticeship, training, and site visits provided and who benefited.

Occupation phase

- Provide end user HR contact for recruitment.
- Continue quarterly monitoring meetings into recruitment phase to ensure opportunities are provided for Havant residents.
- Ensure active marketing campaigns target the recruitment of permanent jobs for Havant residents with particular focus on 16-24yr olds in Leigh Park and the immediate area.
- This includes working with agencies / contractors which provide flexible work and driver opportunities, with best endeavours given to prioritise or attract residents of Havant Borough.
- Provide two press/photo opportunity/case study involving Havant residents.

Reason: In the interests of providing employment opportunities at the site in accordance with policy CS3 of Havant Borough Local Plan (Core Strategy) 2011 and

Other Important Information:

- (1) This notice only relates to the decision of Havant Borough Council as Local Planning Authority under the Town and Country Planning Acts. It does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.
- (2) Your attention is drawn to the attached information regarding firstly your right to appeal to the Planning Inspectorate, if you are aggrieved by the Council's decision, and secondly the rights of an owner to, in certain circumstances serve a purchase notice on the Council. See www.planningportal.gov.uk/pcs.
- (3) Any failure to adhere to the details of the approved plans, and other documents or to comply with any conditions listed above may lead to enforcement action being taken by the Council. If you wish to depart from the approved details or conditions in any way you should contact the Planning and Development Service at the Plaza or by telephoning 023 9244 6015.

- (1) In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

- Offering a pre-application advice service, and
- Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

- You sought and were provided with pre-application advice,
- You were updated about issues after the initial site visit.

- (2) The applicant is advised of the following comments from Network Rail:

Asset Protection Informatives for works in close proximity to Network Rail's infrastructure:

Due to the close proximity of the proposed works to Network Rail's land and the operational railway, Network Rail requests the applicant / developer contacts Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing. Our Asset Protection will review the details of the proposal to ensure that the proposed development can be completed without any risk to the operational railway. The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works.

More information can also be obtained from our website
<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/assetprotection-and-optimisation/>.

As well as contacting Network Rail's ASPRO Team, the applicant / developer must also follow the attached Asset Protection informatives (compliance with the informatives does not remove the need to contact ASPRO).

- (3) The applicant is advised of the following comments from Southern Water:

Please see the attached extract from Southern Water records showing the approximate position of our existing public foul and surface sewer within the development site. The exact position of the public assets must be determined on site by the applicant in consultation with Southern Water. - The plan can be viewed on the Council's Website:

https://planningpublicaccess.havant.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_250192

Please note:

- The 225 mm public foul sewer requires a clearance of 3 metres on either side of the gravity sewers to protect it from construction works and to allow for future access for maintenance.

- The 600 mm public surface water sewer requires a clearance of 3.5 metres on either side of the public sewer to protect it from construction works and to allow for future access for maintenance.

- No development or tree planting should be carried out within 3 and 3.5 metres of the external edge of the public sewers without consent from Southern Water.

- No soakaway, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of public sewers.

- All existing infrastructure should be protected during the course of construction works.

Please refer to: southernwater.co.uk/media/3011/stand-off-distances.pdf.

The impact of any works within the highway/access road on public apparatus shall be assessed and approved, in consultation with Southern Water, under a NRSWA enquiry in order to protect public apparatus. Please send these enquiries to: Developer.Services@southernwater.co.uk

Furthermore, it is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Southern Water requires a formal application for any new connection to the public foul and surface water sewer to be made by the applicant or developer.

To make an application visit: southernwater.co.uk/developing and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/connection-charging-arrangements

- (4) The applicant is advised of the comments received from Hampshire Fire and Rescue Service which can be viewed on the Council's Website
https://planningpublicaccess.havant.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_250192

In particular the following comments are highlighted:

Early Engagement:

The proposal is of great interest to this fire authority due to the size and risks

identified. We would like to engage early with the stakeholders on this project, please could early contact be made with the fire engineering & consultation team if the proposal progresses.

- (5) It is requested that consideration be given to the establishment of a liaison board by the operators of the site to work with local residents and businesses should they need to address any conflicts arising from the operation of the site. This shall include an invitation to local Havant Borough Ward Councillors representing the Bondfields and St Faiths wards.

Simon Jenkins

Simon Jenkins
Director of Regeneration and Place

DRAFT

SCHEDULE THREE

The Owner's Covenants with the Council and the County Council

Part One –Transport Contribution

1.1 The Owner covenants with the Council and the County Council

- 1.1.1 Not to Commence or permit Commencement of Development unless and until it has paid the Safety Engineering Contribution and the Planting Contribution in full to the County Council and for the Planting Contribution to be divided with the Council commensurate with the final details of planting;
- 1.1.2 To pay the Safety Engineering Contribution and the Planting Contribution in full to the County Council prior to the Commencement of Development
- 1.1.3 Not to Occupy or permit the Occupation of the Development until it has paid the Bus Stop Contribution in full to the County Council
- 1.1.4 To pay the Bus Stop Contribution in full to the County Council prior to the Occupation of the Development

Part Two – Highway Works

2.1 The Owner covenants with the Council and the County Council

- 2.1.1 Not to Commence or permit Commencement of Development unless and until the Owner has entered into the Section 278 Agreement 'Design Check' process with the County Council in respect of the Highway Works
- 2.1.2 To enter into a Section 278 Agreement with the County Council in respect of the Highway Works within 8 months of the completion of this Deed
- 2.1.3 Not to Occupy or permit the Occupation of the Development unless and until the Highway Works have been carried out and completed to the Completion Certificate Standard with the County Council in respect of the Highway Works
- 2.1.4 To complete the Highway Works to Completion Certificate Standard prior to the Occupation of the Development

Part Three – Travel Plan

3.1 The Owner covenants with the Council and the County Council

- 3.1.1** Not to Occupy or permit Occupation of the Development until it has prepared the Travel Plan and secured the County Council's written approval of it and has thereafter implemented and complied with the Travel Plan in accordance with the requirements and timetable of the approved Travel Plan
- 3.1.2** Without prejudice to the approved Travel Plan the Owner shall not Occupy or permit Occupation of the Development (or any part thereof) unless and until it has appointed a travel plan co-ordinator for the whole of the Development to implement the Travel Plan and has notified the County Council in writing of such appointment
- 3.1.3** On demand and in any event prior to Occupation of Development to pay to the County Council the Travel Plan Approval Fee
- 3.1.4** Not to Occupy or permit Occupation of the Development (or any part thereof) unless and until it has paid to the County Council the Travel Plan Monitoring Fee
- 3.1.5** Not to Occupy or permit Occupation of the Development unless and until it has provided to the County Council the Travel Plan Bond to the effect that if in the opinion of the County Council acting reasonably (and in the event of any dispute the matter shall be referred for dispute resolution pursuant to clause 14) the Owner unreasonably fails at any time within five (5) years of Occupation of the Development to deliver the agreed measures/ targets and/or comply with any/all of the measures/targets contained within the Travel Plan the surety shall pay to the County Council on demand such sum as may be certified by the Director to be required up to the amount of the Travel Plan Bond in order to remedy the failure to achieve and implement the agreed measures/targets contained within the Travel Plan or such alternative measures as the Director in its absolute discretion determines will achieve the overall aims of the Travel Plan or such alternatives measures as the Director in his absolute discretion determines will at no greater cost to the Owner achieve the overall aims of the Travel Plan
- 3.1.6** That if it or its successors in title Occupy the Land or any part thereof it or they will implement the Travel Plan relating to the Development or such part of the Land to be Occupied and shall use all reasonable endeavours to achieve the targets set therein

- 3.1.7 That it will in relation to the Land/Development include in any tenant's lease or occupier's license of any part or parts of the Development a covenant that the tenant or occupier will implement the Travel Plan in respect of such part or parts of the Land/Development and further that it will use all reasonable endeavours to enforce such obligations against any such tenant or occupier
- 3.1.8 That within twenty (20) Working Days of the letting of the Land or any part or parts thereof it will procure the delivery to the County Council of a notice giving the following details:
- 3.1.8.1 the name and address of the tenant;
 - 3.1.8.2 a description of the premises demised;
 - 3.1.8.3 the length of the term; and
 - 3.1.8.4 a sufficient extract of the lease setting out the terms of the covenant expressed in favour of the County Council in relation to the Travel Plan

Part Four – General Provisions

- 4.1 The Owner covenants that it shall notify the Council and the County Council in writing or procure that it is so notified on each of the following events within five (5) Working Days of such event occurring
- 4.1.1 Commencement of Development
 - 4.1.2 Occupation of Development

SCHEDULE FOUR

The County Council's covenants with the Owner

The County Council covenants with the Owner

- 1.1 To use the Transport Contribution for the purposes specified in this Deed or such other purposes for the benefit of the Development as the Owner and the County Council shall agree in writing
- 1.2 Following receipt of written request to do so from the Payer to repay to the Payer such amount of the Transport Contribution which remains unspent or uncommitted by the letting of a contract on the tenth (10th) anniversary of the date of receipt by the County Council of the last instalment of such contribution
- 1.3 act reasonably in its responsibility as Local Highway Authority to ensure the S278 Agreement is entered within the timeframe

APPENDIX ONE

Framework Travel Plan

FRAMEWORK TRAVEL PLAN

Havant Property Investment LLP

32 New Lane, Havant

June 2021

Hampshire County Council (HCC)

Travel Plan

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1 Introduction

- 1.1 Vectos has been appointed by Havant Property Investment LLP to provide highways and transport advice in relation to the re-development of a former Pfizer Site, New Lane, Havant. Havant Borough Council (HBC) are the local planning authority and Hampshire County Council (HCC) are the local highway authority. A site location plan is included at **Figure 2.1**.
- 1.2 The site is located within an existing employment area near an existing industrial estate and is currently occupied by a cold chain packaging, storage, and distribution facility.
- 1.3 A planning application has been submitted at the site under planning reference APP/21/00200. The development proposals concern the redevelopment of the site to provide a new warehouse unit comprising 15,546 sqm (GEA) of total floor area and associated operational van storage spaces (866 spaces). The proposals include provision for 208 car parking spaces, of which 11 will be designated as disabled parking spaces. 11 motorcycle parking spaces and 50 cycle parking spaces are also proposed for staff and visitors.
- 1.4 As is the case with most typical industrial activities, the proposed development will employ managers, assistant managers and assistants as well as delivery drivers, although shift patterns mean that not all staff shift patterns will overlap. This means that traffic in and out of the site is not likely to be congested, and saturation levels will vary throughout the working day.
- 1.5 Since the submission of the planning application, comments have been received from Hampshire County Council (HCC) Travel Plan officers, on the 29th of March 2021, in response to the Travel Plan (TP) prepared by Vectos (February 2021).
- 1.6 This updated TP has been prepared to address comments from HCC and provide the relevant additional information requested.

Travel Plan Scope

- 1.7 The TP is a strategy setting out the sustainable travel options and measures for the proposed development at the site. This Travel Plan should be read in conjunction with the Transport Statement also produced in support of this planning application.
- 1.8 This TP is a live document and as such, will be further updated once baseline travel surveys have been completed. These baseline staff travel surveys will be undertaken at 6 months within the first year of meaningful occupation at the proposed development.
- 1.9 This TP is primarily aimed at all staff working on the site, as they will be undertaking regular journeys to / from the development. However, the benefits of travelling by sustainable and active modes, will also be promoted to any visitors.
- 1.10 The benefits of having a workplace TP include reducing congestion on local highway network as well as on site, and minimising traffic related pollution in the local area.

Aim of the Travel Plan

- 1.11 This TP has been prepared in order to support future staff and potential visitors in making informed decisions about their travel and provide staff with the necessary management tools to enable them to choose sustainable modes of travel to the site. In doing so, the adverse impacts of travel on the environment and the local highway network will be minimised. This will be achieved by setting out a strategy for eliminating the barriers which prevent people from using sustainable travel modes, which in effect can self-manage single-occupancy vehicular use.
- 1.12 Such a strategy needs to be long term, as changing travel habits takes time and is only likely to occur through a combination of incentives, improved facilities, government initiatives, as well as changes in individual attitudes.
- 1.13 As mentioned above, the TP is a live document and as such, will develop further with input from Hampshire County Council (HCC), the Travel Plan Co-ordinator and the client.

This Document

- 1.14 This TP has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the full TP.
- 1.15 The remainder of the document is as follows;
- **Section 2** – describes the existing accessibility of the site;
 - **Section 3** – Provides a review of relevant policies;
 - **Section 4** – sets out the development proposals;
 - **Section 4** – sets out the objectives and benefits of the TP;
 - **Section 5** – sets out the Travel Plan strategy;
 - **Section 6** – sets out the sustainability measures that could be implemented to help achieve the objectives and targets of the full Travel Plan;
 - **Section 7** – outlines how the monitoring and review programme will ensure the Travel Plan to continue to progress; and
 - **Section 8** – sets out the Action Plan for the Travel Plan.

2 Existing Situation

- 2.1 This section of the Transport Statement provides a description of the existing conditions at the site, including accessibility by sustainable modes of travel.

Site Location

- 2.2 Within a strategic context, the site is situated within the Borough of Havant, circa 870m 'as the crow flies' north east of Havant railway station. The site is situated within Havant North Industrial Estate and the immediate area surrounding the site is primarily employments with and residential neighbourhoods located both east and west of the site.
- 2.3 The north-eastern perimeter of the site is formed of Portsmouth Direct railway line and the north-western boundary is defined by New Lane where the access to the site is taken from. To the north and south the site abuts existing industrial units within which it is internally connected by access roads.
- 2.4 To the south east, the site abuts a small plot that appears to share an access with the site. This plot appears to be used for storage of waste vehicles.
- 2.5 Figure 2.1 shows the location of the site in a local context.

Figure 2.1: Site Location



Highway Network

New Lane

- 2.6 New Lane provides vehicular access to the site and is a two-way single carriageway road with a north-south alignment to the east of the site, meeting Bartons Road to the north and Eastern Road to the south. The road is subject to 30mph speed limit restriction with pedestrian infrastructure and street lighting present.
- 2.7 New Lane is a local distributor road which separates residential areas of Havant in the west from employment in the east. Given the presence of existing railway to the east acting as a barrier for traffic, all employment units are accessed from New Lane.

Crossland Drive

- 2.8 Crossland Drive is a two-way single carriageway road that runs in an east-west alignment, connecting New Lane with the B2149 to the west of the site. It meets the B2149 at a signal-controlled junction and meets New Lane at the eastern end of the road at a simple priority junction. The road is subject to 30mph speed limit restriction with footway and street lighting provided.
- 2.9 The road is an advisory HGV route as per the signage at the Crossland Drive/B2149 junction.

B2149

- 2.10 The B2149 is locally known as Petersfield Road. It is a dual carriageway with two lanes in each direction, separated by a grass verge. The road is subject to 40mph speed limit with footways and street lighting present.
- 2.11 The B2149 provides links with the A27 to south and A3(M) north via Horndean. The north end of the road meets with Manor Lodge Road via a roundabout.

A27

- 2.12 The A27 is a major road in South East England that can be accessed from the site via the B2149 or Emsworth Road. The latter route has 7.5 tonnes weighting restriction in place south the junction with New Lane due to level crossing with railway line.
- 2.13 The A27 is a dual carriageway with two lanes each in direction, which operates at the national speed limit.
- 2.14 The A27 is a key route for accessing the wider strategic highway network in England, connecting to the A3(M), M27 and A24.

Walking and Cycling

- 2.15 Staff travelling to the site would be encouraged to travel by sustainable travel modes through development design, including active travel (walking and cycling), on public transport and through car sharing in an effort to maximise the number of single occupancy car trips.

- 2.16 The planning application is also supported by a Non-Motorised User Context Assessment (NMU) undertaken in August 2020. The NMU found that the local walking environment was good but could be improved the provision of crossing points on New Lane. This is a view also supported by HCC.

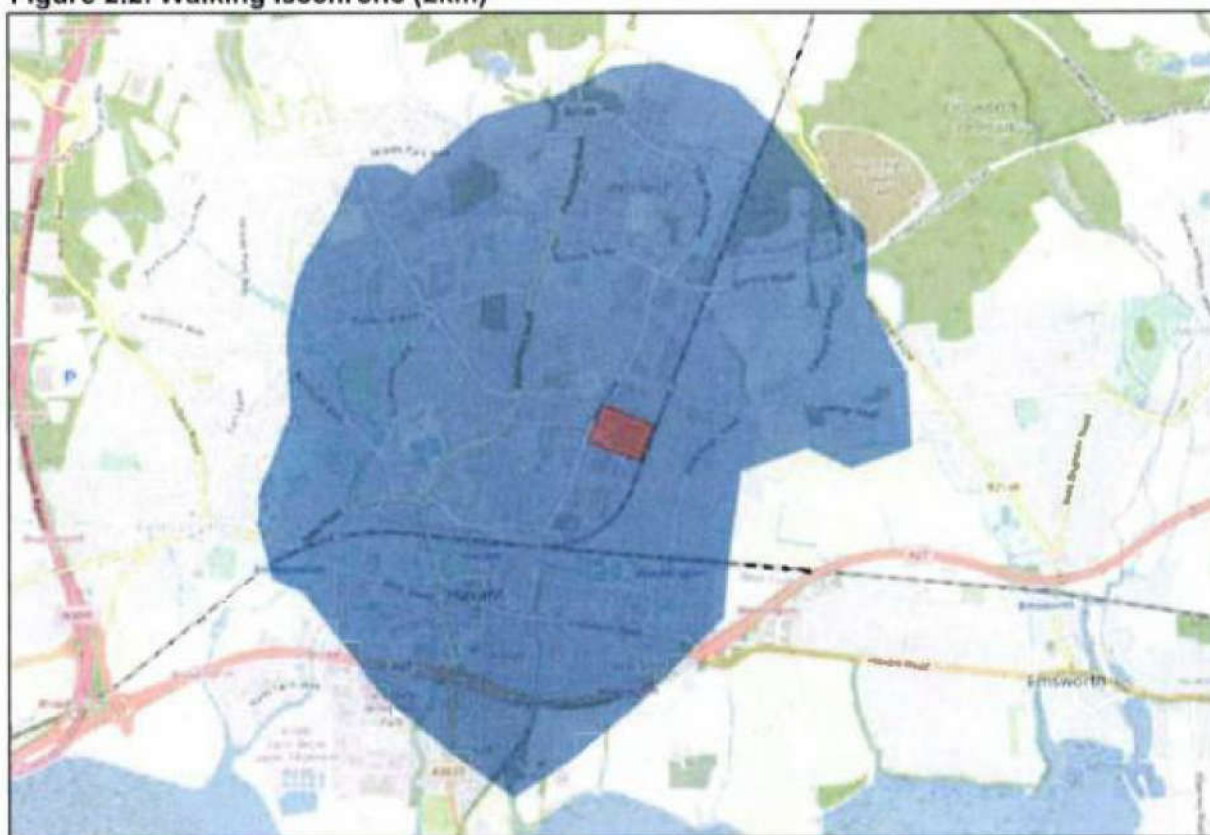
New Lane

- 2.17 The site benefits from well-lit footways along New Lane. The majority of the road has footways on both sides of the carriageway, that are segregated from the road by grass verges. However, the footway on the eastern side of the road ends approximately 150m north of the junction with Eastern Road on the southern end of New Lane.
- 2.18 As part of the development proposals, a new crossing point will be provided at this location which will feature tactile paving and dropped kerbs. There is a pedestrian refuge crossing approximately 200m north of the site with dropped kerbs and tactile paving.
- 2.19 The entirety of New Lane has on-road dedicated cycle lanes along both sides of the road, providing access to Havant Railway Station and Havant town centre to the south and NCN routes 2 and 22.

Crossland Drive

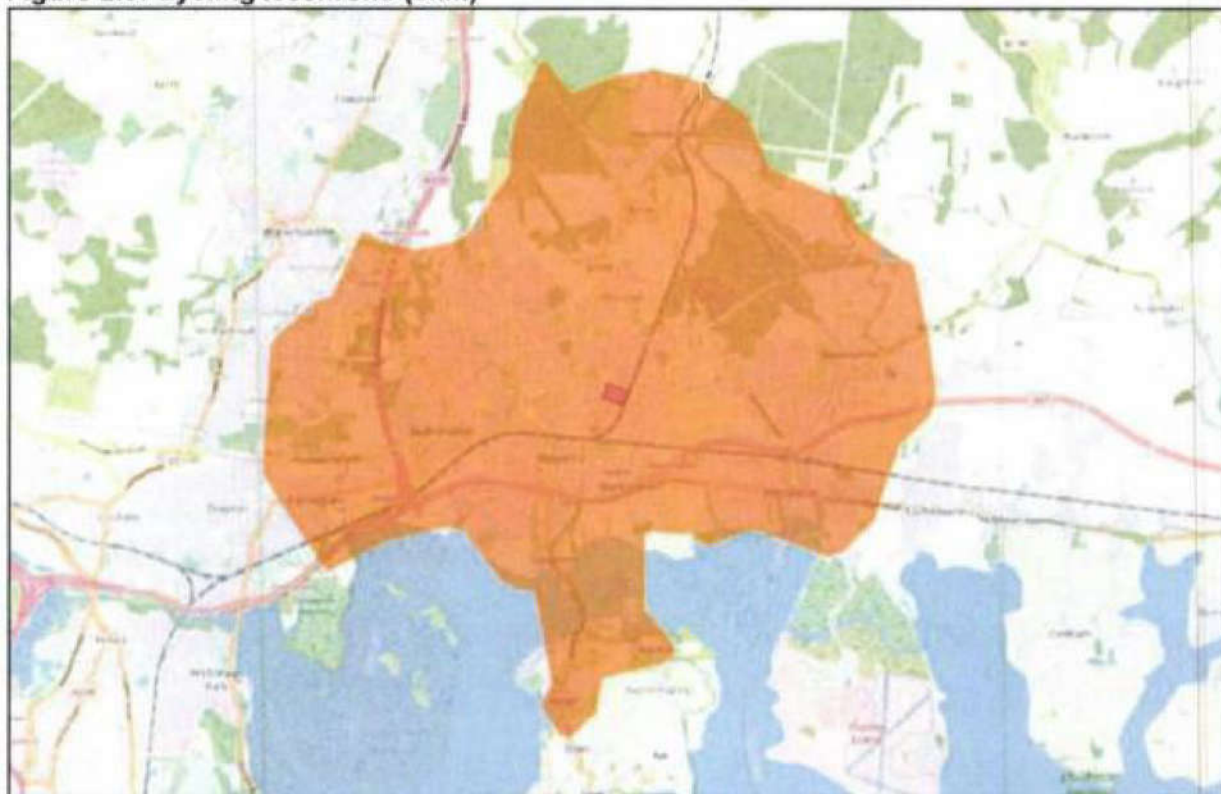
- 2.20 Crossland Drive provides a mixture of well-lit segregated and non-segregated footways on both sides of the road.
- 2.21 There are multiple crossing points along the road, with a pelican crossing at the east end of the road and a zebra crossing at the west end.
- 2.22 An on-pavement cycle lane runs along the southern side of the road from the junction with the B2149 to approximately 100m from the junction with New Lane.
- 2.23 A plan highlighting the 2km walking isochrone for the site is shown in **Figure 2.2**.

Figure 2.2: Walking Isochrone (2km)



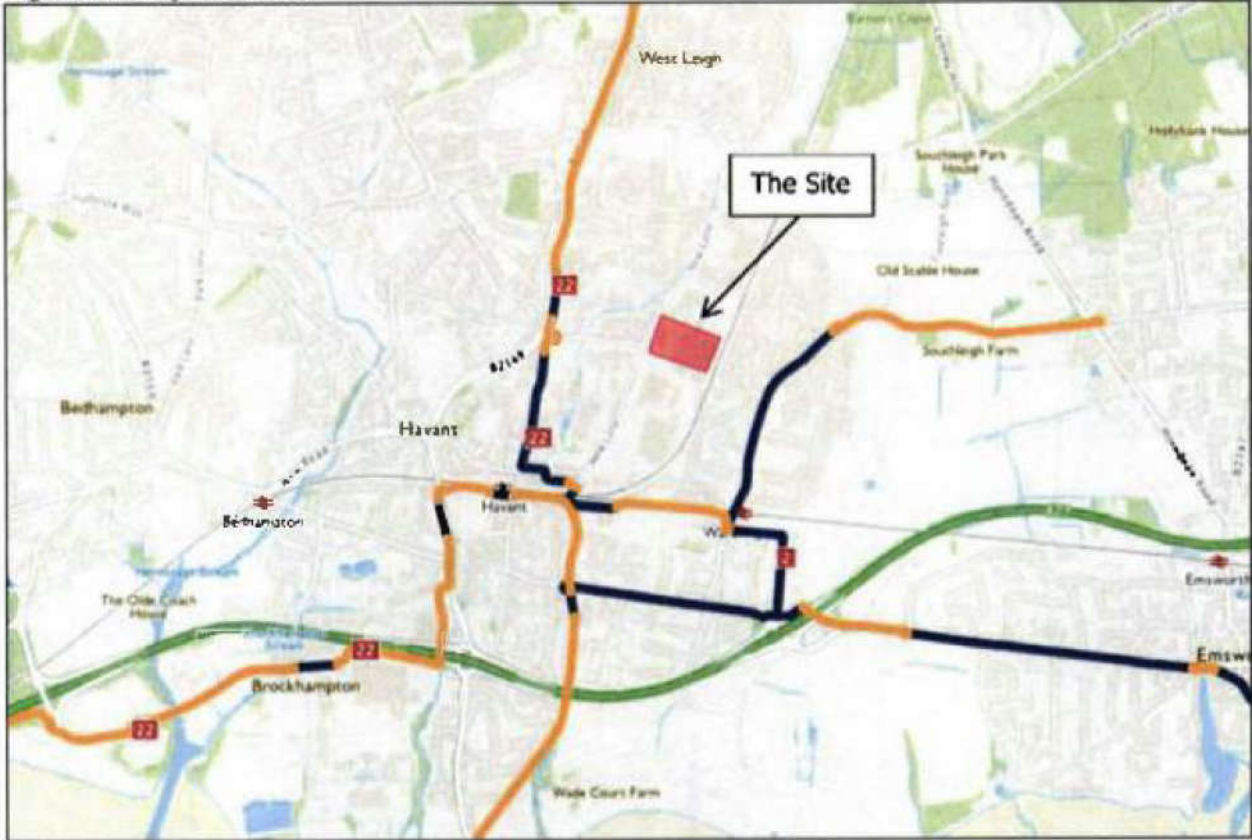
- 2.24 With regards to walking, Central Government research refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, the Institution of Highways and Transportation (IHT) Guidelines suggest that a maximum 'acceptable' walking distance for pedestrians without a mobility impairment of 2km.
- 2.25 **Figure 2.2** shows that Havant town centre can be reached within 2km, or a 25-minute walk from the site, as well as Havant and warblington railway stations.
- 2.26 A plan highlighting the 5km cycling isochrone for the site is shown in **Figure 2.3**.

Figure 2.3: Cycling Isochrone (5km)



- 2.27 With regards to cycling, Central Government research states that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 2.28 **Figure 2.3** shows that Emsworth, Rowlands Castle, Westbourne, Bedhampton and Hayling Island can be reached by bicycle comfortably within 5km (circa 25-minutes).
- 2.29 **Figure 2.4** shows that the site is well situated to make use of the National Cycling Network (NCN). NCN route 22 can be accessed via New Lane and Crossland Drive, utilising the cycle lanes on these roads.

Figure 2.4: Cycle Routes



Public Transport

Bus Services

- 2.30
- The nearest bus stops to the site are the 'Flexford Gardens' bus stops and the 'Dunhurst Close' bus stops which are situated approximately 40m apart on St. Albans Road to the west of the site (approximately a 2-minute walk).
- 2.31
- Both stops provide a pole and flag arrangement and are served by routes 20 and 21. The 'Flexford Gardens' stop is also served by route 641 in addition. A summary of the frequency of services for these stops is set out in **Table 2.1**.

Table 2.1: Local Bus Services

Number	Route	Frequency
20	Portsmouth – Cosham – West Leigh – Havant	2 per hour
21	Portsmouth – Farlington – West Leigh – Havant	2 per hour
641	Purbrook (Oaklands School) Leigh Park – Denvilles – New Brighton – Rowlands Castle – Southbourne	1 per day (school service)

- 2.32
- The 20 and 21 services provide access to the residential areas to the west of the site and the neighbouring city of Portsmouth, in addition to Havant town centre and the amenities provided there.

Rail Services

- 2.33 Havant railway station is approximately 1.1km (13-minute walk) south west of the site. Havant is a junction station that provides passengers with an interchange between the West Coastway line and Portsmouth Direct Line.
- 2.34 Havant railway station is served by trains operated by South Western Railway, Southern and Great Western Railway, providing links to multiple key destinations such as Portsmouth, Brighton, Southampton and London Waterloo.
- 2.35 The station provides 92 secure cycle storage spaces and a car park with 492 (including eight accessible) spaces.
- 2.36 A summary of the destinations reachable from this station and the services provided on a typical weekday are set out in **Table 2.2**.

Table 2.2: Havant Railway Station Services

Destination	Journey time (mins)	Frequency (per hour)
Southampton Central	41	2
London Waterloo	80	2
Brighton	65	3
Portsmouth Harbour	20	5
Littlehampton	40	2
Bognor Regis	32	4
Portsmouth and Southsea	12	7
London Victoria via Horsham	105	2

- 2.37 **Table 2.2** shows that key destinations such as Portsmouth, London, Brighton and Southampton are easily accessible via Havant Railway Station, which is within walking and cycling distance of the site.

BREEAM Accessibility Index

- 2.38 Using the BREEAM Accessibility Index Calculator, the Accessibility Index for the site has been calculated.
- 2.39 From these calculations, the proposed site has achieved an Accessibility Index figure of 7.96. The calculation of this figure is shown at **Appendix A**.

Local Amenities

- 2.40 There are a range of local amenities in proximity to the site including shops, medical facilities, leisure facilities and a post office as detailed in **Table 2.3**.

Table 2.3: Local Amenities

Amenity Type	Amenity Location	Distance from site
Access to a recreation or leisure facility for fitness or sports	My Fitness Hub Havant, 5 Hayward Business Centre, New Ln, Havant PO9 2NL	260m
Childcare facility or school	St Albans School, St. Albans Rd, Havant PO9 2JX	350m
Access to an outdoor open space	Old Copse Road Open Space, Old Copse Rd, Havant PO9 2XB	350m
Appropriate food outlet	The Co-operative Food, 55 St. Albans Rd, West Leigh, Havant PO9 2JR	400m
Access to cash	Best-one, 64-66 St. Albans Rd, Havant PO9 2JY	450m
Public sector GP surgery or general medical centre	Oak Park Community Clinic, 8 Lavant Dr, Havant PO9 2AW	600m
Community facility	Havant Leisure Centre, Civic Centre Rd, Havant PO9 2AY	1100m
Over the counter services associated with a pharmacy	Octapharm, Civic Centre Rd, Havant PO9 2AZ	1100m
Publicly available postal facility	Havant Post Office, 25 Market Parade, Havant PO9 1PY	1200m

3 Policy Context

National Planning Practice Guidance – Travel Plans, Transport Assessments and Statements (March 2014)

- 3.1 This guidance, published on 6th March 2014 by the Ministry of Housing, Communities and Local Government, provides advice on when Transport Assessment and Transport Statements are required, and what they should contain.
- 3.2 Travel Plans, Transport Assessments and Statements help to assess and mitigate the negative transport impacts of development to promote sustainable development.
- 3.3 Transport Assessments are “*thorough assessments of the transport implications of development*”. They can help ensure the fullest use of public transport, walking and cycling and focus development in sustainable locations.

Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009)

- 3.4 This document sets out guidelines to help developers produce high quality travel plans, including information on what they are, how they should be prepared and when they should be produced in support of a planning application.

- 3.5 Section 3.1 of the document states

“With the exception of residential developments, travel plans are required in conjunction with planning applications for all new developments where a Traffic Assessment (TA) is required”.

“Travel plans may also be required for developments under the TA threshold. The criteria below are a reflection of the fact that some smaller scale developments can have significant transport impacts. A travel plan will be required for:

- Any development in or near an Air Quality Management Area
- Any development in an area that has been identified within the Local Transport Plan (LTP) for the delivery of specific initiatives or targets for the reduction of traffic, or the promotion of public transport, walking or cycling
- Any area specified in the Local Development Framework (LDF), where it is known that the cumulative impact of development proposals is a cause for concern
- The provision of new or extended school and other educational facilities
- An extension to an existing development that causes the travel impact of the site to exceed the threshold for a TA
- All instances where the local planning authority requires it.”

3.1 Havant Borough Council Parking Supplementary Planning Document (2016)

- 3.2 The relevant parking standards to the site are contained within the Havant Borough Council Parking SPD adopted in 2016 and was subsequently updated in 2019. Both the maximum car parking standards and minimum cycle standards are shown in **Table 3.1** below for commercial developments.

Table 3.1: HCC Car Parking and Cycle Parking Standards

Type	Car Parking Standard Minimum Parking Limit	Cycle Standard (minimum)	
		Long Stay	Short Stay
B8 warehouse	1 space per 90sqm	1 stand per 500sqm	1 stand per 1000sqm

- 3.3 The minimum car parking standards shown in **Table 3.1** would allow the site to provide 173 car parking spaces assuming a total 15,546 sqm of floor space. On this basis, the proposed provision of 208 car spaces is in accordance with these standards.
- 3.4 50 cycle parking spaces will be provided within cycle parking shelters in line with the guidelines. This level of provision is in accordance with the standards set out in **Table 3.1** which requires a minimum of 31 long stay cycle parking spaces and 16 short cycle parking spaces. Therefore, the proposals exceed the minimum requirement of 47, as set out in the SPD.

Basingstoke and Dean District Council Parking Supplementary Planning Document (2018)

- 3.5 The Parking SPD from Basingstoke and Dean District Council sets out its approach to car and cycle parking for new developments. **Table 3.2** below summarises the car and cycle parking standards set out in this document.

Table 3.2: BDDC Car Parking and Cycle Parking Standards

Type	Car Parking Standard Outer Urban and Rural	Cycle Standard (minimum)	
		Long Stay	Short Stay
B8 warehouse	1 space per 90sqm	1 space per 10 staff or 1 stand per 500sqm (whichever is greater)	1 space per 600sqm

- 3.6 With a floor area of 15,546 sqm, the development would be required to provide 173 car parking spaces, 31 long stay cycle parking spaces and 26 short stay cycle parking spaces. On this basis the car provision at the proposed development is in accordance with these standards. However, with a combined long stay and short stay cycle parking requirement of 57 spaces, this is above the 50 proposed spaces at the development.

IHT's 'Guidelines for Providing Journeys on Foot' (2000)

- 3.7 The Institution of Highways and Transportation produces this document in 2000 to advise on planning for and providing for pedestrians, pedestrian infrastructure and to help promote walking.

- 3.8 The document identifies that a developer may be required to contribute towards new or improved pedestrian facilities and also may be required to produce a travel plan. Green travel plans are also identified as a pedestrian-friendly measure, to help provide for pedestrians and promote walking.
- 3.9 Reference has been made to the following guidelines which seek to promote walking and providing for pedestrians:

"Walking should be explicitly identified in travel plan objectives and it may be appropriate to set out modal split targets for walking."

"Advertising a travel plan is important to its success, and needs to be carried out in an ongoing basis. Flyers with payslips, leaflets posters on notice boards and in lifts, articles in staff newsletters, commuter breakfasts, and exhibition stands in the entrance hall and canteen areas can all help to inform people. Special events such as car-free days can also help to focus on walking, and publicity can link with national initiatives like Don't Choke Britain, Car Free Day and Green Transport Week in June. Moreover, incentives, particularly financial ones, can provide a powerful way of motivating staff."

CIHT's 'Buses in Urban Developments' (2018)

- 3.10 The Chartered Institution of Highways and Transportation produced this document in 2018 for planners, highway and traffic engineers, developers, bus operators and urban designers to show that buses can perform efficiently in the urban travel market.
- 3.11 In section A.6, travel plans are identified as a traffic limitation technique that can increase the use of public transport and active travel and therefore reducing the amount of road space required by private cars.

DfT's Manual for Streets (2007)

- 3.12 The Department for Transport produced the Manual for Streets in 2007 and is "expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design."
- 3.13 The document outlines that a Travel Plan may be required as part of an outline planning permission application, and the design of streets, spaces and parking should be considered at this stage of planning.

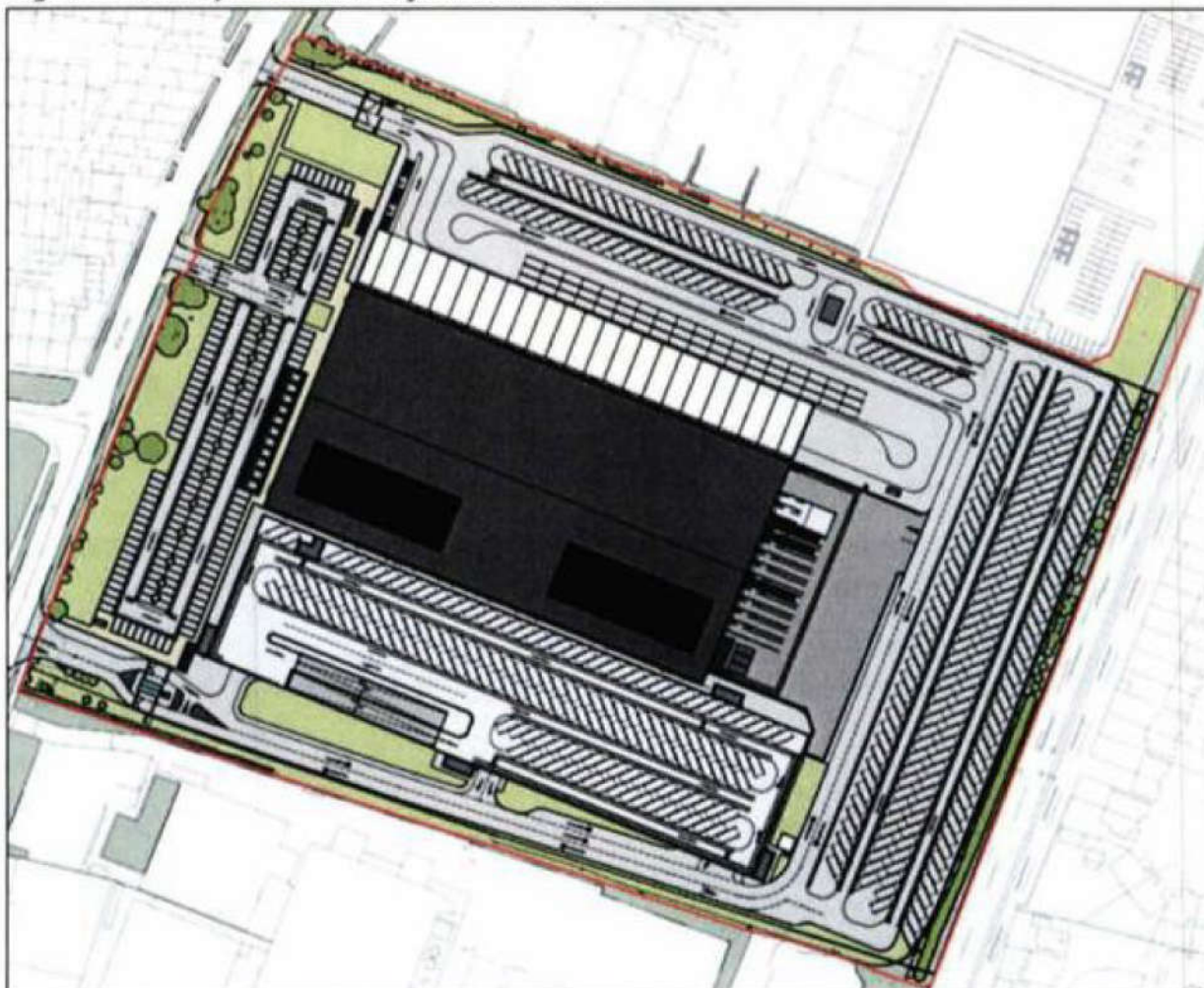
4 Development Proposals

- 4.1 This section of the Travel Plan provides a description of the development proposals, including information on the quantum of development, the provision of car and cycle parking, and the proposed servicing and refuse collection strategy.

Overview

- 4.2 The occupier proposes to use the site as a 'last mile' distribution centre of approximately 15,546 sqm, where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site. This is opposed to vans being stored in the local area on separate sites.
- 4.3 Local drivers would arrive at the site by various means of transport, collect a van and leave the site to make deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicles (if they have driven to the site), or travel home by other means of transport.
- 4.4 The operation is effectively a freight consolidation site with the number of HGVs to/from the site being minimised through the most efficient use of each vehicle to minimise movements. The vehicle movements associated with the proposed development are already on the local road network as the proposed end user currently operates within the Havant area.
- 4.5 The vans that undertake the last mile element of distribution i.e. to the customer. They generally leave the site in the morning between 07:00-12:00 and return between 16:00-21:00. They are loaded to ensure that they can deliver goods for at least 6 hours in a single journey. This ensures efficiency of the operation and reduces vehicle movements.
- 4.6 On-site staff will have defined shift patterns with arrivals outside of the network peak periods (08:00-09:00 and 17:00-18:00). Typically, on-site staff shift patterns will be 08:00-16:00, 16:00-12:00 and 12:00 – 08:00.
- 4.7 The proposals for the site involve the provision of 866 operational storage spaces for the van fleet which during the day would be used as parking spaces for drivers that arrive at the site by private car.
- 4.8 HGVs delivering parcels would enter the site via at the existing site access at the southern end of the site from New Lane. 12 HGV docks are proposed at the eastern side of the warehouse. They would then turn around within the service yard area and leave the site using the same access.
- 4.9 There are 72 loading bays for vans from which they are loaded and leave the site.
- 4.10 The site layout for the proposed development is shown in the extract provided below at **Figure 4.1:**

Figure 4.1: Proposed Site Layout Plan Extract



Site Access

Vehicle Access

- 4.11 The proposed development will provide three separate vehicle access/egress points from New Lane, all in the form of simple priority junctions.
- 4.12 The southern access is an existing access which would be used by HGVs and by van drivers arriving and leaving the site in their own vehicles and for vans to arrive and leave the site.
- 4.13 The central access is also an existing access and would be used by staff based on the site.
- 4.14 The proposed new northern access would be used by van drivers arriving at the site and by vans to arrive and leave the site. Entry/exit to the site is controlled by barriers and gatehouses with the barriers set back within the site to avoid any potential for queuing back to the public highway.
- 4.15 All the accesses have good visibility in both directions. The proposed new access has been designed and it is confirmed that access achieves visibility splays in accordance with Manual for Streets 2

guidance. The proposed access has also been spaced so that it does not affect the existing accesses to the site and to the site to the north.

Disabled Access

- 4.16 A total of 11 disabled parking bays are proposed to be provided on the eastern side of the car park.
- 4.17 Dropped kerbs are provided along New Lane and Crossland Drive at road crossing points, and tactile pavement is also provided at the pedestrian refuge crossing point on New Lane approximately 170m north of the site entrance. Dropped kerbs and tactile paving will be provided within the site in addition to at the site accesses.

Parking Provision

- 4.18 The relevant parking standards to the site are contained within the *Havant Borough Council Parking Supplementary Planning Document* adopted in 2016 and was subsequently updated in 2019. Both the maximum car parking standards and minimum cycle standards are shown in **Table 4.1** below for commercial developments.

Table 4.1: B8 Warehouse – Car Parking and Cycle Parking Standards

Type	Car Parking Standard	Cycle Standard (minimum)	
	Minimum Parking Limit	Long Stay	Short Stay
B8 warehouse	1 space per 90sqm	1 stand per 500sqm	1 stand per 1000sqm

Car Parking

- 4.19 A total of 208 car parking bays are proposed for on-site workers. These are situated within the centre of the New Lane frontage (as the existing car park is) and are accessed (entry and exit) using the central vehicular access onto New Lane. A total of 11 blue badge holder spaces are included within the proposed provision. These car parking bays have been designed to be 5m long and 2.5m wide.
- 4.20 The minimum car parking standards shown in **Table 4.1** would allow the site to provide 172 car parking spaces assuming a total 15,546 sqm of floor space. On this basis, the proposed provision of 208 car spaces is in accordance with these standards.

Cycle Parking

- 4.21 50 cycle parking spaces will be provided within cycle parking shelters in line with the guidelines. This provision would meet operational needs of the site with a potential for a small increase in cycle mode share.
- 4.22 This level of provision is in accordance with the standards set out in **Table 4.1** which requires a minimum of 31 long stay cycle parking spaces and 16 short cycle parking spaces. Therefore, we have gone above the minimum requirement of 47, as set out in the SPD. The development will also be providing changing and shower facilities within the development to encourage staff to cycle to the site.

Operational Van Storage

- 4.23 In addition to the proposed car parking spaces outlined above, 866 van storage spaces are proposed on the ground floor and within a van storage deck across the site. This would be for operational purposes only and would be used to store vans overnight. As such, it is considered that this operational storage should be accounted for separately to the car parking provision as it is operational parking. Thus, it is appropriate to consider the quantum of spaces based on a first principles approach.
- 4.24 The proposed scale of the fleet allows for the required number of parcels to be delivered in a round of deliveries and the number of van spaces provided is how the identified occupier's operation is run across the UK and Europe. This number of vans allows each delivery journey to be optimised, i.e. each van is fully loaded and makes one delivery run per day.
- 4.25 If the number of vans were to be reduced, vans would need to make more journeys and run empty more often leading to more vehicle movements. In this respect, the proposed operation adopts the principles of freight consolidation and in doing so makes the most efficient use of vans and minimises journeys when they are not fully utilised.
- 4.26 A further point to note is that by storing vans on-site it enables the intended occupier to meet its aim to improve the environmental efficiency of its fleet. For example, the storage spaces will all benefit from EV charging infrastructure (see below for more details). Aligned to this, and as part of the wider aim of minimising unnecessary vehicle miles, the storage of vans on-site as proposed reduces the requirement for the intended occupier to identify satellite sites to perform the same function. In the event that satellite storage sites were required, the vans would still need to visit the proposed development to collect the parcels for delivery to customers.

Sustainability

Zero Carbon Emissions

- 4.27 The 'Proposed Occupier' is committed by an initiative to ensure at least 50% of all its shipments achieve net zero carbon emissions by 2030.
- 4.28 This aligns with the Occupier's commitment to driving sustainability across its operations, from utilising renewable energy sources, responsible sourcing, all the way through to reusable packaging, the move will align with its ambitions to utilise 100% renewable energy across its operations.

Euro 6

- 4.29 The 'Proposed Occupier' will operate their own fleet of vans at the site and this allows them to control the standard of the vehicles being used. As stated above, the Occupier is committed to reducing the emissions from their own fleet and is working towards all vans being compliant with the Euro 6 standards for emissions.
- 4.30 Euro 6 are the latest standards introduced by the European Commission to regulate the level of pollutants released from the tailpipes of vehicle engines. Euro 6 aims to reduce the levels of harmful

emissions including nitrogen oxide (NOx), carbon monoxide and particulate matter, which is basically soot from diesel engines.

- 4.31 Different emissions standards have been set for petrol and diesel engines. The permitted level of NOx emitted from a diesel engine has been drastically reduced by 55% from 180mg/km to just 80mg/km. In contrast, the NOx limit for petrol engines has not been altered from the Euro 5 standards and remains at 60mg/km.

Electric Vehicles

- 4.32 20% of van storage spaces will be equipped with active electric vehicle charging point (EVCP) infrastructure from the outset. The remaining 80% will be provided with passive infrastructure to be brought forward in future.

Bus Improvements

- 4.33 At pre-application stage HCC requested that consideration be given to the potential to upgrade local bus facilities to improve uptake of sustainable transport to the site.
- 4.34 The two closest bus stops to the site are the two 'Flexford Gardens' stops on St Albans Road. The northbound service is located on a narrow footway where it would be impractical to introduce additional features. During discussions with HCC on the 29th of April 2021, it was agreed that the southbound stop could potentially benefit from a bus shelter and that there was no scope to improve the northbound bus stop.
- 4.35 The applicant has agreed to contribute to improving local bus stops. This will benefit the users of the site and also those working and living within the locale.

5 Travel Plan Objectives and Targets

- 5.1 This chapter sets out TP targets, which are the goals by which TP progress will be measured. The TP sets out targets which individual tenants will seek to reach within the period covered by this TP. In addition, interim targets have been set out until the operators of the development are known and initial travel surveys are undertaken.
- 5.2 The success of the Travel Plan is measured by whether it achieves its objectives through set targets which will be identified following the initial survey and which will be advised by HCC.
- 5.3 The sub-objectives are:
- Sub Objective 1: to actively promote sustainable transport options for travel to and from the site, to enable informed decisions about how to travel;
 - Sub-objective 2: to increase the use of active and green travel modes (particularly for shorter trips), and to encourage staff to build active travel into their everyday routines to support and contribute to wider health initiatives;
 - Sub-objective 3: to maximise the accessibility of the site by active modes at all times;
 - Sub objective 4: to raise awareness of the impacts of their travel choices on health, the local environment etc; and
 - Sub-objective 5: to facilitate the use of non-car modes for members where is reasonably practical.

Targets

- 5.4 All targets will be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).
- 5.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 5.6 The Action Targets for this TP are:
- To appoint a Travel Plan Coordinator within a month prior to the site becoming operational;
 - Launch the Travel Plan no later than 2 months after the appointment of the TPC;
 - To undertake staff travel surveys within six months of the meaningful occupation of the site; and
 - To submit a full Travel Plan to the council once the staff travel survey has been undertaken.

Aim Targets

- 5.7 The aim targets of this Travel Plan are focused on employee travel to the site with objective of reducing single-occupancy car travel and increase travel by more sustainable modes.
- 5.8 The exact details of staff travel at this site is not yet known, therefore in the absence of this useful data, 2011 census data has been used as a proxy for the development site to establish typical travel behaviour of workers in the local area currently.
- 5.9 The number of staff that arrive at the site by car is estimated using 2011 census 'Method of Travel to Work' data for the Middle Super Output Areas (MSOA) the site is located in. The mode split of staff arriving to the site has been produced and is provided below in **Table 5.1**.

Table 5.1: Census Mode Share Split

Method of Travel	Mode Split
Work mainly at or from home	0%
Underground, metro, light rail or tram	0%
Train	3%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	73%
Passenger in a car or van	6%
Bicycle	5%
On foot	9%

- 5.10 Whilst the above data demonstrates that 73% of people currently travelling to work in this area drive in a car or van, surveys undertaken at other sites operated by the end user show different patterns. The end user already achieves low levels of car use for commuting purposes at existing sites across the UK and mindful of this, the target is to establish working habits from the outset that match those observed at other sites of the same end-user.
- 5.11 A number of measures will be implemented from day one of opening, and hence it is anticipated that the single occupancy vehicular proportion will be lower than the 2011 census data indicated. On the basis of the mode split achieved at existing sites, and the measures set out in subsequent sections of this TP, a target of 63% car driving mode split is considered achievable.
- 5.12 The 63% mode split target above will be reviewed against the first staff travel survey to assess its ongoing appropriateness for use on this site.

6 Travel Plan Strategy

Management

- 6.1 The role of Travel Plan Co-ordinator (TPC) has not yet been allocated; however, a suitable person will be appointed prior to beneficial occupation. HCC will be notified of the TPC's contact details.
- 6.2 The TPC, and the annual costs for administering the Travel Plan, for the initial five-year period, will be funded by the occupier.

Travel Plan Co-ordinator Responsibilities

- 6.3 The TPC will be responsible for the administration of the TP, the implantation of measures, and for the on-going monitoring and review of the TP. They will have overall responsibility for ensuring that measures are successfully delivered on time and to budget.
- 6.4 The TPC will liaise with stakeholders such as the tenant, staff associations (if applicable) and HCC regarding the implementation and progression of the TP. The TPC will also provide support with negotiating discounts with local bus (and rail) operators, and walking/cycling outlets.
- 6.5 Once the end user has been identified, preliminary liaisons with local cycle shops and public transport operators to scope the possibility of arranging for discounts on equipment and services respectively.
- 6.6 The duties of the TPC will therefore include:
- To communicate information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
 - Undertake the Travel Surveys over the 5-year time period and supply evidence of this to HCC;
 - Take responsibility for data collection and review of the TP;
 - Design and implement effective marketing and awareness-raising campaigns to promote the TP;
 - Co-ordinate the monitoring programme for the TP, including target setting and make necessary changes if the targets are not being met;
 - Establish and maintain a filing system for recording all correspondence relating to the TP; and
 - Introduce a personalised journey planning system.

Reporting

- 6.7 The TPC will prepare a monitoring report on an annual basis on the progress of the TP for the first five years of the occupation of the site. The reports will include the following;

- Progress on the implementation of measures and initiatives to provide sustainable transport use;
- Latest survey results; and
- Any revisions to targets and measures.
- The report will be provided to HCC Travel Plan Officers within one month of completion of the survey.
- The monitoring of the Travel Plan is set out in more detail in Section 8 of this report.

Marketing Strategy

6.8 Staff will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to staff and promote events/campaigns/promotions:

- Staff notice boards;
- Staff newsletters;
- Employee Welcome Packs (containing travel information); and/or
- E-groups and forums to disseminate information - and social media such as Twitter, Facebook.

7 Measures and Initiatives

- 7.1 This section of the TP outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of these measures, which include awareness initiatives are infrastructure provision, is considered to be the core of the TP.

Welcome Packs and Notice Boards

- 7.2 All employees, upon commencement of their employment, will be provided with a Welcome Pack, which will contain travel information, and will be directed towards the Travel Information Boards. These will include;
- Name and contact details of the TPC and the availability of the TPC to speak with employees;
 - An introduction to the Travel Plan, its purpose, and a summary document;
 - Information on the health benefits of using active modes of transport;
 - Promotion of Public Transport through the inclusion of bus route maps and timetables and any other public transport information;
 - Promotion of walking and cycling through the inclusion of maps showing walking and cycling routes close to the site;
 - Any specific company policy related to travel; and
 - Details of any cycle discounts and local schemes.

Public Transport

- 7.3 Details of local bus and rail services will be made available to staff where possible through the use of information boards in prominent positions.
- 7.4 Use of the Hampshire 'My Journey' (<http://myjourneyhampshire.com>) planning tool will be promoted to staff. National Rail, Traveline and similar journey planner websites and sustainable transport websites and relevant phone numbers will also be promoted through all relevant means.
- 7.5 The TPC will liaise with local public transport providers to investigate the possibility of negotiating discounts for staff and introducing trial initiatives.

Walking and Cycling

- 7.6 The following measures are proposed in order to promote walking and cycling to and from the site:
- The internal pedestrian/cycle routes will provide safe and convenient crossing facilities;
 - All staff will be informed about the Travel Information Boards which will include maps of local walking and cycle routes and information;

- High quality cycle parking will be provided at convenient and visible locations;
- The TPC will raise awareness of the health benefits of walking and cycling;
- The TPC will promote the use of free health apps to staff;
- Showers and changing facilities are proposed for all staff to use. Lockers are also proposed for the safe storage of personal items whilst at work, therefore they can also be used for cycling equipment.
- The TPC will liaise with local bike stores to investigate the feasibility of introducing "pop up" bike service stations at the site. The frequency of these service stations will be agreed during discussion with the providers of this service;
- The TPC will form a bicycle user group (BUG) to promote cycling to staff;
- Staff will be a guaranteed ride home in emergency situations.

Cycle to Works Scheme

- 7.7 The end user has in operation a cycle to work scheme, which is available to all permanent employees. This enables the occupier to purchase a tax-exempt bicycle and cycling safety equipment. The employee will later loan the bicycle from the occupier with payment taken as a salary sacrifice. At the end of the 12-month period the employee will be able to then purchase the bicycle for a nominal fee.

Car Sharing

- 7.8 Car sharing schemes are particularly suitable for the occupier's storage and delivery unit as there are regular shift patterns in place meaning that many staff will start and finish at the same time.
- 7.9 The Occupier will work closely with HCC to promote lift share schemes. The TPC will also encourage staff to find car share patterns within the sites end user. Car sharing will be promoted through the Hampshire car share website (<https://liftshare.com/uk/community/hants>) and other such social media based platforms.
- 7.10 The TPC is to monitor the use of the staff car park and whether many staff are car sharing. If deemed appropriate going forward dedicated car share spaces could be marked in the car park to further encourage car sharing.

Measures and Incentives

- 7.11 Measures to raise travel awareness will be promoted by the TPC, with these including national events such as those listed below;
- National Liftshare Week;
 - Walk to Work Day; and

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— National Bike Week.

8 Monitoring and Review

- 8.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to commercial units. This chapter sets out the proposals for monitoring and review of the travel plan.
- 8.2 Monitoring surveys will be undertaken annually within the first year of meaningful occupation, and after the first baseline travel survey. The baseline survey represents the start of the travel plan for monitoring purposes and is known as Year 0.
- 8.3 A minimum response rate of 35% will be targeted on the questionnaire surveys. If this cannot be achieved, then discussions will be had with HCC regarding carrying out TRICS SAM or ATC surveys.
- 8.4 The survey timetable is as proposed in Table 8.1 below.

Table 8.1 – Survey Timetable

Description		Timeframe
Travel Survey	Initial Survey for Baseline	Year 0
	1st Monitoring Survey	Year 1
Travel Survey	Monitoring + Snap Shot	Year 2
Travel Survey	Monitoring + Snap Shot	Year 3
Travel Survey	Monitoring + Snap Shot	Year 4
Travel Survey	Monitoring + Snap Shot	Year 5

Delivery and Enforcement

- 8.5 The TPC will conduct a review of the success of the measures that have been implemented and potential additional measures that could be implemented if the TPC feels this is necessary i.e., if the TP is not on track to meet the agreed targets.
- 8.6 Remedial measures will be discussed with HCC if the proposed targets are not met. The outcome of discussions will ensure that any remedial measures are appropriate and proportional.

9 Action Plan

- 9.1 The timetable of the measures proposed and the timescale for implementation is set out below in Table 9.1.

Table 9.1 - Action Plan

Measures	Timescale	Responsibility	Mode affected
Cycle and motorcycle parking	Upon occupation	Contractor	Cycling and motorcycle
Secure lockers and changing areas	Upon occupation	Contractor	Walking and Cycling
Staff welcome packs (containing travel information)	Upon occupation & ongoing updates for 5 years	TPC	All Modes
Staff travel board	Upon occupation & ongoing updates for 5 years	TPC	All Modes
Posters/table top etc promotions	Upon occupation & ongoing updates for 5 years	TPC	All Modes
Cycle discounts/provision	Upon occupation if agreed with cycle shop/organisers	TPC	Cycling
1st annual travel survey	2021	TPC	All Modes
Ongoing annual surveys	Annually for 5 years	TPC	All Modes
Travel Plan monitoring report	Within 1 month of travel survey and annually for 5 years	TPC	All Modes
Additional travel measures	Following travel surveys if needed	TPC	All Modes

- 9.2 At this stage it is not possible to provide accurate cost estimates for the items identified in **Table 9.1**. Notwithstanding this, the applicant is committed to paying a Travel Plan cash deposit relevant to the scale of the development proposed. Based on recent experience in Hampshire it is estimated that this will be in the region of £25,000.

Implementation

- 9.3 This is a Framework Travel Plan with the final Travel Plan only being prepared once an occupier is known. This is when more details, for example the full contact details for the TPC, can be given in full.
- 9.4 It is anticipated that any planning consent granted will include a condition requiring the submission of the Final Travel Plan for approval prior to first occupation and then the implementation of the approved Final Travel Plan.
- 9.5 The applicant is committed to paying the appropriate monitoring and approvals fees over the agreed monitoring period subject to discussions with the HCC.

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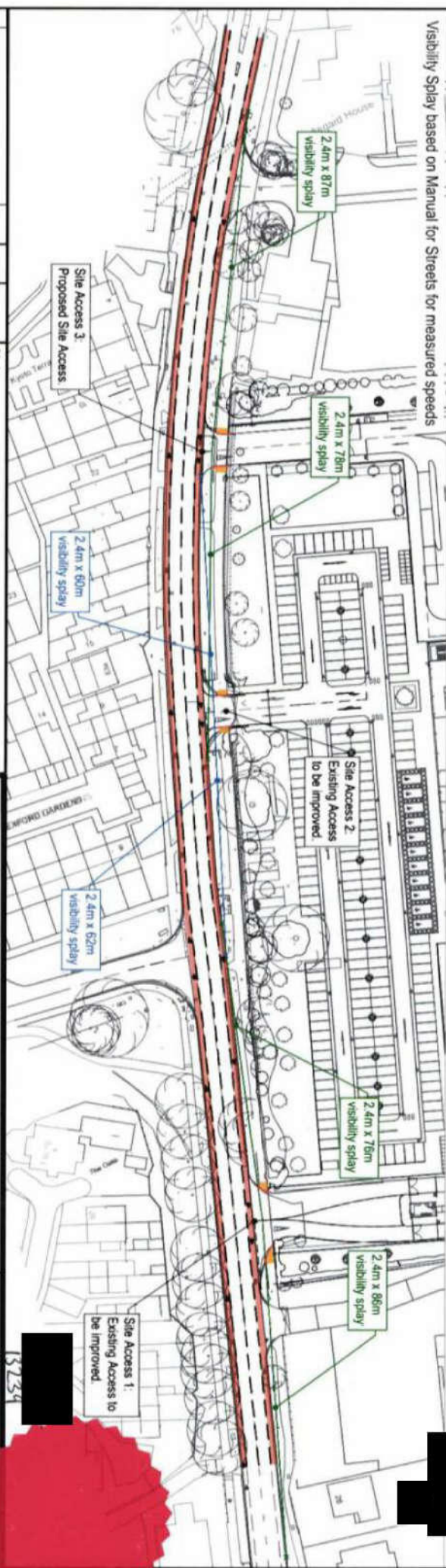
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APPENDIX 2
HIGHWAY WORKS PLANS

Visibility Splay based on Manual for Streets for 30mph speed



Visibility Splay based on Manual for Streets for measured speeds



REV	DETAILS	DRAWN	CHECKED	DATE	NOTES
A	Topo and layout updated	JB	VA	08.01.2021	1. This is not a construction drawing and is intended for illustrative purposes only.
B	Base proposals & vis splays updated	JB	VA	15.04.2021	2. Whole lining is indicative only.
C	Ped crossings added	JB	VA	13.05.2021	3. Layout is based on SWR layout: 7319-SWR-00-22-OR-A-2000A-S4-P2
D	vis splays updated	JB	VA	25.06.2021	

New Lane, Havant

General Arrangement
New Lane Site Accesses

Kingsbridge Estates Ltd

vector.

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SCALE	DATE	SCALE	SCALE	SCALE
KR	ID	17.06.20	1:1000 at A3	D

Forward Visibility



Layout



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. Where shown is indicative only.
3. Layout is based on Ordnance Survey and topographical data.

Key

- Existing verge
- Existing verge to be converted to footway
- Pedestrian visibility to approaching traffic

Example of Keen Left



DATE	DESIGNED	CHECKED	DATE
02.07.2023	VA	VA	02.07.2023

Estates Ltd

New Lane, Havant

Proposed Uncontrolled

Pedestrian Crossing with Refuge
New Lane

1:500 & 1:250 scales

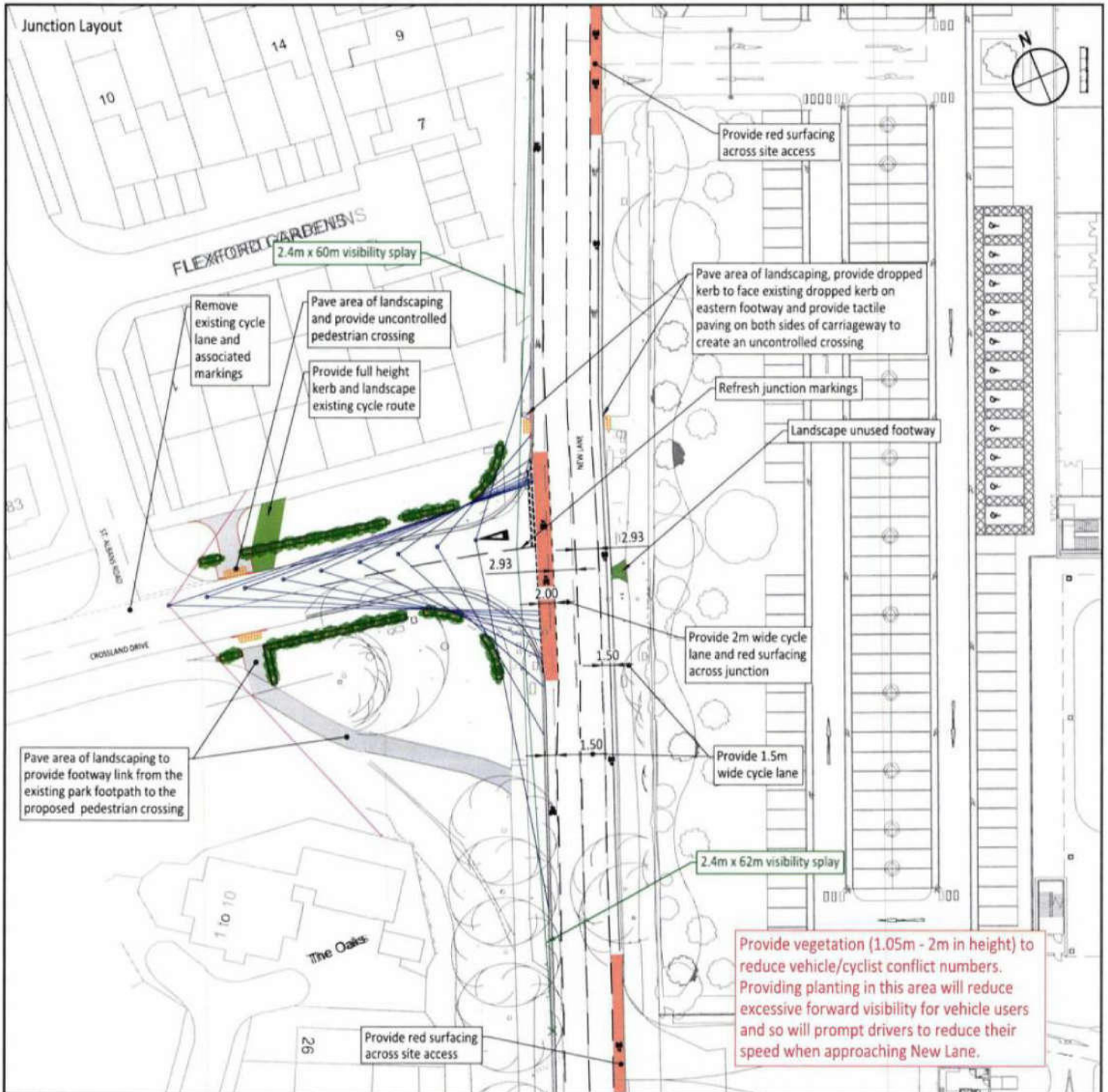
1323

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205452/PD13

A



REV				DETAILS	DRAWN	CHECKED	DATE	NOTES	New Lane, Havant		Kingsbridge Estates Ltd	
A	Pedestrian crossing			JB	YA	07.05.2021	1. This is a preliminary drawing, and is intended for illustrative purposes only.			</		



Native Tree Planting		Size	Per	Density	Number
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	
	14 - 18 cm girth 4 - 6 cm height	(02)	At 20m	8	

[illegible]

Existing - Trees
Existing mature trees to be retained
Circled on aerial map
05/2022-2022 - Trees in Retention
Demolition and Construction -
Reconstruction

Proposed - Native Trees

Proposed - Native Shrubs

Proposed - Land

Notes:
1 All alternatives to proposed materials to be 80% for
purpose, of equal quality and subject to Landscape

Rev	Description	Date	Issued By
00	Planning Issue	06/07/21	PL
01	Planning Issue	30/08/21	PL
02	Planning Issue	30/08/21	PL
03	Draft Issue	29/09/21	PL

LIZ

Landscape Design

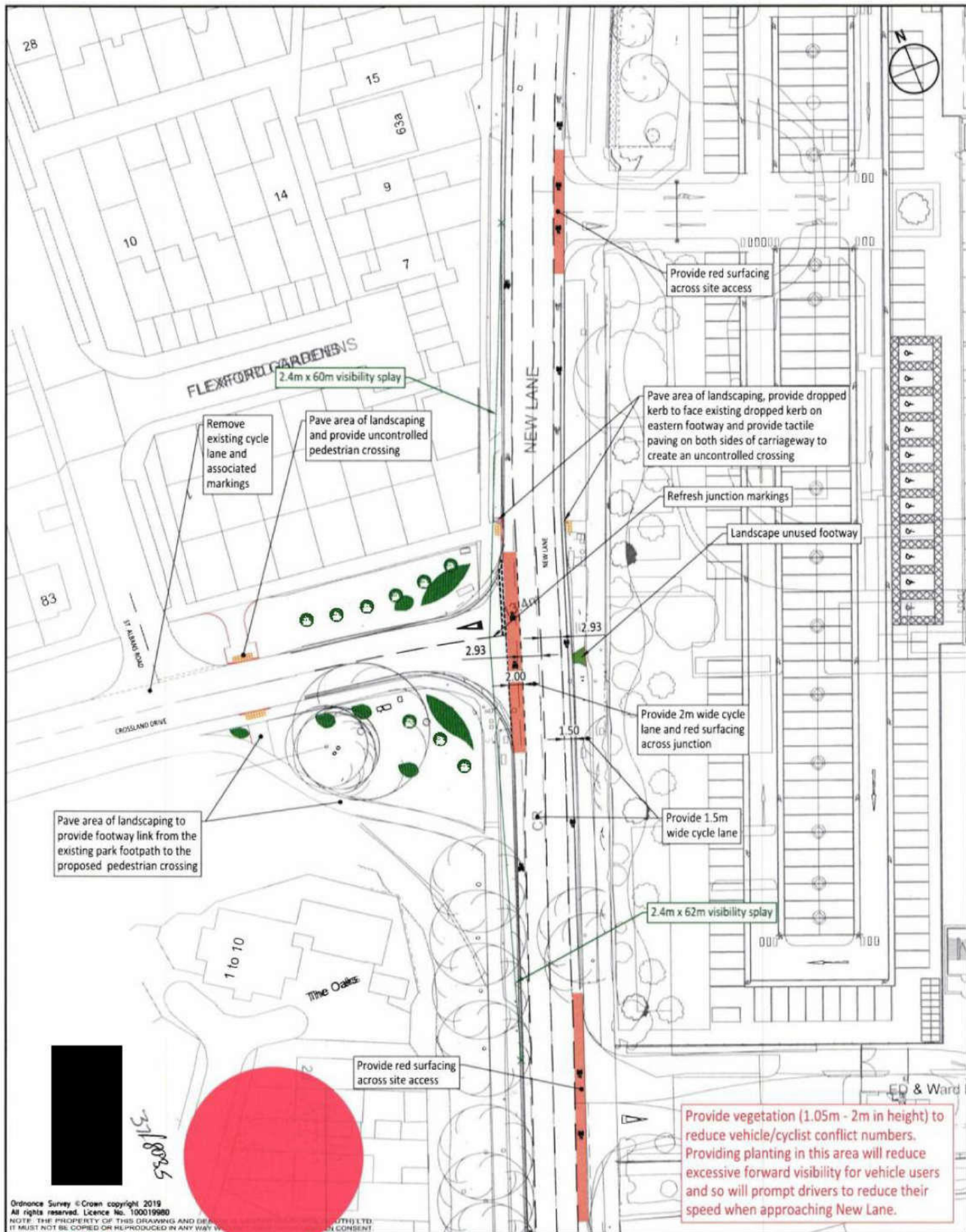
The Old Bank, 23 South Street, Norwich, Norfolk
 NR2 1PD (UK) E: info@havantpropertyinvestment.com
 01603 250000

Client
 Havant Property Investment LLP
 Project Title and Location
 22 New Lane
 Havant, Hampshire

Drawing Title
 Access Road General Arrangement Drawing

Scale	Drawn	Approved	Date
1:250(A1)	RM	AJ	28.06.21

Drawing by
 LL02177-LAN-DWG-150



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REV	DESCRIPTION	DATE	NOTES
1	1. This is not a construction drawing and is intended for illustrative purposes only.		
2	2. White lining is indicative only.		
3	3. Layout is based on Ordnance Survey data and Topographical Survey data.		
4	4. Proposed landscaping layout is based on LLE drawing: L1002177-LAN-DWG-150		

New Lane, Havant

Proposed Junction Overlay

Landscaping

Kingsbridge Estates Ltd

vectos.

Network Building, 17 Telford Court Road, Lymington, Hants, SO41 1TP
t: 01534 7380 7373 e: info@vectors.co.uk

DRAWN

CHECKED

DATE

08.07.2021

1:500 at A3

DRAWING NUMBER

205452/PD14

REVISION

EXECUTED as a DEED by affixing the)
COMMON SEAL of **HAVANT**)
BOROUGH COUNCIL in the presence of:-)

Authorised Signatory

Name

Position

[REDACTED]

JO TARRANT

LEGAL OFFICER



13239

31/8035

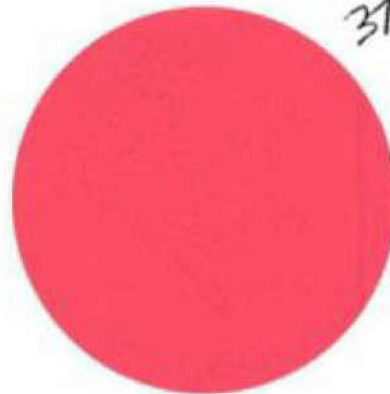
EXECUTED as a DEED by affixing the)
COMMON SEAL of **HAMPSHIRE**)
COUNTY COUNCIL in the presence of:-)

Authorised Signatory

Name

Position

Timothy Spender
Assistant Head of
Legal Services



EXECUTED AS A DEED by)
HAVANT PROPERTY INVESTMENT LLP)
acting by a director **SIMON RINGER**
in the presence of)

Signature of witness

Name (in BLOCK CAPITALS)

Address

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[REDACTED]

[REDACTED]

[REDACTED]