



Dated

31st July

2013

- (1) THE COUNCIL OF THE BOROUGH OF HAVANT
- (2) HAMPSHIRE COUNTY COUNCIL
- (3) BAE SYSTEMS ELECTRONICS LIMITED

Agreement

under section 106 Town and Country Planning Act 1990 relating to BAE Systems, Elettra Avenue, Waterlooville PO7 7XS

THIS AGREEMENT is made on

31st July

2013

BETWEEN:

- (1) **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza, Civic Centre Road, Havant, Hampshire, PO9 2AX ("**the Council**"); and
- (2) **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire, SO23 8JU ("**the County Council**"); and
- (3) **BAE SYSTEMS ELECTRONICS LIMITED** (registered number 53403) whose registered office is at Warwick House, PO BOX 87, Farnborough Aerospace Centre, Farnborough, Hampshire, GU14 6YU ("**the Landowner**")

BACKGROUND

- (A) For the purposes of the 1990 Act, the Council is the local planning authority for the area within which the Site is located and the person who is entitled to enforce the obligations contained in this Agreement. The Council is the Local Authority for the purpose of Section 111 of the Local Government Act 1972 and Section 1 of the Localism Act 2011 and is satisfied that the arrangements made in this Deed will facilitate be conducive and incidental to the Council's function.
- (B) The County Council is a local planning authority for the purposes of Section 106 of the Act; the local highway authority for Hampshire (save for trunk roads and special roads) for the purposes of the Highways Act 1980; the waste disposal authority for Hampshire for the purposes of the Environmental Protection Act 1990 and the Environment Act 1995; and the transport authority for Hampshire for the purposes of the Transport Acts 1985 and 2000 for the area in which the Site is located.
- (C) The Landowner is the freehold owner of the Site.
- (D) Pursuant to the Planning Application the Landowner has applied to the Council for outline planning permission for the Development.
- (E) On 18 September 2012 the Council's Development Management Committee resolved to grant the Planning Permission subject, among other things, to the completion of this Agreement.
- (F) The parties have agreed to enter into this Agreement with the intention that the obligations contained in this Agreement may be enforced by the Council and the County Council against the Landowner and its successors in title to the Site in the manner hereinafter provided.

OPERATIVE PROVISIONS

1. INTERPRETATION

- 1.1 In this Agreement, the following words and expressions have the following meanings:

"1980 Act"

the Highways Act 1980

"1990 Act"

the Town and Country Planning Act 1990 as amended

"Commencement of Development"

of the the commencement of the Development by the carrying out on the Site pursuant to the Planning Permission of a material operation as specified in section 56(4) of the 1990 Act provided that for the purposes of this Agreement the following shall not constitute a material operation: site investigations or surveys; site decontamination; construction of access and service roads; the demolition of any existing buildings or structures; the clearance or regrading of the Site; works connected with infilling; or works for the provision of drainage or mains services to prepare the Site for development and **"Commence the Development"** and **"Commencement"** shall be construed accordingly

"Development"

the development of the Site pursuant to Planning Permission for the demolition of "main building" and ancillary restaurant and redevelopment to provide business units (Class B1, B2 and B8), car showroom, drive thru restaurant, hotel and restaurant, and associated parking with access from Elettra Avenue

"Employment and Skills Plan"

means a scheme in relation to a Phase of the Development for the improvement and benefit of the local labour market and economy, by seeking to raise skills and enable local people to compete for the jobs generated by the relevant Phase of the Development, in accordance with Schedule 4 (a template is set

out in **Annex 4** in order to provide a guide for the plan's completion) to the reasonable satisfaction of the Council (or any variation or substitution thereof agreed in writing between the Landowner and the Council from time to time)

"Framework Travel Plan"

means the framework travel plan appended at **Annex 3** (or any variation or substitution thereof agreed in writing between the Landowner and the County Council from time to time)

"Framework Travel Plan Approval Fee"

means the sum of £750 (Seven Hundred and Fifty Pounds) payable to the County Council for the purposes of approving the Framework Travel Plan

"Framework Travel Plan Cash Deposit"

means the sum of money payable by the Landowner to the County Council in respect of its obligations under the Framework Travel Plan such sum to be agreed between the Landowner and the County Council or to be determined in accordance with clause 8

"Framework Travel Plan Monitoring Fee"

means the sum of £5,000 (Five Thousand Pounds) payable to the County Council for the purpose of monitoring the Framework Travel Plan for a five year period from the date of first Occupation

"the Monitoring Fee"

means the sum of £2,400 (Two Thousand Four Hundred Pounds) being fees (being applied at such time and in such manner as the Council shall in its absolute discretion determine) used towards the costs to be incurred by the Council in the provision of suitably qualified and experienced persons whose function inter alia is to monitor the terms of this Agreement

"New Permission"

a planning permission authorising the redevelopment of the Site in a manner which would, if such redevelopment were completed, cause the Landowner to be in breach of any or all of the provisions contained in this

Agreement

"Occupation"

occupation of any new unit constructed as part of the Development pursuant to the Planning Permission for the purposes permitted by the Planning Permission but not including occupation by the personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations and "**Occupy**" shall be construed accordingly

"**Pedestrian and Cycle Link Land**" means the land edged red on Plan 2

"Phase"

means a phase of the Development agreed with the Council;

"Plan 1"

the plan attached to this Agreement at **Annex 1**

"Plan 2"

the peter brett plan drawing no. 26365/012/002 rev A attached to this Agreement at **Annex 2** (or any variation thereof agreed in writing between the Landowner and the County Council)

"Planning Application"

an application for outline planning permission for the carrying out of the Development made by the Landowner on 26 June 2012, carrying the reference APP/12/00652

"Planning Permission"

the planning permission that may be granted in pursuance of the Planning Application in the form set out in **Schedule 1**

"Site"

the freehold property known as BAE Systems, Elettra Avenue registered at HM Land Registry with other land under the Title Number HP220402 and shown for identification edged red on Plan 1

"Specialist"

has the meaning given to it in **clause 8**

"SUDS Scheme"

means a scheme for the provision (including a programme for delivery thereof) and maintenance of a sustainable drainage system comprising all treatment and drainage systems including any pipe work permeable features swales reed beds ponds filter trenches attenuation tanks detention basins and such additional temporary or permanent features as may be necessary to protect SUDS features constructed in early Phases of the Development from potential damage arising through activities associated with construction of subsequent Phases of the Development to be designed in accordance with the CIRIA C697 – SUDS Manual (or any equivalent and updated national design guidance as may become available at the time it is designed)

"SUDS"

means a sustainable drainage system which is a system of component structures designed to receive rainwater which serves two or more properties but is not a public sewer, natural watercourse or solely drains the public highway

1.2 In this Agreement:

- 1.2.1 the clause headings do not affect its interpretation;
- 1.2.2 unless otherwise indicated, references to clauses and Schedules are to clauses of and Schedules to this Agreement and references in a Schedule to a Part or paragraph are to a Part or paragraph of that Schedule;
- 1.2.3 references to any statute or statutory provision include references to:
 - 1.2.3.1 all Acts of Parliament and all other legislation having legal effect in the United Kingdom; and
 - 1.2.3.2 any orders, regulations, instruments or other subordinate legislation made under that statute or statutory provision;
- 1.2.4 references to the Site include any part of it;

1.2.5 references to any party in this Agreement include the successors in title of that party. In addition, references to the Council include any successor local planning authority exercising planning powers under the 1990 Act and references to the County Council include any successor local planning authority for the purposes of Section 106 of the Act, local highway authority, waste disposal authority for the purposes of the Environmental Protection Act 1990 and Environment Act 1995 and transport authority for the purposes of the Transport Acts 1985 and 2000.

1.2.6 "including" means "including, without limitation";

1.2.7 any covenant by the Landowner not to do any act or thing includes a covenant not to permit or allow the doing of that act or thing;

1.2.8 where two or more people form a party to this Agreement, the obligations they undertake may be enforced against them all jointly or against each of them individually; and

1.2.9 if any provision is held to be illegal, invalid or unenforceable, the legality, validity and enforceability of the remainder of the Agreement is to be unaffected.

1.3 The parties to this Agreement do not intend that any of its terms will be enforceable by virtue of the Contracts (Rights of Third Parties) Act 1999 by any person not a party to it.

2. EFFECT OF THIS AGREEMENT

2.1 This Agreement is made pursuant to section 106 of the 1990 Act. To the extent that they fall within the terms of section 106 of the 1990 Act, the obligations contained in this Agreement are planning obligations for the purposes of section 106 of the 1990 Act and subject to clauses 2.5 and 4.5 are enforceable by the Council and County Council against the Landowner and its successors in title to the Site or any part thereof.

2.2 To the extent that any of the obligations contained in this Agreement are not planning obligations within the meaning of the 1990 Act, they are entered into pursuant to the powers contained in section 111 Local Government Act 1972, section 1 Localism Act 2011 and all other enabling powers.

2.3 Nothing in this Agreement restricts or is intended to restrict the proper exercise at any time by the Council or the County Council of any of their statutory powers, functions or discretions in relation to the Site or otherwise.

- 2.4 This Agreement will be registered as a local land charge by the Council.
- 2.5 The obligations in this Agreement will not be enforceable against:
- 2.5.1 the owners, occupiers or tenants of an individual unit forming part of the Development (save for Schedules 3, 4 and 5 which shall remain enforceable against them); or
 - 2.5.2 a statutory undertaker after the transfer of the statutory apparatus and any land upon or in which the statutory apparatus is situated by the Landowner to that statutory undertaker.
- 2.6 Nothing in this Agreement prohibits or limits the right to develop any part of the Site in accordance with a planning permission, other than the Planning Permission, granted after the date of this Agreement, whether or not pursuant to an appeal.

3. **COMMENCEMENT OF THE DEVELOPMENT**

- 3.1 The obligations contained in **clauses 4.1 and 4.2** and the Schedules referred to in those clauses do not come into effect until the Commencement of the Development.

4. **OBLIGATIONS OF THE PARTIES**

- 4.1 The Landowner agrees with the Council and County Council to comply with its obligations set out in **Schedules 2, 3, 4, 5 and 6** in relation to the Development.
- 4.2 The Council agrees with the Landowner to comply with its the obligations set out in **Schedules 2 to 5.**
- 4.3 The County Council agrees with the Landowner to comply with its obligations set out in **Schedules 2 and 3.**
- 4.4 The Council and the County Council agree with the Landowner to act reasonably, properly and diligently in exercising their discretion and discharging their functions under this Agreement. In particular, where any notice, consent, approval, authorisation, agreement or other similar affirmation is required under the terms of the Agreement, the Council and the County Council will not unreasonably withhold or delay such notice, consent, approval, authorisation, agreement or other similar affirmation.

- 4.5 No person will be liable for any breach of the terms of this Agreement occurring after the date on which they part with the whole of their interest in the Site or the part of the Site in respect of which such breach occurs, but they will remain liable for any breaches of this Agreement occurring before that date. Neither the reservation of any rights or the inclusion of any covenants or restrictions over the Site in any transfer of the Site will constitute an interest for the purposes of this clause.

5. **TERMINATION OF THIS AGREEMENT**

- 5.1 This Agreement will come to an end if:

- 5.1.1 subject to **clause 5.2**, the Planning Permission is quashed, revoked or otherwise withdrawn at any time so as to render this Agreement or any part of it irrelevant, impractical or unviable;
- 5.1.2 the Planning Permission lapses before it is implemented; or
- 5.1.3 at any time after the date of the this Agreement, the Council or any other competent authority grants a New Permission under which development is implemented for the purposes of section 56 of the 1990 Act.

- 5.2 **Clause 5.1.1** will not apply in respect of any minor modifications to the Planning Permission for the Development agreed from time to time between the Council and the Landowner prior to the Commencement of the Development.

- 5.3 Where the Agreement comes to an end under **clause 5.1**:

- 5.3.1 the Council is to on written request of the Landowner vacate or cancel the entry made in the Local Land Charges register in relation to this Agreement or otherwise to record the fact that it has come to an end and no longer affects the Site; and
- 5.3.2 any unspent monies paid under this Agreement to the Council or the County Council, with the exception of fees paid under **clause 7 or schedule 6**, are to be returned on written request to the party that made the payment within one month of the Agreement coming to an end together with any interest accrued thereon.

6. **NOTICES**

- 6.1 Any notice, demand or any other communication served under this Agreement will be effective only if delivered by hand or sent by first class post, pre-paid or recorded delivery.
- 6.2 Any notice, demand or any other communication served is to be sent to the address of the relevant party set out at the beginning of this Agreement or to such other address as one party may notify in writing to the others at any time as its address for service.
- 6.3 Unless the time of actual receipt is proved, a notice, demand or communication sent by the following means is to be treated as having been served:
- 6.3.1 if delivered by hand, at the time of delivery;
 - 6.3.2 if sent by post, on the second working day after posting; or
 - 6.3.3 if sent by recorded delivery, at the time delivery was signed for.
- 6.4 If a notice, demand or any other communication is served after 4.00 pm on a working day, or on a day that is not a working day, it is to be treated as having been served on the next working day.
- 6.5 For the avoidance of doubt, where proceedings have been issued in the Courts of England and Wales, the provisions of the Civil Procedure Rules must be complied with in respect of the service of documents in connection with those proceedings.

7. **COSTS OF THIS AGREEMENT**

- 7.1 Upon completion of this Agreement the Landowner is to pay to the Council their reasonable and proper legal costs of £1,316 incurred in connection with the preparation, negotiation and completion of this Agreement.
- 7.2 Upon completion of this Agreement the Landowner is to pay to the County Council their reasonable and proper legal costs of £1,100 incurred in connection with the preparation, negotiation and completion of this Agreement.

8. **DETERMINATION OF DISPUTES**

- 8.1 Subject to **clause 8.7**, if any dispute arises relating to or arising out of the terms of this Agreement, either party may give to the other written notice requiring the dispute to be determined under this **clause 8**. The notice is to propose an appropriate Specialist and specify the nature and substance of the dispute and the relief sought in relation to the dispute.

- 8.2 For the purposes of this **clause 8** a "Specialist" is a person qualified to act as an expert in relation to the dispute having not less than ten years' professional experience in relation to developments in the nature of the Development and property in the same locality as the Site.
- 8.3 Any dispute over the type of Specialist appropriate to resolve the dispute may be referred at the request of either party to the President or next most senior available officer of the Law Society who will have the power, with the right to take such further advice as he may require, to determine the appropriate type of Specialist and to arrange his nomination under **clause 8.4**.
- 8.4 Any dispute over the identity of the Specialist is to be referred at the request of either party to the President or other most senior available officer of the organisation generally recognised as being responsible for the relevant type of Specialist who will have the power, with the right to take such further advice as he may require, to determine and nominate the appropriate Specialist or to arrange his nomination. If no such organisation exists, or the parties cannot agree the identity of the organisation, then the Specialist is to be nominated by the President or next most senior available officer of the Law Society.
- 8.5 The Specialist is to act as an independent expert and:
- 8.5.1 each party may make written representations within ten working days of his appointment and will copy the written representations to the other party;
 - 8.5.2 each party is to have a further ten working days to make written comments on the other's representations and will copy the written comments to the other party;
 - 8.5.3 the Specialist is to be at liberty to call for such written evidence from the parties and to seek such legal or other expert assistance as he or she may reasonably require;
 - 8.5.4 the Specialist is not to take oral representations from the parties without giving both parties the opportunity to be present and to give evidence and to cross-examine each other;
 - 8.5.5 the Specialist is to have regard to all representations and evidence before him when making his decision, which is to be in writing, and is to give reasons for his decision; and
 - 8.5.6 the Specialist is to use all reasonable endeavours to publish his decision within 30 working days of his appointment.

8.6 Responsibility for the costs of referring a dispute to a Specialist under this **clause 8**, including costs connected with the appointment of the Specialist and the Specialist's own costs, but not the legal and other professional costs of any party in relation to a dispute, will be decided by the Specialist.

8.7 This **clause 8** does not apply to disputes in relation to matters of law or the construction or interpretation of this Agreement which will be subject to the jurisdiction of the courts.

9. **COMMUNITY INFRASTRUCTURE LEVY**

9.1 For the purposes of this clause, "CIL" means a tax, tariff or charge introduced by the Council or County Council pursuant to regulations enabled by the Planning Act 2008 or any subsequent proposed legislation to fund the delivery of infrastructure known as the "community infrastructure levy" or known by any other name.

9.2 If, after the date of this Agreement, a CIL is introduced that is applicable to the Development or the Planning Permission or any amendment or variation thereto (by way of Section 73 of the 1990 Act or otherwise) then the parties to this Agreement will use reasonable endeavours to agree variations to this Agreement with the intent that:

9.2.1 the planning benefits secured by this Agreement should continue to be secured and delivered; and

9.2.2 the Landowner should not be in a position where they are in a financially worse position because of CIL in respect of the obligations contained in the Schedules than they would be if they performed the obligations in this Agreement and no CIL had been introduced.

10. **INDEX LINKED PAYMENTS**

10.1 All sums to be paid pursuant to **Schedule 3** to this Agreement will be increased by reference to the amount of the quarterly increase in the Retail Prices Index published by the Office of National Statistics (or any successor ministry or department of government or such alternative index or comparable measure of price inflation as the Landowner and the Council and the County Council may agree from time to time) from the date of this Agreement until the date such sums are paid.

11. **JURISDICTION**

11.1 This Agreement is to be governed by and interpreted in accordance with the law of England and Wales.

11.2 The courts of England and Wales are to have jurisdiction in relation to any disputes between the parties arising out of or related to this Agreement.

12. **EXECUTION**

The parties have executed this Agreement as a deed and it is delivered on the date set out above.

SCHEDULE 1

PLANNING PERMISSION



Havant
BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9247 4174
F 023 9248 0263
DX 5000 Havant

www.havant.gov.uk

To:
Mr Wilshurst
BAE Systems
Electra Avenue
6-8 London Road
Waterlooville

**The Town and Country Planning (Development Management Procedure) (England) Order
2010
Grant of Outline Planning Permission**

Application Number: APP/12/00652

Site Address: BAE Systems, Elettra Avenue, Waterlooville, PO7 7XS

Proposal: Outline application for demolition of "main building" and ancillary restaurant and redevelopment to provide business units (Class B1, B2 and B8), car showroom, drive thru restaurant, hotel and restaurant and associated parking with access from Elettra Avenue.

Further to your application received on 27 June 2012 (which was valid from 05 July 2012) Havant Borough Council, as Local Planning Authority, **Grants Outline 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 hereby permitted shall be begun before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of the grant of this planning permission.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 3 No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the detailed proposals for all of the following aspects of the same [herein called "the reserved matters"] have been submitted to and approved in writing by the Local Planning Authority.
 - (i) **The reserved matters:**
 - (a) The scale of the buildings;

(b) The design and external appearance of all buildings (including details of the colour and texture of external materials to be used);

(c) Landscaping including a landscape design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels;

(ii) **Other matters:**

(d) The finished levels (above ordnance datum) of both the ground floor of the proposed buildings(s) and the surrounding ground levels;

(e) Access facilities for the disabled;

(f) Alterations to the external appearance of the existing building(s);

(g) The layout of foul sewers and surface drains;

(h) The manner of treatment of existing water courses and ditches;

(i) Landscaping including an accurate plan showing the position, type and spread of all existing trees on the site and a schedule detailing the size and physical condition of each tree and, where appropriate, the steps to be taken to bring the tree(s) to be retained to a satisfactory condition; and also details of any proposals for the felling, lopping, topping or uprooting of any tree;

(j) Landscaping including the arrangements to be made for the future maintenance of landscaped and other open areas;

(k) The alignment, height and materials of all walls and fences and other means of enclosure;

(l) Hardsurfacing proposals including surfacing materials;

(m) The provision and allocation to be made for the parking of vehicles;

(n) The provision to be made for the parking, turning, loading and unloading of vehicles;

(o) The provision to be made for the storage and removal of refuse from the premises;

(p) Measures for security and crime prevention.

(q) The provision to be made for external street lighting;

(r) The areas to be used for contractors' vehicle parking and materials storage during (site clearance and) construction of the development;

(s) A phased programme for implementation of the development;

Reason: To secure orderly development.

- 4 In the event that any unit is occupied for a trade by any retailer who occupies retail premises within the Waterlooville town centre, as identified in the Waterlooville town centre inset map of the Havant Borough District Wide Local Plan 1996 – 2011, the retailer shall not, for a period of 24 months from the date of first occupation, cease trading from the town centre

Reason: In order to ensure that the vitality and viability of the existing Waterlooville

Town Centre is not undermined by the nature of retail uses permitted on this site and having due regard to saved policies TC1 of the Havant Borough District Wide Local Plan 1996-2011 and which forms part of the Havant Borough Core Strategy and the National Planning Policy Framework, March 2012.

- 5 Notwithstanding the provisions of The Town and Country Planning (Use Class Order), the business units (shown as hatched in black on the Proposed Masterplan) hereby permitted shall not at any time be used for any purpose within the scope of Class B1a (office) of The Town and Country Planning (Use Classes) Order 1987 (as amended), without the prior written approval of the Local Planning Authority. This condition shall apply notwithstanding any Town and Country Planning (General Permitted Development Order)

Reason: In the interests of highway safety and having due regard to policies DM11 and DM13 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 6 None of the buildings hereby permitted shall contain more than 20% ancillary office floorspace and this shall be used ancillary to the main use of each unit. This condition shall apply notwithstanding any Town and Country Planning (General Permitted Development Order).

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 7 The building defined as a drive-through restaurant on the approved plan shall be used only as a drive through hot food takeaway business or restaurant, cafe or hot food takeaway business falling within Classes A3 or A5 of The Town and Country Planning (Use Classes) Order 1987 and the subsequent (Use Classes) Amendment (England) Order 2005, unless the Local Planning Authority gives prior written approval for any variation. This condition shall apply notwithstanding any Town and Country Planning (General Permitted Development Order).

Reason: In order to ensure that the vitality and viability of Waterlooville Town Centre and having due regard to policies CS16 and DM13 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 8 The use of the restaurant hereby approved shall be only for the purposes of Class A3 (restaurant & cafes) as defined in The Town and Country Planning (Use Classes) Order 1987 (as amended) unless the Local Planning Authority gives prior written approval for any variation. This condition shall apply notwithstanding any Town and Country Planning (General Permitted Development Order)

Reason: In order to ensure that the vitality and viability of Waterlooville Town Centre and adequate car parking, having due regard to policies CS16, DM11 and DM14 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 9 The use of the car showroom hereby permitted shall be only for vehicle sales and incidental repairs, with ancillary office floorspace not exceeding 20% of the total floorspace within that building. The use shall not be for general retail sales as defined in The Town and Country Planning (Use Classes) Order 1987 (as amended) unless the Local Planning Authority gives prior written approval for any variation. This condition shall apply notwithstanding any Town and Country Planning (General Permitted Development Order)

Reason: In order to ensure that the vitality and viability of Waterlooville Town Centre and adequate car parking, having due regard to policies CS16, DM11 and DM14 of

- 10 The buildings hereby permitted shall be broadly in accordance with the heights and scale indicated on the plans forming part of this application and the height of the tallest building as shown in this indicative information, shall not exceed three storeys.
Reason: In the interests of the amenities of nearby properties and to preserve the character of the area and having due regard to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.
- 11 No mezzanine floor shall be inserted into the business units (shown as hatched in black on the Proposed Masterplan) hereby permitted without the prior written approval of the Local Planning Authority. This condition shall apply notwithstanding any Town and Country Planning (General Permitted Development Order)
Reason: In the interests of highway safety and parking and having due regard to policy DM13 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.
- 12 The development hereby permitted shall not be occupied until details of parking allocation, including cycle parking, for each building/unit have been submitted to and agreed in writing with the Local Planning Authority. The spaces shall be surfaced and marked out and allocated in accordance with the approved details. Such areas shall thereafter be retained and used solely for those purposes.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.
- 13 Equipment shall be installed to suppress and disperse fumes and/or smell produced by cooking and food preparation, and the equipment shall be effectively operated for so long as the use continues. Details of the equipment shall be submitted to, and approved by, the Local Planning Authority and the equipment shall be installed and be in full working order to the satisfaction of the Local Planning Authority prior to the commencement of use.
Reason: To ensure that unsatisfactory cooking odours outside the premises are minimised in the interests of the amenity of occupiers of nearby properties and having due regard to policies DM10 and CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.
- 14 The extraction equipment installed in pursuance to Condition No.13 above shall be regularly maintained to ensure its continued satisfactory operation and the cooking process shall cease to operate if at any time the extraction equipment ceases to function to the satisfaction of the Local Planning Authority and shall not be resumed until the system has been restored to full working order. Documentary evidence including receipts, invoices and copies of any service contracts in connection with the use and maintenance of the extraction equipment, shall be kept and made available for inspection at the premises by officers of the Local Planning Authority, to facilitate monitoring of compliance with this condition.
Reason: To ensure that the use does not result in excessive cooking odours outside

the premises and that the amenity of occupiers of nearby properties is protected and having due regard to policies DM10 and CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 15 No development hereby permitted shall commence until details of external air moving equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include acoustic performance. The equipment shall be installed prior to the use of the building(s) commencing. Equipment to be maintained and operated only in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenity of occupiers of nearby properties is protected and having due regard to policies DM10 and CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 16 No development hereby permitted shall commence until plans and particulars specifying the layout, depth and capacity of all foul and surface water drains, swales or similar features and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) have been submitted to and approved in writing by the Local Planning Authority together with details for their maintenance of surface water drainage. Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as are thus approved by the Authority. The surface water drainage shall be maintained in accordance with the maintenance arrangements thus approved, unless the Local Planning Authority gives prior written approval for any variation.

Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework, and National Planning Policy Framework, March 2012.

- 17 The buildings hereby permitted shall not be occupied until a more detailed soft landscaping scheme for all open parts of the site not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and/or retained, and timing provisions for completion of the implementation of all such landscaping works. The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 18 The development hereby permitted shall not be occupied 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 and the approved details implemented in full accordance with that specification.

Reason: In the interests of the amenities of the locality and having due regard to

policy CS16 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 19 The development hereby permitted shall not be commenced until a BREEAM Pre-Assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate that the development will attain a minimum standard of 'very good' BREEAM rating. The development shall be carried out only in accordance with the details the subject of the assessment.

Reason: To ensure that the development is carried out in accordance with Policy CS14 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy.

- 20 Construction of the buildings hereby permitted shall not commence until samples and details of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 21 No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the finished levels (above ordnance datum) of both the ground floors of the proposed buildings and the surrounding ground levels in relation to existing ground levels have been submitted to and approved by the Local Planning Authority.

Reason: To protect the character and appearance of the area and having due regard to Policy CS16 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 22 No article of any description shall be manufactured, assembled, altered, repaired or stored outside the buildings hereby approved unless the Local Planning Authority gives prior written approval for any variation.

Reason: In the interests of the amenity of the area and having due regard to policies CS16 and DM10 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012

- 23 The development hereby permitted shall be carried out in accordance with the following approved plans:

Application Form

Flood Risk Assessment prepared by Peter Brett Associates LLP dated June 2012

Framework Site Waste Management Plan prepared by Peter Brett Associates LLP dated June 2012

Framework Travel Plan prepared by Peter Brett Associates LLP dated June 2012 received 06/09/12

Noise Assessment prepared by Peter Brett Associates LLP dated June 2012

Sustainability Statement prepared by Peter Brett Associates LLP dated June 2012

Utilities Appraisal Report prepared by Peter Brett Associates LLP dated June 2012

Odour Assessment prepared by Peter Brett Associates LLP dated June 2012

Market Report prepared by Vail Williams dated May 2012

Employment Generation Report prepared by Vail Williams.

SCHEDULE 2

THE FOOTPATH AND CYCLE LINK

1. The Landowner covenants with the County Council not to allow Occupation until the Landowner has transferred for the sum of £1 (One Pound) (no VAT thereon) the Pedestrian and Cycle Link Land to the County Council.
2. The County Council covenants with the Landowner that following receipt of a transfer of the Pedestrian and Cycle Link Land it will use its best endeavours to:
 - 2.1 secure the delivery of a pedestrian and cycle link to an adoptable standard on the Pedestrian and Cycle Link Land as soon as reasonably practicable;
 - 2.2 maintain the pedestrian and cycle link on the Pedestrian and Cycle Link Land to an adoptable standard; and
 - 2.3 not use or permit or allow the use of the Pedestrian and Cycle Link Land for any purpose other than as a pedestrian and cycle link.
3.
 - 3.1 If within 5 years of the completion of any transfer of the Pedestrian and Cycle Link Land to the County Council, a pedestrian and cycle link has not been delivered to an adoptable standard on the Pedestrian and Cycle Link Land, then the County Council may in writing request an extension of time from the Landowner in order to deliver the pedestrian and cycle link.
 - 3.2 The Landowner shall consider the request and notify the County Council in writing within 20 working days of its decision.
 - 3.3 If the County Council's request is declined or the County Council fails to serve notice pursuant to **paragraph 3.1** above then the County Council will transfer the Pedestrian and Cycle Link Land back to the Landowner at no cost to the Landowner immediately on the expiry of the 5 year period referred to in **paragraph 3.1** or if the County Council serves written notice pursuant to **paragraph 3.1** on receipt of the Landowner's notice served pursuant to **paragraph 3.2** such transfer back to be for the same consideration and subject to the same terms as the transfer to the County Council (except without any restrictions as to the use of the land).
 - 3.4 The County Council covenants with the Landowner to use all reasonable endeavours to agree the terms of the transfers to be made pursuant to this Schedule as soon as reasonably practicable and not to unreasonably withhold or delay their consent to the terms of such transfers or the completion thereof failing which the restriction set out in **paragraph 1** of this Schedule shall cease to have effect.

SCHEDULE 3

THE FRAMEWORK TRAVEL PLAN

Landowner's Covenants

1. Prior to Commencement of the Development to prepare and submit a draft Framework Travel Plan to the County Council *for its approval in writing* such draft to be based on the Framework Travel Plan contained in **Annex 3**.
2. Prior to Occupation to pay the Framework Travel Plan Monitoring Fee and Framework Travel Plan Approval Fee to the County Council.
3. Not to allow Occupation unless and until the Framework Travel Plan has been approved in writing by the County Council and from the first Occupation to implement the approved Framework Travel Plan unless and until otherwise agreed in writing with the County Council.
4. Not to amend the approved Framework Travel Plan without the prior written approval of the County Council.
5. Prior to Occupation to appoint a Travel Plan Coordinator as defined by and in accordance with the approved Framework Travel Plan PROVIDED THAT:-
 - 5.1 the post of the Travel Plan Coordinator shall be retained for a period of at least five years from the date of first Occupation;
 - 5.2 the Travel Plan Coordinator shall be responsible for (amongst other things) monitoring the performance of the approved Framework Travel Plan;
 - 5.3 the Travel Plan Coordinator shall provide a progress report (as to the performance of the approved Framework Travel Plan) to the County Council no less than once every year throughout the monitoring period being from the date of first Occupation until a date not less than five years thereafter.
6. Not to allow Occupation unless and until the Framework Travel Plan Cash Deposit has been paid to the County Council PROVIDED THAT:-
 - 6.1 if monitoring of the approved Framework Travel Plan (in accordance with the terms of this Deed) indicates that the terms and provisions of the approved Framework Travel Plan are not being complied with the County Council shall by written notice require the Landowner to take such steps as are reasonable and necessary to remedy such breach and shall provide the Landowner with a reasonable period within which to do so of not less than 20 working days;
 - 6.2 if the Landowner fails to remedy the breach within the period of time set out in the notice received pursuant to sub-paragraph 6.1 above the County Council shall be entitled to use the Framework Travel Plan Cash Deposit or part thereof

as appropriate and as may be reasonably and properly required for the County Council to remedy the said breach;

- 6.3 if the Landowner implements and performs any of the terms and provisions of the approved Framework Travel Plan and provides written evidence of the same to the County Council the Framework Travel Plan Cash Deposit shall be reduced by such amount as may be agreed between the Landowner and the County Council by the County Council repaying such amount to the person who paid the Framework Travel Plan Cash Deposit; and
- 6.4 on the fifth anniversary of Occupation and upon receipt of written evidence from the Landowner to the County Council that it has implemented and performed all of the terms provisions and measures as set out in the approved Framework Travel Plan the Framework Travel Plan Cash Deposit or any residue thereof shall be returned to the payee with any interest accrued thereon.
7. The Landowner will in relation to the Site include in any tenant's lease or occupier's license of any new units constructed as part of the Development on the Site a covenant that the tenant or occupier will implement the approved Framework Travel Plan in respect of such part or parts of the Site to which their lease or license relates and further the Landowner will use all reasonable endeavours to enforce such obligations against any such tenant or occupier.
8. That within 20 working days of the letting of any new unit constructed on the Site pursuant to the Planning Permission the Landowner will procure the delivery to the County Council of a notice giving the following details:
 - (i) the name and address of the tenant;
 - (ii) a description of the premises demised;
 - (iii) the length of the term; and
 - (iv) a sufficient extract of the lease setting out the terms of the covenant in relation to the approved Framework Travel Plan

SCHEDULE 4

THE EMPLOYMENT AND SKILLS PLAN

1. The Landowner covenants with the Council in respect of each Phase:
 - 1.1 Prior to Commencement of the Development on a Phase to submit to the Council for written approval the Employment and Skills Plan for that Phase and not to Commence the Development on that Phase or permit Commencement on that Phase until an Employment and Skills Plan for that Phase has been approved by the Council.
 - 1.2 The Employment and Skills Plan for a Phase shall include arrangements setting out how the Landowner of that Phase and to the extent they are not the same person any developer or occupier of that Phase and their contractors will seek to work directly with local employment/training agencies including but not limited to:
 - 1.2.1 Jobcentre Plus and the Skills Funding Agency;
 - 1.2.2 Voluntary and private sectors providers of training and employment support services; and
 - 1.2.3 Sixth form colleges; colleges of further education and universities.
 - 1.3 The Employment and Skills Plan for a Phase shall specify the opportunities for training and other initiatives in respect of the skills required by the Landowner/developer of that Phase, their contractors and (if known) future occupiers, opportunities for any new jobs, and business opportunities created by that Phase of the Development.
 - 1.4 Following the later of the approval of the Employment and Skills Plan for a Phase by the Council and the Commencement of Development on that Phase the Landowner will promote the objectives of the approved Employment and Skills Plan for that Phase and use reasonable endeavours to ensure that so far as is reasonably practicable the objectives of the plan are met.

SCHEDULE 5

SUSTAINABLE DRAINAGE MANAGEMENT

1. Prior to the Commencement of the Development the Landowners will submit the SUDS Scheme to the Council for written approval.
2. Prior to Occupation of any new buildings constructed as part of the Development to provide to the Council a performance bond ("Bond") issued by a clearing bank or other institution (hereinafter called "the Surety") approved by the Council (such approval not to be unreasonably withheld or delayed) in a form agreed in writing by the Council (such agreement not to be unreasonably withheld or delayed) for the cost of construction of the SUDS scheme (such cost to be agreed with the Council in advance of the Bond being put in place).
3. The Bond shall be to the effect that:
 - 3.1 If the Landowner shall fail to construct the SUDS Scheme in accordance with the provisions contained in this Schedule 5 or prior to completion of such construction of the SUDS shall be adjudicated bankrupt or shall go into liquidation voluntarily or otherwise or shall execute a deed of assignment for the benefit of or otherwise compound with its creditors (except for the purpose of reconstruction or amalgamation) the Council may without prejudice to its other rights remedies and powers against the Landowner for such failure require by written notice the Surety to pay the Council a sum up to the value of the Bond equivalent to any expenditure which the Council may incur in carrying out the construction of the SUDS Scheme and also the Council's reasonable legal costs properly arising from the provision of the SUDS Scheme.
 - 3.2 Such Bond to be provided prior to Occupation of any new buildings constructed as part of the Development within the Development and subject to paragraph 4 to endure until the SUDS Scheme is adopted or if earlier the date of completion of construction of the Development.
4. If the Landowner implements the SUDS Scheme and provides written evidence of the same to the Council the Bond shall immediately be reduced by such amount agreed between the Landowner and the Council.
5. Not to permit Occupation of any of the new buildings constructed as part of Development unless and until the SUDS Scheme (as approved by the Council) has been constructed and is ready for use in accordance with the provisions of this Schedule 5 provided that this restriction shall not apply where the programme for the delivery of the SUDS Scheme contained in the SUDS Scheme

(as approved by the Council) provides for part or all of the SUDS Scheme to be delivered following Occupation of any of the new buildings constructed as part of the Development.

6. Following delivery of the SUDS Scheme to maintain the SUDS Scheme in accordance with the maintenance regime approved as part thereof.

SCHEDULE 6
MONITORING FEE

1. The Landowner covenants with the Council in respect of the Development:
 - 1.1 Prior to Commencement of the Development to pay the Monitoring Fee to the Council.

EXECUTED AS A DEED by the affixing of
THE COMMON SEAL OF THE
COUNCIL OF THE BOROUGH OF HAVANT)
in the presence of:)



ised Signatory



12826

EXECUTED AS A DEED by the affixing of
THE COMMON SEAL OF HAMPSHIRE COUNTY
COUNCIL)
in the presence of:)



County Council



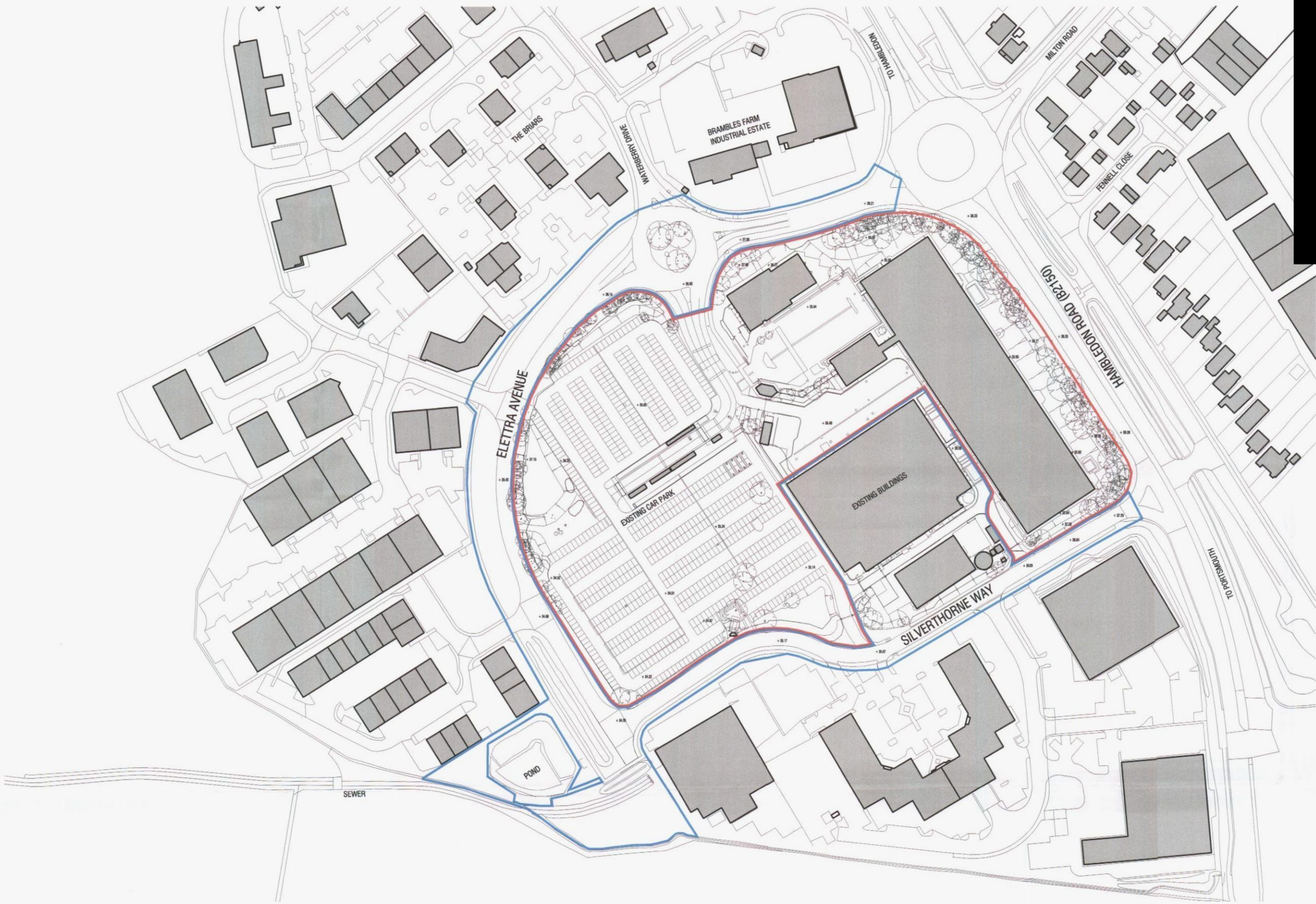
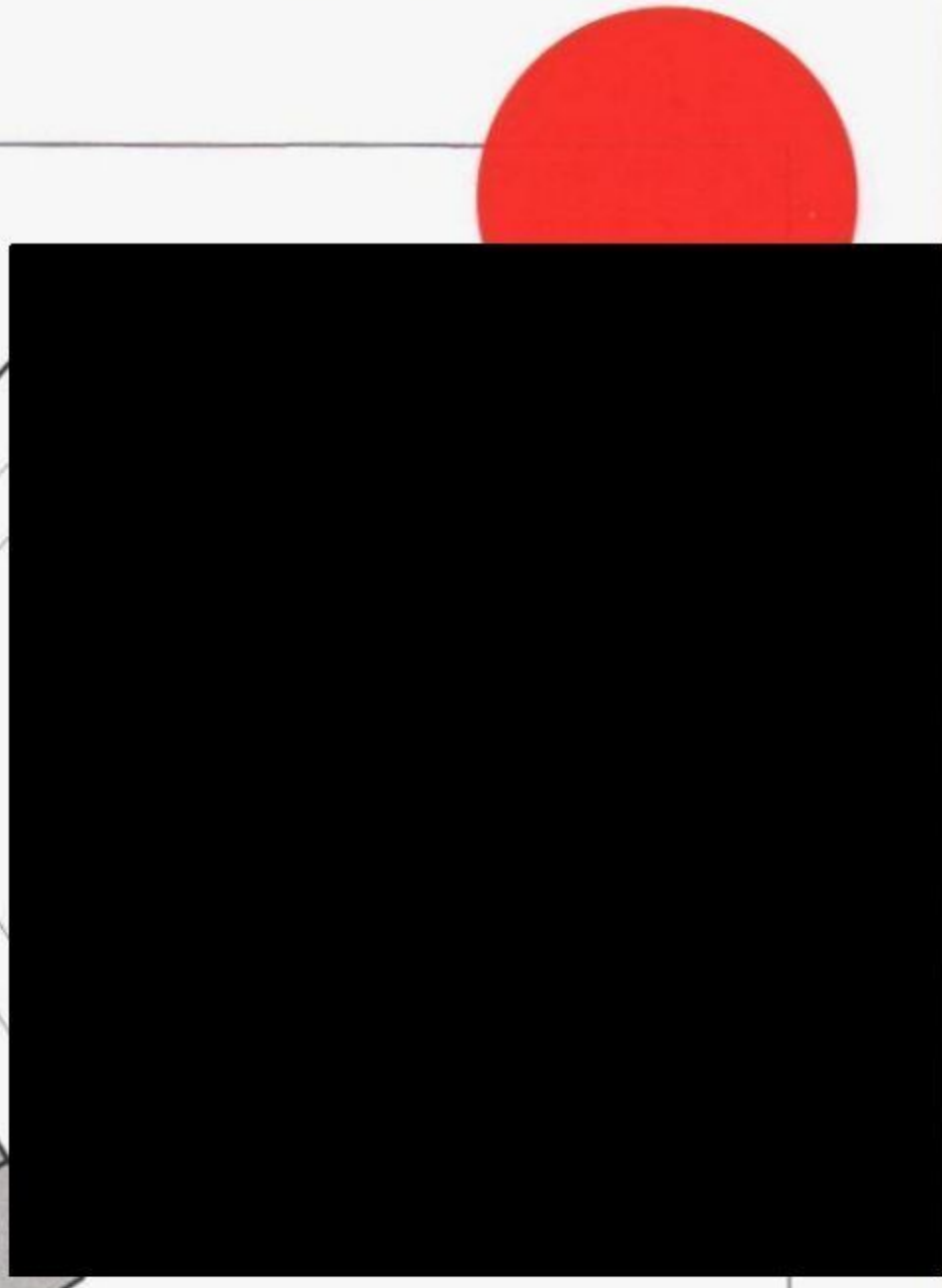
SIGNED as a deed by)
BAE SYSTEMS ELECTRONICS LIMITED)
acting by a director and its secretary)
or two directors:)



36/4888

ANNEX 1

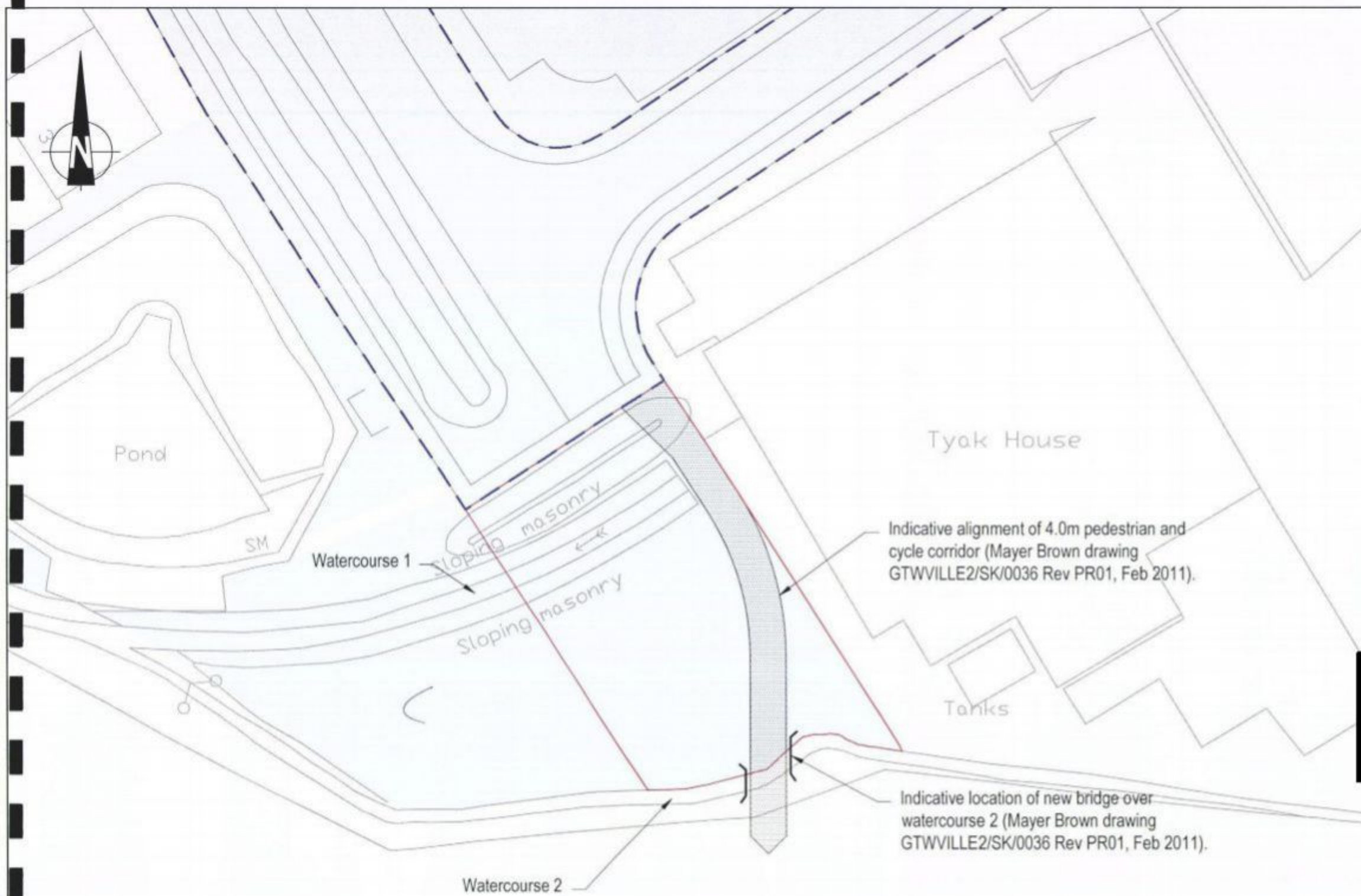
PLAN 1



Survey information based upon drawing number T1203_SX by Lewis Brown Chartered Surveyors (OS License 100031673) Quattro House, Castle Road Chelston Business Park Wellington, TA21 9JQ		Boundary information based upon H.M Land Registry drawing HP220402		Key: Application boundary Other land owned by BAE		Client BAE Systems		Title BAE Waterloooville Location Plan and application boundary		HGP ARCHITECTS FURZEHALL FARM, WICKHAM ROAD FAREHAM, HAMPSHIRE, PO16 7JH T: 01329 283 225 F: 01329 237 004 E: EMAIL@HGP-ARCHITECTS.CO.UK W: WWW.HGP-ARCHITECTS.CO.UK	
Red / blue lines updated in line with HBC comments	CK	GG		Scale @ A1: 1/1000 Date: 01 June 2012		Drawn by: CK Checked by: GG		Drawing No: 11.074_001		Revision: A	
Description		By		OUTLINE PLANNING		0 10 20 30 40 50 60 70 80 90 100m		HGP Architects Ltd. Copyright Reserved. Check dims. on site.			

ANNEX 2

PLAN 2



KEY:

- Land Title Plan Number HP220402 - BAE Systems Electronics Ltd
- Area of BAE land to be transferred to HCC
- Extent of publicly maintainable highway

Notes:

- Title Plan information for Title Plan HP220402 provide by HGP Architects on 16th August 2012.
- Title Plan information interpreted by Peter Brett Associates onto Ordnance Survey.
- Extent of publicly maintainable highway interpreted from plan received from Hampshire County Council dated 11th June 2012.



Mark	Revision	Drawn	Date	Chkd
A	Amended in line with client team comments	PC	10/09/12	NC

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

BAE WATERLOOVILLE: LAND TRANSFER TO DELIVER LINK FROM MDA SITE TO BRAMBLES BUSINESS PARK

Client BAE Systems	
Date of 1st issue 03.09.12	Drawn by PC
A3 Scale: 1:500	Checked by NC
Drawing Number 26365/012/002	Revision A

pba
peterbrett

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ANNEX 3

FRAMEWORK TRAVEL PLAN

BAE Systems

BAE Waterlooville

Framework Travel Plan

Project Ref: 26365/004

Doc Ref: Rev02

September 2012

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BAE Waterlooville
Framework Travel Plan

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Document Control Sheet

Project Name: BAE Waterlooville
Project Ref: 26365/004
Report Title: Framework Travel Plan
Doc Ref: Rev02
Date: September 2012

	Name	Position	Signature	Date
Prepared by:	Elizabeth Keen	Graduate		22 nd June 2012
Reviewed by:	Nick Church	Associate		22 nd June 2012
Approved by:	Matt Whiston	Partner		22 nd June 2012
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
Rev 01	22/6/2012	Planning Submission	EK	MW	MW
Rev 02	6/9/2012	Response to HCC comments	EK	NC	MW

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BAE Waterlooville
Framework Travel Plan

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1 Introduction

1.1 Background

- 1.1.1 This Framework Travel Plan has been prepared by Peter Brett Associates LLP (PBA) on behalf of BAE Systems. It is to be read and assessed in conjunction with the Transport Assessment Report which has been prepared under separate cover to accompany an outline planning application for the proposed re-development of the BAE Waterlooville site (BAE site).
- 1.1.2 The approach taken in the Transport Assessment Report and Framework Travel Plan follows scoping discussions with Hampshire County Council which took place on 19th April 2012.
- 1.1.3 In addition, this Framework Travel Plan has been prepared in accordance with the latest Travel Plan guidance from Hampshire County Council (HCC), 'A Guide to Development Related Travel Plans' (2009). It also adheres to national guidance provided by the Department for Transport (DfT), namely, 'The Essential Guide to Travel Planning' (2008) and 'Good Practice Guidelines: Delivering Travel Plans through the planning process' (2009).

1.2 Type of Travel Plan

- 1.2.1 It is intended that the development proposed for the BAE site at Waterlooville will consist of a diverse mix of land uses including B Class uses, car showroom, food retail and hotel. At the time of writing the end users of the site are unknown.
- 1.2.2 The DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009) states that:

"In the case of large mixed-use developments with multiple occupants, it will be appropriate to prepare a framework travel plan. The framework travel plan should set overall outcomes, targets and indicators for the entire site. It is best administered centrally. It should set the parameters for the requirement for individual sites (or uses/ elements) within the overall development to prepare and implement their own subsidiary travel plans. These should comply with and be consistent with the wider targets and requirements of the framework travel plan. Potential occupiers need to be advised of the travel plan requirements. The framework travel plan should also clarify as far as possible the timeframe for completion of individual travel plans and the implementation of specific measures within them as the development proceeds, including management and review."

- 1.2.3 In addition, HCC's 'A Guide to Development Related Travel Plans' (2009) states that:

"where the likely end user(s) of the development is unknown (including multi-occupant sites) a framework travel plan should be submitted with the planning application"

- 1.2.4 Therefore in accordance with DfT and HCC guidance, the submission of a Framework Travel Plan is considered fully justified. Additionally, as described in the DfT guidance above,

Subsidiary Travel Plans will be prepared and implemented post occupation by individual site occupiers of buildings above the size thresholds set by HCC (see **Section 4.3** for further details). All places of occupation not required to prepare a Subsidiary Travel Plan will be covered by this Framework Travel Plan.

1.3 Planning Background

1.3.1 Planning consent was granted at the BAE site in 1982 for 28,300m² of light industrial, and research and development uses with ancillary buildings. The consent was implemented generally as approved and remains largely unchanged today.

1.3.2 Over recent years a significant proportion of the BAE site has become surplus to operational requirements leaving much of the buildings unoccupied.

1.3.3 Accordingly the proposed redevelopment will replace the following uses on site:

- Main Building (also referred to as C-block): 19,498sqm of B1b land use which is currently largely unoccupied;
- Restaurant: 973sqm of ancillary use that is not currently operational but historically catered for employees on site; and
- Parking areas associated with the above.

1.3.4 The following buildings will be retained and are excluded from the BAE development proposals:

- E-Block: 6,726sqm of B1c land use which is currently partially occupied by tenants; and
- Beam Plot: 927sqm of B1c land use which remains in BAE operational use.

1.3.5 The Vail Williams Planning Statement provides more detail with regard to the planning context of the BAE site in respect of the development proposals (hereafter referred to as the BAE development proposals).

1.4 Development Proposals

1.4.1 BAE Systems is seeking outline planning permission to redevelop the site with the following mix of uses:

- Buildings for Class B uses in the western part of the site (around 8,500m² of floor area);
- A 60-bedroom hotel at the east of the site;
- A restaurant in the south-east of the site;
- A restaurant with drive-through facility in the north-east of the site;

- A car showroom and forecourt to the east of the access from Elettra Avenue from the north; and
- Associated access and parking provisions.

1.4.2 Vehicle and cycle parking for the development will be provided in accordance with HCC 'Hampshire Parking Strategy and Standards, Spring 2002'.

1.4.3 Parking numbers will be provided between the 'maximum parking limit' and 'reduced parking in areas of high accessibility' threshold.

1.4.4 A copy of the BAE site masterplan is enclosed at Appendix A of the Transport Assessment Report; the masterplan illustrates the location and extent of vehicular parking, cycle parking and service areas for each unit. For further details, refer to the submitted Design and Access Statement.

1.5 Purpose

1.5.1 The primary purpose of this Framework Travel Plan is to minimise the traffic impact of the BAE development on the local highway network.

1.5.2 The main benefits of this Framework Travel Plan for employees, customers and visitors of the BAE site are anticipated to be:

- Improved accessibility;
- Improved awareness of available travel choices; and
- Environmental benefits from a reduction in car use.

1.5.3 Due to the diverse nature of the proposed development and the corresponding mix of potential travellers to and from the BAE site, the main focus of the Framework Travel Plan is on employee travel. However, it is anticipated that Subsidiary Travel Plans will make full allowance for the different users, visitors, customers travelling to/from their buildings as appropriate.

1.6 Aims and Objectives

1.6.1 The overall aim of this Framework Travel Plan is to maximise the sustainable travel opportunities for future employees, visitors and customers of the BAE site.

1.6.2 To meet this aim, the key objectives of the Framework Travel Plan are;

- To increase awareness of site users of all available travel options;
- To minimise the number of single occupancy car trips associated with travel to/from the site; and
- To encourage the use of non-car modes for journeys to/from the site.

2 Existing Transport Conditions

2.1 Introduction

2.1.1 The Existing Transport Conditions in the vicinity of the BAE site are set out in full in the Transport Assessment Report (Section 3) which accompanies this Framework Travel Plan. The key elements have been replicated in this section for ease of reference and to set the Framework Travel Plan in its proper context.

2.1.2 This section covers site location, access to local facilities and amenities, local transport conditions for sustainable modes and development proposals of the committed development sites relevant to the BAE site. In addition to this information accessibility modelling and analysis of Personal Injury Collision data is included within Section 3 of the Transport Assessment Report.

2.2 Site Description and Location

2.2.1 The BAE site is situated within the Brambles Business Park to the west of Waterlooville town centre. Waterlooville is approximately 1 mile west of the A3(M) and 5 miles north of Portsmouth.

2.2.2 The A3(M) provides the primary link to the A27 to the south, which in turn connects with the M27. The A27 and M27 provide access along the South Coast to the east and west.

2.2.3 Approximately 3 miles to the north of Waterlooville, the A3(M) joins the A3 providing access to the north.

2.2.4 The location of the BAE site in its strategic context is illustrated within **Figure FTP1**.

2.2.5 Access to the wider Brambles Business Park is provided off the B2150 Hambledon Road via the B2150 Hambledon Road/Elettra Avenue/Milton Road (all moves) roundabout or the Hambledon Road / Silverthorne Way (left-in / left-out) priority junction.

2.2.6 The primary means of access to the BAE site is provided off Elettra Avenue via the Elettra Avenue/Waterberry Drive/BAE site access roundabout as illustrated in **Figure FTP2**.

2.2.7 Pedestrian and cycle access is provided via a pedestrian and cycle route along the south west kerb line of the Elettra Avenue/Waterberry Drive/BAE site access roundabout. A secondary pedestrian and cycle access is also provided off Silverthorne Way to the south of the BAE site.

2.3 Local Facilities and Amenities

2.3.1 **Figure FTP3** illustrates the location of local facilities and amenities, demonstrating that there exists a wide range of retail, employment and health opportunities within close proximity of the BAE site.

Town Centre

- 2.3.2 Waterlooville town centre is located within 1km of the BAE site, providing a wide range of facilities and amenities including various retail outlets, ASDA and Waitrose supermarkets, banks, cafes, public houses, post office, dentist and pharmacies.

Local Centres

- 2.3.3 There are two local centres located within close proximity to the BAE site.
- 2.3.4 Hambledon Parade (Local Centre 1), located off the B2150 Hambledon Road within 1km of the BAE site, accommodates a convenience store and post office, an off-licence, restaurant, butchers, beauty salon, swimming shop, public house, take-away outlets and sandwich shop.
- 2.3.5 Milton Parade (Local Centre 2), located off Milton Road within 1.2km of the BAE site, accommodates a food store, pharmacy, florist, beauty salon, public house, and take-away outlets.

Retail

- 2.3.6 Wellington Retail Park is located to the south east of the Brambles Business Park off Maurepas Way and the B2150 Hambledon Road, accommodating a Halfords store, TK Maxx, Argos, Matalan and other major retail brands.

Leisure

- 2.3.7 Horizon Leisure Centre is located in Brambles Business Park off Waterberry Drive, approximately 200m from the BAE site.

Health

- 2.3.8 The Waterlooville Health Centre is located on Dryden Close off Milton Road approximately 1km to the east of the BAE site. Additionally, Forest End Surgery is located on Forest End, off Maurepas Way approximately 1.2km to the south of the BAE site.
- 2.3.9 In addition to dentists within Waterlooville town centre, a further dentist is located off London Road, approximately 1.4km east of the BAE site.

2.4 Existing Walk and Cycle Provision

- 2.4.1 Brambles Business Park and the adjacent local community is typified by an extensive network of formal footways with street lighting.
- 2.4.2 Additionally, **Figure FTP3** illustrates the primary pedestrian and cycle routes local to the BAE site as identified by PBA during a site visit on 25th May 2012. As illustrated there is an extensive network of primary walk and cycle routes offering connections to local residential areas and Waterlooville town centre.

- 2.4.3** Existing off-road pedestrian and cycle routes are provided on both sides of Elettra Avenue providing good links into/out of Brambles Business Park and the BAE site.
- 2.4.4** The off-road pedestrian and cycle route adjacent to the southern carriageway of Elettra Avenue continues in a southerly direction adjacent to the southern carriageway of Hambledon Road and provides for access into to the town centre.
- 2.4.5** The town centre can also be accessed more directly via the signalised crossing at the B2150 Hambledon Road/Aston Road junction which provides a connection to the off-road pedestrian and cycle route that runs through the Wellington Retail Park connecting to Waterlooville town centre via a subway.
- 2.4.6** There are also good pedestrian and cycle routes between the BAE site and the local residential areas accessed off Milton Road.
- 2.4.7** On-site observations made by PBA indicate that pedestrian and cycle routes are typically well signed, although directional signing to the town centre could be improved to help pedestrians and cyclists identify the most direct route.

2.5 Public Transport

- 2.5.1** **Figure FTP4** illustrates the existing network of bus routes local to the BAE site. Local bus services operate close to the BAE site along Hambledon Road and also serve the Business Park directly via Waterberry Drive.
- 2.5.2** The following services currently operate close to the BAE site as shown in **Table 2.1**:

Table 2.1: Existing Bus services

Service/ Operator	Route	Frequency	
		Mon – Sat	Eve & Sun
39 Stagecoach	Wecock Farm – Waterlooville – Crookhorn – Asda – Havant	15 mins	No service eve; 60 mins Sun
40 First	Wecock Farm – Waterlooville – Crookhorn – Cosham – Hilsea – Portsmouth – Southsea	15 mins	60 mins eve; 20 mins Sun
45/45A First	Hambledon (45) – Denmead – Waterberry Drive (45A) – Waterlooville – QA Hospital – Cosham – Hilsea – Portsmouth	60 mins (45)/ 60 mins (45A)	No service
300 Emsworth & District	Denmead – Waterlooville – Wecock Farm – Horndean – Rowlands Castle – Emsworth – Southbourne – Chichester	1 journey Wed	No service
X40 First	Wecock Farm – Waterlooville – Portsmouth – Southsea via A3(M)	2 inbound journeys AM peak	No service

- 2.5.3** All of the above bus services currently serve stops close to the B2150 Hambledon Road/Milton Road roundabout. There are three stops in the immediate vicinity of the BAE site:
- B2150 Hambledon Road (southbound) approximately 320m from the BAE site to the south of the B2150 Hambledon Road/Elettra Avenue/Milton Road roundabout served by all of the local services;

- B2150 Hambledon Road (northbound) approximately 340m from the BAE site to the north of the B2150 Hambledon Road/Elettra Avenue/Milton Road roundabout served by services 45/45A and 300; and
- Milton Road (north-eastbound) approximately 400m from the BAE site, north-eastbound to the east of the B2150 Hambledon Road/Elettra Avenue/Milton Road roundabout served by services 39, 40, 300 and X40.

2.5.4 Bus lay-bys and bus shelters are provided at both the B2150 Hambledon Road bus stops, the southbound bus stop provided service information and timetables, at the time of our site visit no service information was provided at the northbound bus stop.

2.5.5 A bus flag with service information and timetable was provided at the Milton Road stop.

2.5.6 Service 45A additionally serves stops within Brambles Business Park, around the Waterberry Drive loop.

2.5.7 The BAE site is well connected to major local destinations with 10 buses per hour to Waterlooville town centre, 4 per hour to Portsmouth and Southsea and 4 per hour to Havant. Residential areas in the immediate vicinity also have a good level of service to the BAE site.

2.5.8 Additional bus services operate to Waterlooville Precinct, approximately 1km from the BAE site. These include First's 'Zip' branded route 41 which provides a 15 minute frequency 'rapid transit' style service between Clanfield, Waterlooville and Portsmouth, and Stagecoach service 37 which provides an hourly link to Havant and Petersfield (and two hourly on to Alton). There is also a half hourly frequency fast X42 service between Waterlooville and Portsmouth on Mondays to Fridays.

2.5.9 Therefore at present, the BAE site has excellent bus connections to Waterlooville town centre, Havant, Portsmouth, Southsea, Denmead, and wider residential areas in the south-east Hampshire area.

2.5.10 There are three railway stations locally accessible to Waterlooville although not located in Waterlooville itself. These are Bedhampton, Havant and Cosham which are located approximately 4.6km, 5.3km and 5.1km from the BAE site respectively. Trains serving these stations provide direct links to destinations including Portsmouth, Chichester, Littlehampton, Worthing, Hove and Brighton.

2.6 Local Highway Network

2.6.1 The BAE site is located to the west of Waterlooville and accessed via the Elettra Avenue/Waterberry Drive/BAE site access roundabout to the north of the BAE site. This roundabout provides connection to the B2150 Hambledon Road via the roundabout with Elettra Avenue/Milton Road located approximately 100m to the east.

2.6.2 The B2150 Hambledon Road runs adjacent to the eastern boundary of the BAE site and provides a key strategic link via connections with the A3(M), to the east of Waterlooville, which provides further connections to the A27 and M27.

2.7 Committed Development

2.7.1 At set out in full in the Transport Assessment Report (Section 3), there are three committed developments in the close vicinity of the BAE site which specifically warrant consideration, these developments are:

- Sainsbury's, Hambledon Road; and
- West of Waterlooville Major Development Area (MDA) which comprises of:
 - Taylor Wimpey 'Wellington Park', and
 - Newlands Common.

2.7.2 A review of the Transport Assessment Reports and Travel Plans supporting these sites has been undertaken where documents have been available.

2.7.3 From review of the available documents, it is believed that the key transport proposals identified to support these sites which are of relevance to the BAE site include:

- Improvements to the B2150 Hambledon Road / Aston Road signalised junction;
- New surface crossing of Maurepas Way and pedestrian ramp to provide a Disability Discrimination Act compliant pedestrian link to the town centre at the location of the existing subway to the south of Wellington Retail Park;
- Possible pedestrian and cycle link on Maurepas Way approximately 100m south of the B2150 Hambledon Road / A3 Maurepas Way roundabout;
- New bus service X39 which would divert via Newlands between Waterlooville and Crookhorn; and
- Improvements to the existing bus services 39 and X42; the frequency of the 39/X39 combined will be every 10 minutes Monday to Saturday and every 30 minutes evenings and Sunday. The X42 will be diverted via Newlands between Waterlooville and Widley.

2.7.4 It is anticipated that the transport measures proposed to support the committed development sites will further enhance sustainable transport opportunities across the local area.

2.8 Summary

2.8.1 The BAE site is located within close proximity to an extensive range of local facilities and amenities; linked to the BAE site via an extensive network of existing pedestrian and cycle routes and local bus services.

2.8.2 The BAE site is also located close to the key local and strategic road network, providing good connections within Waterlooville and the wider area.

- 2.8.3** Local committed development sites have been considered; it is anticipated that the transport measures identified to support these sites will further enhance sustainable transport opportunities across the local area.

3 Travel Demand

3.1 Introduction

- 3.1.1 The methodology used to determine vehicular and person trip generation associated with the BAE development proposals are set out in Section 5 of the Transport Assessment Report and summarised below.

3.2 Development Vehicle Trip Generation

- 3.2.1 The development proposal consists of the following:

- Proposed Land Uses:
 - Multiple buildings delivering 9,085sqm of Class B uses;
 - A 60-bedroom hotel;
 - A 685sqm restaurant in the south-east of the site;
 - A 300sqm restaurant with drive-through facility in the north-east of the development; and
 - A 1,020sqm car showroom and forecourt to the east of the access from Elettra Avenue from the north.

- 3.2.2 In addition, the following existing uses on site will be retained:

- Retained Existing Land Uses:
 - E-Block: 6,726sqm of B1c land use; and
 - Beam Plot: 927sqm of B1c land use.

- 3.2.3 The TRICS database has been reviewed to determine peak hour vehicular trip rates for each land use (BAE site peaks were identified via manual traffic surveys as 0800-0900 in the AM and 1645-1745 in the PM, see Transport Assessment Report Section 3 for more details). The B1b and B1c rates identified to define the baseline have been adopted for the proposed B1b and B1c uses; additional TRICS analysis has been undertaken to determine trip rates for all other land uses, a copy of the additional TRICS outputs are provided within Appendix E of the Transport Assessment Report.

- 3.2.4 **Table 3.1** summarises the proposed development vehicular trip rates.

Table 3.1: Proposed Development Vehicular Trip Rates

Land use	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
B1c	1.30	0.35	1.65	0.20	0.98	1.18
B2	0.86	0.33	1.19	0.25	0.76	1.01
B8	0.31	0.15	0.47	0.18	0.24	0.42
Car showroom	2.18	0.89	3.06	0.64	1.71	2.35
Hotel	0.10	0.23	0.32	0.21	0.08	0.28
Restaurant	0.00	0.00	0.00	3.45	2.27	5.72
Drive-in restaurant	5.94	4.41	10.35	10.78	10.49	21.27

3.2.5 As set out in the Transport Assessment Report, there remains uncertainty in the planning and development process as to what mix of B-class uses will ultimately be delivered on site; the planning application seeks a degree of flexibility rather than prescribing a defined floor area to each B-class use.

3.2.6 Against this background and to address this uncertainty, two development scenarios have been identified for assessment purposes.

- Scenario 1: assumes a mix of B-class uses:
 - Buildings A: 1,005sqm of B1c land use;
 - Buildings B – C: 4,225sqm of B2 land use; and
 - Buildings D – E: 3,855 sqm of B8 land use.
- Scenario 2: assumes total B-class uses (9,085sqm) are B1c.

3.2.7 The non B-class uses remain the same for both scenarios.

3.2.8 The resulting development vehicular trip generation predicted to arise from each development scenario is detailed in **Tables 3.2** and **3.3**.

Table 3.2: Scenario 1, Proposed Development Vehicular Trip Generation

Land use	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Building A (B1c)	13	4	17	2	10	12
Building B-C (B2)	36	14	50	11	32	43
Building D-E (B8)	12	6	18	7	9	16
Car showroom	22	9	31	7	17	24
Hotel	6	14	19	12	5	17
Restaurant	0	0	0	24	16	39
Drive-in restaurant	18	13	31	32	31	64
Total	107	59	167	94	120	215

Table 3.3: Scenario 2, Proposed Development Vehicular Trip Generation

Land use	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Buildings A-E (B1c)	118	32	150	18	89	107
Car showroom	22	9	31	7	17	24
Hotel	6	14	19	12	5	17
Restaurant	0	0	0	24	16	39
Drive-in restaurant	18	13	31	32	31	64
Total	164	68	232	93	158	251

3.2.9 As agreed with HCC during scoping discussions, the travel demand resulting from the BAE development proposals as set out in **Tables 3.2** and **3.3** should be considered relative to the baseline travel demand resulting from the consented use of the site at full occupancy (for further detail, including a full methodology behind the generation of baseline travel demand, please see Section 5 of the Transport Assessment Report).

3.2.10 The net impact of the proposed development (scenarios 1 and 2) set against the baseline travel demand is set out in **Table 3.4**.

Table 3.4 Net Impact of Proposed Development Vehicular Trip Generation (relative to the baseline)

	AM 0800-0900				PM 1700-1800			
	Arrivals	Departures	2-way	2-way Net impact on Baseline	Arrivals	Departures	2-way	2-way Net impact on Baseline
Baseline	332	42	374		32	253	286	
Scenario 1	207	86	293	-81	110	196	305	20
Scenario 2	263	94	358	-16	108	234	342	56

3.2.11 From **Table 3.4** the following observations can be made:

- Both development scenarios are predicted to generate less trips in the AM peak hour than the site baseline;
- Both development scenarios are predicted to generate more trips in the PM peak hour than the site baseline;
- Over the combined AM and PM peak hours, Scenario 1 is predicted to generate approximately 60 less trips than the site baseline; and
- Over the combined AM and PM peak hours, Scenario 2 is predicted to generation approximately 40 more trips than the site baseline.

3.2.12 From review of the information presented above, it is apparent that the BAE development proposals are predicted to have a marginal impact in terms of peak hour vehicular trip generation relative to the site baseline.

3.3 Peak Hour Trip Generation Cap

3.3.1 The planning permission sought by BAE does not define a limit to the development floor area (quantum) or land use class. Notwithstanding this, defined floor areas have been considered

as part of the planning application submission and specifically in respect of this FTP and the Transport Assessment Report.

- 3.3.2 In recognition of the uncertainty in respect of the development quantum and land use class that will ultimately be delivered on-site, HCC has requested that a peak hour vehicle generation 'cap' should be identified at this stage (see 21st August 2012 meeting minutes attached at **Appendix A**).
- 3.3.3 Following discussion with HCC officers, it has been agreed that the peak hour vehicular trip generation associated with Scenario 2, as set out in **Table 3.4**, should be adopted as the 'cap'. As such it is proposed that the development vehicular trip generation should not exceed 358 and 342 two way trips in the AM (0800 – 0900) and PM (1700 – 1800) peak hours respectively.
- 3.3.4 The Site Travel Plan Co-ordinator will be responsible for monitoring the peak hour vehicular trip generation.

3.4 Development Proposal Person Trip Generation

- 3.4.1 The peak hour person trips associated with the BAE development proposals have been determined through analysis of the TRICS database. Where TRICS data was not available the 2001 Census journey to work modal split data for the two output areas covering the BAE Waterlooville site (24UHGE0004 and 24UHGE0031) has been adopted. The 2001 Census source data is attached at Appendix F of the Transport Assessment Report.
- 3.4.2 The multi-modal person trip generation has been determined by factoring the modal split (sourced from TRICS or the 2001 Census) to the vehicular trip generation defined in **Section 3.2**; the person trip generation for each development scenario is set out in **Tables 3.5** and **3.6** below
- 3.4.3 The individual methodology adopted for each land use class is summarised in Section 5 of the Transport Assessment Report.

Table 3.5: Scenario 1, Person Trip Generation

	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle	207	86	293	110	196	305
Vehicle Passenger	22	15	36	52	48	101
Public Transport	8	4	12	4	6	10
Cycle	7	3	10	2	5	7
Walk	20	13	32	15	16	31
Total	263	120	383	183	271	454

BAE Waterlooville
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Table 3.6: Scenario 2, Person Trip Generation

	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle	263	94	358	108	234	342
Vehicle Passenger	15	12	27	51	46	96
Public Transport	11	4	15	4	5	9
Cycle	9	3	11	1	4	5
Walk	26	14	40	14	16	30
Total	324	128	452	178	304	483

4 Package of Travel Plan Measures

4.1 Introduction

4.1.1 HCC's 'A Guide to Development Related Travel Plans' states that *"a travel plan should include a package of measures aimed at encouraging walking, cycling and public transport use as well as reducing and making the best use of car journeys"*.

4.1.2 As detailed in **Section 1**, the key objectives of this Framework Travel Plan are to minimise the number of car trips to and from the site and maximise the awareness and use of sustainable transport modes. This Section sets out the package of measures proposed to accompany the development at BAE which have been designed to meet these objectives.

4.2 Site Travel Plan Co-ordinator

4.2.1 It is recognised that the proposed site is diverse in land uses and will ultimately have a number of small employers. Therefore, it is considered that the key to achieving a meaningful mode shift towards sustainable modes will rest on the degree of engagement and co-ordination between future occupiers.

4.2.2 Therefore a Site Travel Plan Co-ordinator will be appointed by the Developer prior to the occupation of the site. At the time of writing it is anticipated that the Travel Plan Co-ordinator will either be appointed from within an on-site management company if present or will be an appointed consultant. In either case the Travel Plan Co-ordinator's role will be part-time.

4.2.3 Full contact details of the Travel Plan Co-ordinator will be provided to HCC upon appointment.

4.2.4 The Travel Plan Co-ordinator will be responsible for liaising and co-ordinating with the Travel Plan Representative appointed by each individual occupier. This will include providing support on the development of the Subsidiary Travel Plans which will be prepared by the occupiers of the site, the requirement and parameters for which are set out within this Framework Travel Plan.

4.2.5 The Travel Plan Co-ordinator will also be a point of contact for all employees. The contact details of the Travel Plan Co-ordinator will be provided to employees via the Travel Information Packs (more information at **4.4**).

4.2.6 The Travel Plan Co-ordinator will promote long-term Travel Plan measures across the site and, as part of which, will liaise with key stakeholders when necessary. This could include local authorities and local transport groups.

4.2.7 In addition, the Travel Plan Co-ordinator will seek to negotiate with public transport operators and cycle shops regarding possible incentives for employees to use sustainable modes of transport.

4.2.8 The Site Travel Plan Co-ordinator will be responsible for monitoring the peak hour vehicular trip generation and effectively managing parking across the site.

- 4.2.9 The Travel Plan Co-ordinator will be appointed for a minimum period of 5 years, unless the targets are not met in which case this period may be extended in agreement with HCC.

4.3 Travel Plan Representatives

- 4.3.1 The Developer will include a covenant in future tenancy agreements / leases on site which require that their tenants observe and adhere to this Framework Travel Plan and that they produce a Subsidiary Travel Plan for their operation if their workforce is of a size which HCC consider necessitates an individual Travel Plan. It will be required that the Subsidiary Travel Plan be produced within 3 months of occupation and submitted to the Travel Plan team at HCC.

- 4.3.2 In accordance with this requirement, a Travel Plan Representative will be appointed by each respective occupier at the BAE site within one month of occupation; at the time of writing it is anticipated that this will be part-time position combined with an employee's other day-to-day responsibilities.

- 4.3.3 The Travel Plan Representative will be responsible, with the aid of the Site Travel Plan Co-ordinator, for creating the Subsidiary Travel Plan where required and implementing the individual measures contained therein.

HCC Travel Plan Thresholds

- 4.3.4 The current HCC thresholds above which a Travel Plan is required are set out in **Table 4.1**. It is recognised that, where appropriate, the local planning authority may require a travel plan below the thresholds specified, for example where there are potential cumulative effects.

Table 4.1: Travel Plan Thresholds

Land use	Threshold above which a Travel Plan is required
B1 and B2	2,500 sqm
B8	5,000 sqm
Miscellaneous Commercial	500sqm

- 4.3.5 Based on these thresholds and the masterplan provided in Appendix A of the Transport Assessment it is envisaged that the individual B-class use buildings and the restaurant with drive-through facility will not require Subsidiary Travel Plans. However Subsidiary Travel Plans will be required for the car showroom, restaurant and hotel. This will require review at the time of reserved matters applications.

- 4.3.6 If a Subsidiary Travel Plan is not required for a certain workplace then they will be covered by this Framework Travel Plan as appropriate and will still be required to appoint a Travel Plan Representative. The Site Travel Plan Co-ordinator will communicate with the respective Travel Plan Representatives regarding the need for a Subsidiary Travel Plan as necessary.

4.4 Travel Information Packs

- 4.4.1 A Travel Information Pack will be prepared by the Site Travel Plan Co-ordinator and issued to each Travel Plan Representative within one month of occupation to be issued to each employee. The packs will include the following information:

- Details of the Framework Travel Plan measures and its aim, objectives and provisional targets;
- Walking and cycling maps showing safe routes to key local facilities, including distance and time information;
- Site specific public transport information with a map showing routes, bus stop locations and timetable information;
- Contact details for the Site Travel Plan Co-ordinator;
- Details of the site Travel Plan website; and
- Details of additional travel planning resources such as Transport Direct Journey Planner.

4.4.2 The information contained in the packs should also be provided on the site Travel Plan website (more information at **4.10**).

4.4.3 The updating of information within the Travel Packs and the inclusion of any occupier-specific information, including the contact details of the relevant Travel Plan Representative will be the responsibility of each respective Representative.

4.4.4 In the occurrence of a change of occupier it would be the Travel Plan Co-ordinator's responsibility to provide up-to-date Travel Information Packs to the Travel Plan Representative to be distributed as set out above.

4.5 Notice Boards

4.5.1 A Travel Plan notice board will be provided in each occupied building within the BAE proposed development. Notice boards will be provided in an accessible area and will contain walking and cycling maps for the vicinity of the site as well as public transport information. The provision and updating of information will be the responsibility of the Travel Plan Representative.

4.6 Walking and Cycling

4.6.1 Since there are good existing walking links to key facilities in and around the BAE site, the main measure to promote walking and cycling will be to provide information on the existing routes. Walking and cycling maps will include distances and timings to key local facilities and will be included in the Travel Information Packs given to each employee.

4.6.2 Cycle parking will be provided throughout the site in accordance with the minimum level required by HCC at the time of reserved matters planning applications. All cycle parking will be secured, convenient and visible to encourage use. Current minimum HCC standards (2002)¹ are set out in **Table 4.2**. Where significant disparities exist between the two criteria set out for long stay cycle parking based on the floor areas and number of staff (i.e. for

¹ <http://www3.hants.gov.uk/highways-development-planning/hdp-parking-policies/2002-parking-standards/parking-standards-appendix-one.htm>

eating and drinking establishments, hotels and car sales) negotiation will be made with HCC regarding the appropriate level of provision.

Table 4.2: HCC Cycle Standards

Land use	Cycle Standard	
	Long stay	Short Stay
B1c light industry	1 stand per 250sqm	1 stand per 500sqm
B2 general industry	1 stand per 350sqm	1 stand per 500sqm
B8 warehousing	1 stand per 500sqm	1 stand per 1000sqm
Eating and Drinking Establishments	1 space per 6 staff or 1 space per 40sqm (whichever is greater)	1 stand per 20sqm
Hotel	1 space per 6 staff or 1 space per 40sqm (whichever is greater)	1 stand per 10 bedrooms
Car sales - staff	1 space per 8 staff or 1 space per 250 sqm (whichever is greater)	1 stand per 500 sqm
Car sales - customers	-	-

NB all floor areas relate to Gross External Area (GEA)

4.7 Public Transport Incentives

4.7.1 As set out in **Section 2** access to local bus services around the BAE site is good; transport proposals associated with the committed developments will further improve accessibility by bus. Accordingly the main measure to promote bus use will be to provide better information on the existing services. A joint timetable for all the routes currently serving the BAE site will be produced. The timetable and other service information, such as bus stop locations, will be included in the Travel Information Packs given to each employee. This measure would provide improved information for potential users of these services and thereby would encourage use.

4.7.2 Public transport incentives to be considered as part of occupier and Subsidiary Travel Plans might include subsidised bus passes or similar subject to liaison and negotiation with public transport operators.

4.8 Car Sharing

4.8.1 It is proposed that a BAE site-wide web-based car share scheme could be developed to encourage employees from within the site to share vehicles to and from work. This will require cooperation between occupiers and will be explored by the Site Travel Plan Co-ordinator.

4.9 Parking Management

4.9.1 In response to concerns raised by HCC, it is proposed that the Site Travel Plan Co-ordinator will also be responsible for effectively managing on-site parking to ensure that parking is contained within each development plot and that parking from the whole site does not overspill onto the off-site local road network.

4.10 Site Travel Plan Website

- 4.10.1 It is proposed that a BAE site Travel Plan website could be developed to encourage communication and engagement from all site occupiers.
- 4.10.2 The website will include all of the sustainable travel information included within the Travel Information Packs as well as a car sharing page which will act as a matching service for those who are making similar journeys to/from the BAE site.
- 4.10.3 Responsibility for updating the Travel Plan website will rest with the Travel Plan Co-ordinator.

4.11 Marketing and Events

- 4.11.1 Awareness events such as a 'Cycle2Work' or 'Walk2Work' days will be promoted in the travel information packs, on travel information notice boards and on the travel plan website. Other marketing events could be organised for the site such as a free 'cyclists' breakfast' or a 'car share coffee morning'. The Travel Plan Co-ordinator will take responsibility for overseeing these site-specific events, while it will be the responsibility of individual Travel Plan representatives to ensure their respective workplaces are aware of and encouraged to participate in all relevant events.

4.12 Travel Plan Forum

- 4.12.1 It is proposed that a Travel Plan Forum is established at the BAE site to commence when the site is 50% occupied. This Travel Forum would be led by the Travel Plan Co-ordinator with attendance from the Travel Plan Representatives for each plot and open to any employee at the site to attend.
- 4.12.2 The purpose of the forum will be for the Site Travel Plan Co-ordinator and occupier Representatives to come together on a bi-annual basis to discuss the Travel Plan. This could include a discussion of the successes or failures of initiatives and measures which are being implemented and potential joint measures which could be more cost effective and beneficial than if implemented individually.

4.13 Summary

- 4.13.1 A summary of the measures identified in this section is provided in the Framework Travel Plan Schedule at **Appendix B**. The schedule acts as a Strategy and Action Plan for Travel Plan implementation. It sets out who is responsible for the delivery and funding of each measure as well as the respective timescale for implementation. *These measures form the 'Action type targets' of the Framework Travel Plan as defined in HCC travel planning guidance.*

5 Mode Share Targets

5.1 Introduction

5.1.1 The Subsidiary Travel Plans will develop SMART targets as requested within the HCC guidance. These include the following:

- **Specific:** identifying precisely what is to be achieved;
- **Measurable** over the duration of the target period; allowing for regular evaluation of effectiveness;
- **Achievable** so that the targets are possible and fair given the context;
- **Realistic:** in terms of the potential to actually be achieved over the duration of the target; and
- **Time-bound:** the target must define a date and series of dates by which it is expected to be achieved.

5.1.2 Due to the nature of a Framework Travel Plan, such comprehensive targets are not possible at this stage. However, provisional 'Aim Targets' have been set out in this section for review post-occupation of the site.

5.2 Provisional Baseline Mode Share and Targets

5.2.1 Prior to site occupation and the availability of baseline survey data, provisional baseline mode share values for the proposed development have been estimated. These have been based on the person trips generated for the proposed development Scenario 1 as set out in the **Section 3**. For ease of reference, **Table 3.5** has been repeated below:

Table 3.5 (replicated): Scenario 1, Person Trip Generation

	AM Peak			PM Peak		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle	207	86	293	110	196	305
Vehicle Passenger	22	15	36	52	48	101
Public Transport	8	4	12	4	6	10
Cycle	7	3	10	2	5	7
Walk	20	13	32	15	16	31
Total	263	120	383	183	271	454

5.2.2 The provisional baseline modal split, for the purpose of target setting at this early stage, has been based on the AM arrival person trip generation (see **Table 3.5**). This generates the following modal split:

Table 5.1: Scenario 1 AM Arrival Modal Split

Mode	Modal Split
Vehicles	78.6%
Vehicle Passenger	8.2%
Public Transport	3.0%
Walk	2.7%
Cycle	7.4%

- 5.2.3 To determine the provisional modal split targets, it is first necessary to convert Vehicles and Vehicle Passengers into Car Single Occupancy and Car Share.
- 5.2.4 It has been assumed that each car passenger has a corresponding driver therefore 8.2% of the Vehicles have been added to the 8.2% Vehicle Passenger to determine the total number of car sharers. Whilst it is recognised this is a simplistic assumption, it is considered to be the most appropriate means by which to determine the provisional modal split from the available data.
- 5.2.5 It has also been assumed, given the distance of the site from a train station that all public transport users are bus users.
- 5.2.6 Based on these assumptions the following provisional modal split has been generated for the BAE site:

Table 5.2: Provisional Baseline Modal Split

Mode	Modal Split
Car Single Occupancy	70.4%
Car share	16.4%
Bus	3.0%
Walk	2.7%
Cycle	7.4%

- 5.2.7 A breakdown of the estimated single occupancy car trip reductions relating to each of the measures proposed in **Section 4** is presented in the Framework Travel Plan Schedule at **Appendix B**. Each single occupancy car trip which had been removed has been allocated to an associated sustainable mode trip.
- 5.2.8 When accumulated, the measure- and mode-specific person trip alterations create a provisional modal split target for the Scenario 1 development proposal as shown in **Table 5.3**.

Table 5.3: Provisional Target Modal Split

Mode	Target Modal Split
Car Single Occupancy	62.8%
Car share	17.9%
Bus	4.9%
Walk	4.2%
Cycle	10.1%

- 5.2.9** Therefore, relative to the provisional baseline modal share (**Table 5.2**) it is proposed that the target reduction in single occupancy car modal share would be a minimum of 7.5%. This equates to a reduction of 20 single occupancy car trips during the AM peak hour.
- 5.2.10** Applying the 7.5% reduction in the proportion of single occupancy car trips to two-way trips in each peak period this equates to a removal of 29 and 34 two-way AM and PM peak hour car trips from the network respectively. This reduction would neutralise the net traffic impact of the proposed development Scenario 1 over the site traffic baseline (**Table 3.4**).
- 5.2.11** This modal split target is the 'Aim type target' of this Framework Travel Plan as defined in the HCC travel planning guidance.
- 5.2.12** The baseline modal split and accompanying targets are subject to review following occupation of the plots and baseline data collection as detailed in **Section 7**.

6 Delivery and Management

- 6.1.1 It is anticipated that the Framework Travel Plan will be secured by S106 Agreement.
- 6.1.2 As set out in **Section 4.2** the Development will appoint a Site Travel Plan Co-ordinator to effectively manage and oversee the implementation and of the Framework Travel Plan. The contact details of the Travel Plan Co-ordinator will be supplied to the County Council's Travel Plan team within one month of occupation of the site.
- 6.1.3 The Site Travel Plan Co-ordinator will be appointed for a minimum period of 5 years, unless the targets are not met in which case this period may be extended for an agreed time.
- 6.1.4 The Travel Plan Forum (detailed in **Section 4.12**) will aid the Travel Plan Co-ordinator in effectively communicating and co-ordinating the Travel Plan vision and actions with the site occupiers.
- 6.1.5 As set out in **Section 4.3** the Developer will include a covenant in future tenancy agreements / leases on site which require that their tenants observe and adhere to this Framework Travel Plan and that they produce a Subsidiary Travel Plan for their operation if their workforce is of a size which HCC consider necessitates an individual Travel Plan. It will be required that the full Travel Plan will be produced within 3 months of occupation and submitted to the Travel Plan team at HCC.
- 6.1.6 In accordance with HCC standards, if an occupier is not required to submit a Subsidiary Travel Plan then they will be covered by this Framework Travel Plan as appropriate. The Site Travel Plan Co-ordinator will communicate with the individual employer Travel Plan Representatives regarding this as required.
- 6.1.7 All workplaces will be required to identify a Travel Plan Representative and must pass their contact details on to the Travel Plan Co-ordinator within the first 3 months of occupation.
- 6.1.8 The persons appointed as Travel Pan Co-ordinator and Representative by the respective occupiers may change as the plan develops.

7 Monitoring and Review

- 7.1.1 As part of the travel planning process continual monitoring and review must take place to reflect changing circumstances and to ensure that agreed outcomes are met.
- 7.1.2 The Framework Travel Plan and any Subsidiary Travel Plans will be monitored using travel surveys. The survey results will be submitted to the Travel Plan Team at HCC within one month of the survey completion.
- 7.1.3 The baseline travel surveys will enable a review of this Framework Travel Plan and a validation of the provisional modal share targets. It will be used to establish appropriate mode share indicators on which the proposed targets and Travel Plan measures can be developed and reviewed.
- 7.1.4 The baseline surveys should include:
- a) Background questions such as home location, work location, age.
 - b) Journey related questions such as time of day and mode.
 - c) Stated and revealed preference questions to identify potential measures that would be effective in changing travel behaviour.
- 7.1.5 The baseline surveys should be undertaken within the first three months of occupation (year 0) and the setting of appropriate modal shares should ideally be completed within six months of the completion of the baseline surveys. However the exact timescales are subject to review depending on the time of occupancy of each plot such that one set of targets will be created for the site as a whole.
- 7.1.6 Future-year monitoring will be undertaken at a frequency to be agreed with HCC for a minimum period of 5 years. As set out in HCC guidance the information collected in the surveys will be sufficient to assess the progress towards targets set out in this Framework Travel Plan.
- 7.1.7 The future-year surveys will provide information to support the on-going implementation of the Framework Travel Plan and Subsidiary Travel Plans. The surveys will be undertaken at the same time of year to allow for more reliable comparison.
- 7.1.8 Further monitoring for a period of more than 5 years will be undertaken if the targets are not met at the end of the initial period of monitoring.
- 7.1.9 The future-year surveys will form the basis of discussion at the review meetings which will take place on a bi-annual basis for a minimum of five year as set out in HCC guidance. The date of the first review meeting is subject to the timescales of site occupation.
- 7.1.10 Therefore the aim is that the results of the surveys will aid the Travel Plan Co-ordinator in ensuring that progress is being made. If deemed appropriate, and in line with the objectives

of this Framework Travel Plan, measures may be *modified or intensified*. For example, demand for cycle parking will be monitored to ensure that the minimum standards are met and where demand exceeds the supply that further provision is made. Any changes to the measures or targets set out in this Framework Travel Plan and Subsidiary Travel Plans will be made in agreement with the Travel Plan Team at HCC.

8 Future Intervention

- 8.1.1 In the event that the modal split targets, as agreed with HCC, and subject to the results of the baseline survey data, are not met within 5 years of implementation a review will be undertaken and measures intensified as deemed appropriate.
- 8.1.2 In addition to the intensification of some of the proposed measures, additional intervention measures may be considered.
- 8.1.3 Soft intervention measures could include personalised travel planning for employees as a means of direct encouragement to travel by sustainable modes.
- 8.1.4 Should it be appropriate hard measures may also be considered which might include for example modest improvements to the operation of B2150 Hambledon Road / Milton Road / Elettra Avenue roundabout (identified in Section 8 and **PBA Drawing 26365/004/SK003** in Appendix M of the Transport Assessment Report) in order to manage future travel demand to and from the site and improve the operation at performance of key local access infrastructure during peak travel times.
- 8.1.5 The requirements of any additional intervention measures would be agreed with HCC as part of the monitoring and FTP review process.



Figures

Figure FTP 1: Strategic Site Location

Figure FTP 2: Site Location and Local Highway Network

Figure FTP 3: Existing Local Facilities and Amenities and Pedestrian and Cycle Facilities

Figure FTP 4: Existing Public Transport Facilities

BAE Waterlooville
Framework Travel Plan



Key:



BAE Site

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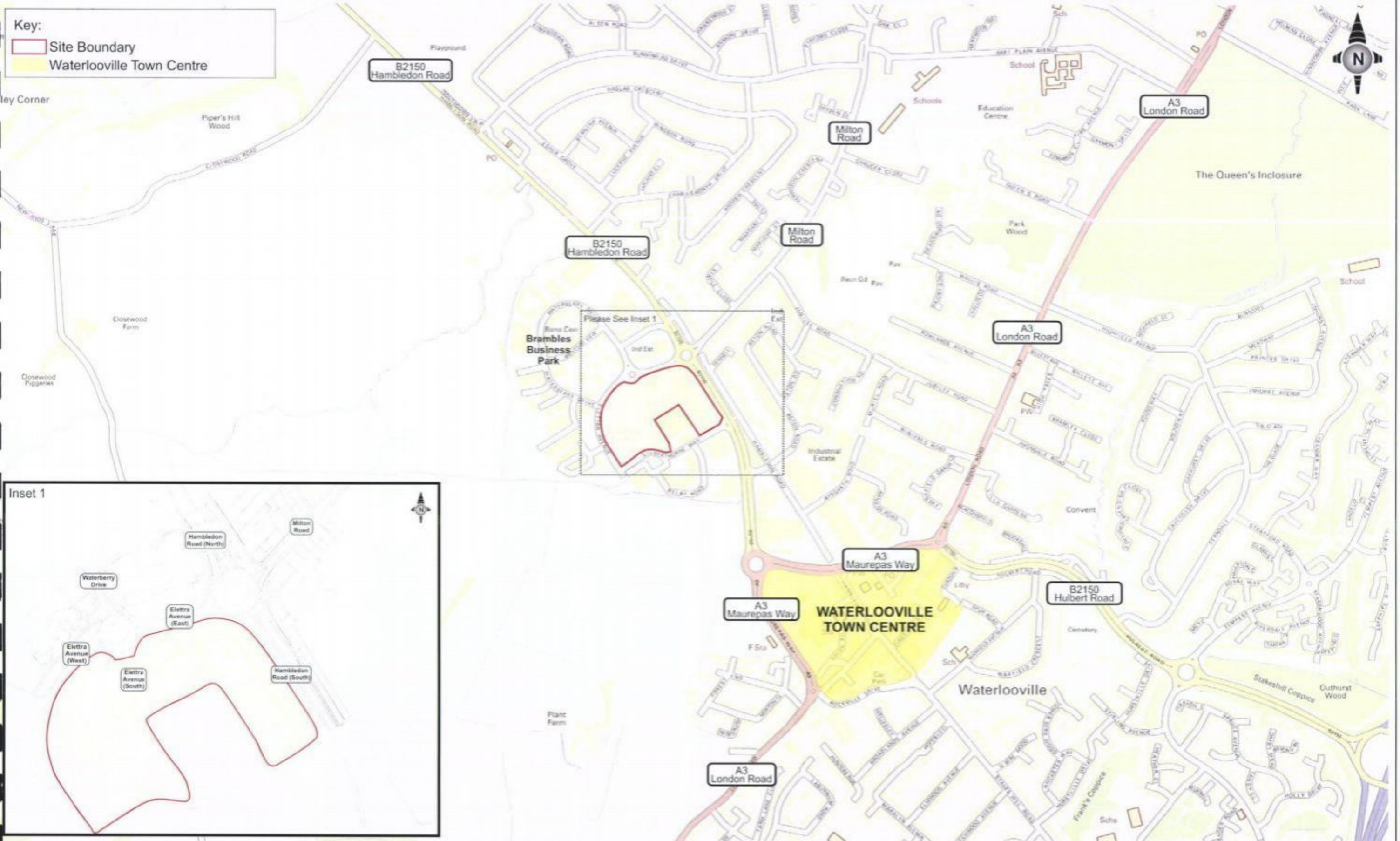
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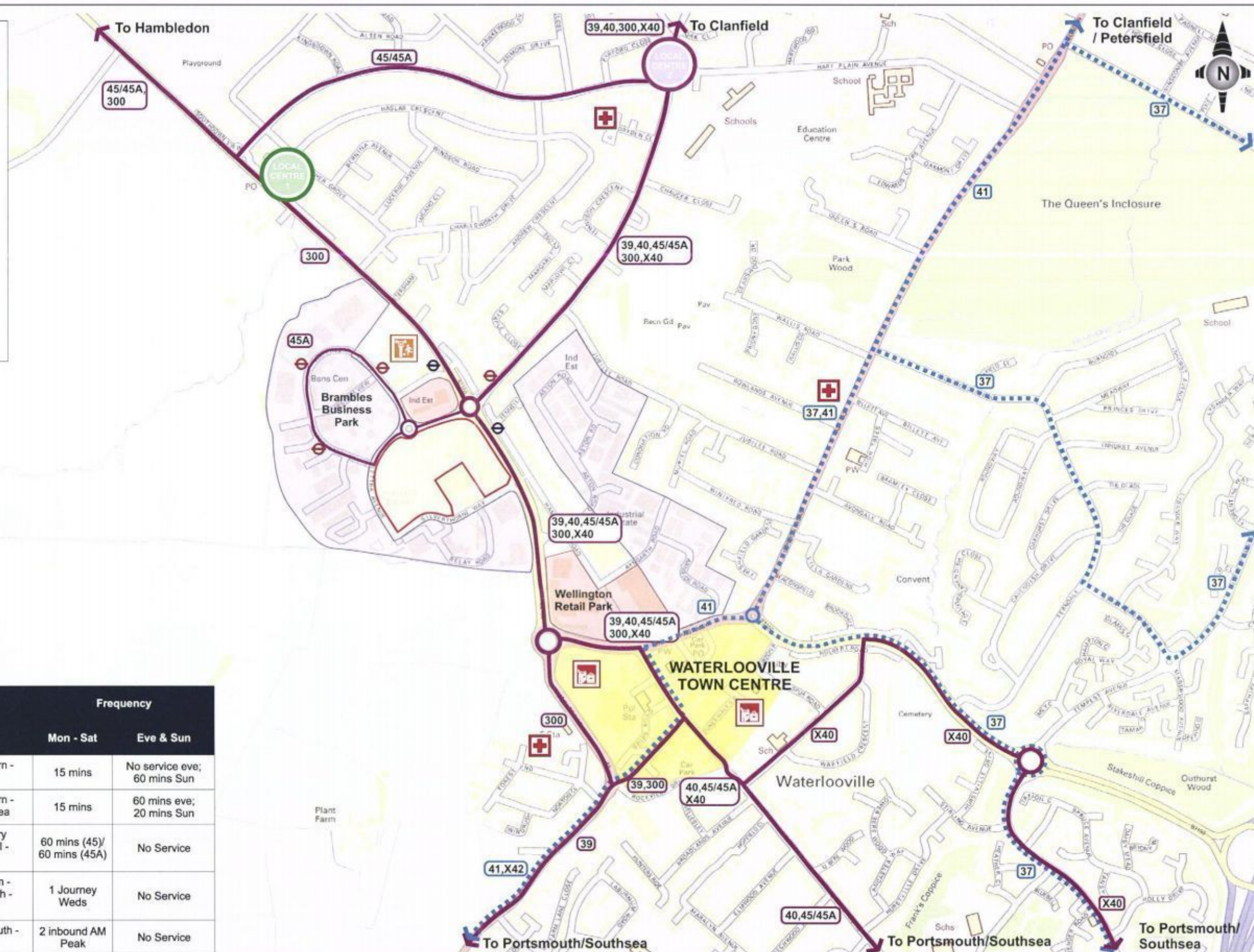
BAE WATERLOOVILLE
STRATEGIC SITE LOCATION

Date	31.05.2012
Scale	A3 - N.T.S
Drawn by	AS
Checked by	PC
Revision	-

FIGURE FTP 1



- Key:**
- Site Boundary
 - Waterlooville Town Centre
 - Public Transport**
 - Local Bus Routes Serving BAE Site
 - Other Local Bus Services
 - Local Bus Stops
 - Local Bus Stops with Shelter
 - Local Facilities and Amenities**
 - Existing Employment Area
 - Existing Retail Area
 - Existing Supermarket
 - Existing Leisure Facility
 - Local Centre 1
 - Local Centre 2
 - Health Centre



Source: First Bus Havant Network Map, October 2011

Service/ Operator	Route	Frequency	
		Mon - Sat	Eve & Sun
39 Stagecoach	Wecock Farm - Waterloooville - Crookhorn - ASDA - Havant	15 mins	No service eve; 60 mins Sun
40 First	Wecock Farm - Waterloooville - Crookhorn - Cosham - Hilsea - Portsmouth - Southsea	15 mins	60 mins eve; 20 mins Sun
45/45A First	Hambledon (45) - Denmead - Waterberry Drive (45A) - Waterloooville - QA Hospital - Cosham - Hilsea - Portsmouth	60 mins (45)/ 60 mins (45A)	No Service
300 Emsworth & District	Denmead - Waterloooville - Wecock Farm - Horndean - Rowlands Castle - Emsworth - Southbourne - Chichester	1 Journey Weds	No Service
X40 First	Wecock Farm - Waterloooville - Portsmouth - Southsea via A3(M)	2 inbound AM Peak	No Service



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EXISTING PUBLIC TRANSPORT FACILITIES

Date	01.06.2012
Scale	A3 - N.T.S
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Revision	-

FIGURE FTP 4

Appendix A – 21st August 2012 Meeting Minutes

BAE Waterloooville
Framework Travel Plan

NOTES OF MEETING



Meeting Title: BAE Waterlooville: Transport Assessment Review Meeting

Attendees: Graham Wright (Hampshire County Council)
Greg Churcher (Hampshire County Council)
Peter Marshall (Havant Borough Council)
Paul Coote & Nick Church (Peter Brett Associates LLP)

Date of Meeting: 21st August 2012

Job Number: 26365

Item	Subject
Meeting notes agreed with Graham Wright (HCC) as confirmed within email correspondence dated 23rd August 2012.	
1.	Overview Meeting followed: • Scoping meeting with Hampshire County Council (HCC) on 19th April 2012 • HCC scoping response dated 28th May 2012 • Submission of the BAE Waterlooville Transport Assessment Report (TAR) and Framework Travel Plan (FTP)(PBA, June 2012) supporting the planning application (APP/12/00652) in respect of the BAE Waterlooville site • HCC correspondence dated 10th August 2012 responding to the TAR and FTP The purpose of the meeting was to discuss the issues considered within the HCC correspondence dated 10th August 2012 (attached at Appendix A).
2.	Key Outcomes of Meeting Responding to HCC comments in respect of localised pedestrian and cycle accessibility, the following proposals were confirmed as required to support the development proposals: a. Provision of a (DDA compliant) pedestrian and cycle access onto the B2150 Hambledon Road in the vicinity of the existing informal crossing at the north-eastern corner of the site to improve accessibility to the site for users of these modes and to facilitate access to local bus stops, subject to engineering feasibility (noting topographical constraints and existing trees) ○ Actions: ▪ PBA liaise with BAE project team to confirm acceptability ▪ PBA to review engineering feasibility of the proposed connection ▪ Revised illustrative site masterplan to include the link b. Dedication of land under BAE control to secure delivery of a shared foot/cycle link between the Major Development Area (MDA) and the south-western corner of Brambles Business Park; effectively a mirroring of the neighbouring MDA site and associated Grainger S106 commitment ○ Actions: ▪ PBA liaise with BAE to confirm land ownership ▪ PBA to undertake preliminary feasibility review of proposed link (including bridge requirements and permissions to cross the watercourse) ▪ PBA to prepare illustrative plan ▪ PBA / BAE to support drafting of S106 Agreement to secure delivery c. Confirmation of the requirement to deliver a pedestrian / cycle access via Silverthorne Way ○ Actions: ▪ Revised illustrative site masterplan to clarify delivery of the link

Responding to the HCC financial contributions policy:

- d. Calculation of a financial contribution in accordance with the HCC 'Transport Contributions Policy: A New Approach to Calculating Transport Contributions in Hampshire' (September 2007). Adopting the same methodology used and reported within the TAR to determine peak hour trip generation, daily trips are to be generated: the net increase in daily trips will be multiplied by the £230 per trip tariff to confirm what (if any) contribution is required.

- o **Actions:**

- PBA to undertake calculations and submit to HCC / HBC for review

In addition to the measures outlined above, a number of additional points were discussed during the course of the meeting as summarised below:

- e. Proximity of site to local bus stops: recognised that the distances to local bus stops was acceptable and that accessibility would be improved by the additional pedestrian and cycle access onto the B2150 Hambledon Road
- f. TRICS database methodology: recognised that PBA Technical Note TN003 Rev A (Appendix D of the TAR) provided a comprehensive analysis. PBA to confirm why methodology acceptable.
- g. Introduction of a peak hour vehicular trip generating 'cap': recognised that as the planning application does not seek to define a land use mix / quantum of development; a 'cap' would be appropriate to recognise the 'limit of impact' assessed and mitigated at this stage. PBA to revise the FTP to respond to this, confirming the Scenario 2 peak hour trips in the AM (358 two way trips) and PM (342 two way trips) as the defined 'cap'.
 - o NB: HCC also proposed a planning condition to preclude B1a class land use to reinforce this – further consideration needed by HBC / HCC and BAE project team
- h. Parking: HCC confirmed the broad levels of parking shown on the illustrative masterplan were acceptable, noting the detailed design would require further consideration at the appropriate stage. HCC stated concern over the potential for over-spill parking both within and outside of the site, in response PBA to revise the FTP to clarify the role of the Site Travel Plan Co-ordinator as being responsible for effectively managing on-site parking and to ensure parking is contained within each development plot and does not overspill.
- i. FTP: PBA to make minor revisions as detailed within the HCC correspondence dated 10th August 2012.
- j. ARCADY assessments: recognised that the technical issues raised are not significant: PBA to confirm why methodology / assessment approach remains acceptable.
- k. Main site access: general discussion confirmed that the access proposals can be delivered within land under BAE control and/or highway boundary without any significant safety issue; accordingly there is no need for a safety audit at this stage.

HCC confirmed that the internal site layout matters raised within the 10th August 2012 correspondence have been provided to assist detailed design considerations at the appropriate stage and do not require any additional revisions to the masterplan at this stage. However, for clarity it was proposed that the site masterplan drawing was clearly labelled as 'ILLUSTRATIVE' to avoid any confusion as the site is taken forward.

3. S106 Heads of Terms

At this stage, the following items are anticipated to be secured by S106:

- Pedestrian / Cycle link connecting Brambles Business Park to the MDA
- Framework Travel Plan
- Transport Contribution: subject to calculations confirming a net-increase in daily multi-modal trips

4. Way Forward

PBA to complete actions identified above and to prepare a revised FTP and an additional Technical Note setting out a comprehensive response to the issues raised.

Appendix A



Hampshire County Council

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Winchester, Hampshire SO23 8UD

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Civic Centre Road
HAVANT
Hants
PO9 2AX

Graham Wright

My reference GW/6/3/13/134

01962 845148

Your reference APP/12/00652

10 August 2012

Email graham.wright@hants.gov.uk

For the attention of Aaron Wright

Dear Madam,

BAE Site Elettra Avenue, Hambledon Road Waterlooville

Thank you for the opportunity to comment on the outline planning application reference APP/12/00652 in respect of the above site. I have considered the Transport Assessment Report (TAR) dated June 2012 and associated appendices and figures, along with Travel Plan and relevant sections of the Design & Access Statement (DAS) also dated June 2012.

The County Council met the applicant's transport consultants on 19th April 2012 to discuss the site and provided comments on their preliminary scoping note on 28 May 2012.

I note that both layout and access are matters reserved for determination in separate applications at a later date. I have, however, made comments on these subjects where I consider it will assist the applicant and their consultants to achieve a satisfactory design.

The comments made in this letter reflect the DfT's *Guidance on Transport Assessment* (March 2007) and the DCLG's publication, *National Planning Policy Framework*, dated March 2012.

Existing Conditions

The application identifies that Waterlooville town centre is within 20 minutes' walk of the proposed site and many of Waterlooville's residential areas are within 30 minutes' walk. Purbrook, Denmead and much of Horndean fall within a 20-minute cycle journey of the site and an off-road cycle route connects Waterlooville town centre to the site via a subway beneath Maurepas Way and

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

toucan crossings of the B2150 dual carriageway. This makes the location relatively accessible.

In terms of public transport only one service per hour (45a) passes along Elettra Avenue, the west and north site boundary, but several others run along Hambledon Road / Milton Road to the north of the site (services 39, 40 and 45), where a more frequent combined service is provided. **Table A** below outlines distances to bus stops served by these services, as measured from proposed access points into the application site along existing footways and crossing points to existing bus stops. The table illustrates that no part of the site is closer than 300m to high frequency bus services and consequently much of the site is beyond the 400m commonly used as an acceptable maximum distance from frequent services.

Sets of bus stops	Distance to site access (m)	
	Towards Wecock Farm / Denmead	Towards Waterlooville
Milton Road Roundabout	300	370
Parkwood Centre#	430	500
Parkwood Centre*	270	350

#assumes access via southernmost emergency access point on Silverthorne Way

*assumes pedestrian access is provided at the emergency access point on Silverthorne Way nearest Hambledon Road

Whilst this location is near to a large residential population safe pedestrian and cycle routes to the site itself from the north or east are convoluted and involve crossing major roads in several stages. A successful development on this site would include measures to reduce these distances, including pedestrian access at the emergency access point on Silverthorne Way closest to the hotel.

The West of Waterlooville MDA (Newlands) could result in new and diverted bus services coming closer to the application site, for this to be of benefit a footway/cycleway link must be provided between Elettra Avenue and Newlands. This is not currently proposed as part of the planning application and this is a major failing of the proposal as it stands.

Proposed development

I note that the proposed development will see all of the existing 20,471sqm of research and development (Use Class B1 (b) gross internal floorspace being replaced with a combination of the following:

- 650sqm A3 restaurant /café floorspace;
- 240sqm A5 hot food takeaways floorspace;
- 929sqm B1(c) light industrial floorspace ;
- 3993sqm B2 general industrial floorspace;
- 3665sqm B8 storage or distribution floorspace;
- 929sqm of car showroom floorspace (sui generis); and

- 2264sqm of C1 hotel floorspace (60 bedrooms).

The application form also estimates that the site will have 285 full-time employees.

Travel Demand

Whilst the application site is largely unused at the present time, it could be fully reoccupied for its permitted uses as research and development facility and light industry without requiring planning permission, which would lead to significantly more traffic than currently uses the site. According to the TAR estimations, vehicular trips to the site are 13-15% of what could be expected if the site was fully occupied.

The transport consultants have sought to find comparable sites similar to BAE Waterlooville in the TRICS database to identify the trips that were likely to have been generated when the site was fully operational. A technical note has been appended to the TAR on the subject. In essence the transport consultants have relied upon two TRICS sites - one for the B1 (b) research and development element of the BAE site and one for the B1(c) element. These were chosen with reference to the similarity in terms of floorspace, accessibility to motorways and rail stations and proximity to residential areas. I am concerned that this methodology is over-reliant on a single comparator site for each use class element of the existing site. I would like the applicant to provide information on additional B1(b) and B1(c) sites from TRICS so that the robustness of their methodology can be reviewed.

The planning application seeks a degree of flexibility due to uncertainty on the mix of B-class use to be delivered. Two scenarios have been proposed (including the retained land use) and their trip generation and net trip increase calculated for both the AM and PM peak hours. The table below summarises the trip impact as shown in the current transport assessment. The current assessment forecasts a broadly neutral impact, this is subject to my concerns on the trip generation methodology being addressed.

	Trip Gen		Net Increase	
	AM Peak	PM Peak	AM Peak	PM Peak
Baseline	374	286		
Dev scenario 1	293	305	-81	20
Dev scenario 2	358	342	-16	56

Transport Strategy

The applicant suggest a series of measures to assist pedestrians and cyclists, as follows:

- A informal crossing point with tactile paving on Silverthorne Way, presumably close to the '*potential pedestrian link*' and

- Improvement to pedestrian crossing facilities across the B2150 Hambledon Road to facilitate access to local bus stops, potentially to include tactile paving and localised surface treatments; and
- New directional cycle signing between the application site and Waterlooville town centre, including on Elettra Avenue, at the crossing of the B2150 and Aston Road and to the Maurepas Way subway

These are welcome in principle but have not been discussed in detail with the County Council. The TAR states that the need for the off-site measures would be subject to review and agreement with HCC and therefore we look forward to agreeing appropriate measures with the applicant and their consultants. It will be essential for the mitigation measures to be expanded to include the delivery of the Elettra Avenue southern link in the Waterlooville MDA (Newlands), this will be covered in more detail below.

Parking Strategy & Standards

The TAR states that vehicle and cycle parking will be provided at levels which are in accordance with the County Council's 2002 *Hampshire Parking Strategy & Standards* document and fall between the 'maximum parking limit' and 'reduced parking in areas of high accessibility'.

The application form identifies that the existing car parking is being proposed to be significantly reduced in numbers from 863 spaces at present to 324 in the proposed scheme, a reduction of 539 spaces. The existing 144 cycle parking spaces are similarly being reduced to 74 spaces. Modest reductions are proposed in the number of motorcycle and disabled persons' spaces provided on-site.

However, no disaggregation has been provided of how the numbers of spaces are to be provided for each occupier / building. This should be undertaken and provided to the County Council for consideration and corroboration.

Framework Travel Plan

The provided Travel Plan has been assessed using Hampshire County Council's TRACES evaluation tool and, whilst it did score fairly well there are some key elements that need improving before the plan can be approved.

The plan does not include any commitment to consult with local authorities or public transport operators concerning the development of the Travel Plan or its measures (including negotiating any possible discounts with local bus companies). There should also be a commitment to liaise with local transport groups and cycle shops that may be able to provide assistance and/or incentives to use sustainable modes of transport.

The Travel Plan states that the baseline travel survey will be undertaken within the first year of occupation. This timeframe should be reduced in order that the travel behaviour of those commuting and visiting the site can be ascertained as soon as is practically possible (allowing the appropriate

measures and incentives to be properly targeted). It is suggested that a survey within 3 months of occupation is an achievable timeframe.

The interim targets set within the travel plan with regards to the reduction in single occupancy car travel are below the level usually requested by the County Council however the plan does commit to reviewing the targets following the results of the baseline survey in agreement with Hampshire County Council.

Traffic Impact

The County Council is content with the study area (the two roundabout junctions of Elettra Avenue with the site access and with Hambledon Road/Milton Road) and is generally satisfied with the methodology used. In summary, the TA has:

- Used full turning movement traffic counts and queue length surveys from April 2012;
- Made adjustments to take account of the current under-occupation of the application site by adding the likely number of trips which could be generated from a fully-occupied site, having used TRICS to identify a comparable site (however see comments above relating to the concerns over choice of TRICS sites)
- Added in local committed developments (Sainsburys, Hambledon Road and the two parts of the West of Waterlooville MDA site, less the number of houses occupied at the time of the surveys);
- Assessment years of 2012 and 2020 have been used (chosen to align with the modelling work done for neighbouring Newlands) but, due to the considerable committed development (and associated traffic) in the local areas already being taken account of, no background traffic growth is included; and
- Trip distribution was undertaken in line with the two local Census output areas.

Two development scenarios are outlined, the first where the site is developed with a mix of B1(c), B2 and B8 use class development, Scenario 2 assumes all the B use class development is B1(C(c) (light industry).

Assessment of the two roundabout junctions has been undertaken using Arcady 8, but I am concerned that the input geometry has been incorrectly measured. On several of the approaches flare lengths in excess of 30m are used, which prompts warning from Arcady that capacities should be treated with caution. As the Elettra Avenue and Hambledon Road (N) approaches to the Milton Road roundabout and the BAE access to the Waterberry Drive roundabout are two lane approaches in excess of 50m. I consider that they should be modelled as such. In addition, the imbalance between turning flows should be considered as unequal lane use is likely to occur, which can give rise to inaccurate results from the analysis.

Masterplan – Access Points

Main Access

The proposed major site access remains unchanged from the pre-application layout and would be as now, from one of the four arms of the Elettra Avenue / Waterberry Drive roundabout. A new internal junction giving access to Buildings D and B is proposed onto this fourth arm much closer to the roundabout than is currently the case. Consideration should be given to the safety issues which could arise from this. A safety audit of this arrangement will be important.

West of Waterloo MDA / Brambles south link

The Waterloo MDA masterplan includes a main pedestrian and cycle link into the southern end of Elettra Avenue. Consequently pedestrian and cycle journeys should be planned and catered for from the south into the proposed development. The County Council will require the applicant to confirm they will be providing this link and suitable drawing should be prepared by the applicant so the provision can be secured as a Section 106 obligation or Grampian style planning condition.

Silverthorne Way

The Design and Access (DAS) statement states that a safe crossing of Silverthorne Way would need to be introduced. Considering the volume of traffic on this estate road it is likely that an uncontrolled crossing with dropped kerbs will be sufficient. The applicant should demonstrate there are suitable sight lines for crossing pedestrians.

Annotation states that the existing access point from Silverthorne Way, south of the proposed restaurant, will be for retained for emergency use and the exit of refuse vehicles only. It is not clear how this will be enforced to prevent general traffic entering or leaving at this location, and this should be explained more fully. In my pre-application comments to the transport consultants I highlighted that traffic exiting at this point would, at present, have poor visibility to the right, as vision is obscured by trees on land outside the application boundary and on land which is not thought to be owned by the highway authority. As per my comments above, it would be beneficial to see a footway into the site at this point, as well.

Other Access Points – Hambledon Road

Notwithstanding the existing planted bunds to Hambledon Road it is not clear what prevents a pedestrian route being provided into the site on likely desire lines from a point close to the Elettra Avenue / Hambledon Road roundabout. The applicant should demonstrate that this has been considered.

Masterplan – Internal Site Layout Matters

The site layout has been modified quite significantly since the pre-application discussions. I am pleased to see that the long, winding cul-de-sac to access most of the industrial units has been removed.

The layout of parts of the site still seems to give rise to poor legibility. For example, footways do not appear to be provided as standard alongside both sides of the internal roads. Some buildings still appear marooned in a sea of car parking and are poorly related to the internal site roads that serve them, with discontinuous footpaths to access them. The location of entrances into the hotel, restaurant and drive-in restaurant are not marked and this makes it difficult to assess whether walk distances have been minimised and routes to the entrances are legible. This information needs to be provided by the applicant.

Building E appears to have an access at the west end of the parking court between the A and B Units, as well, as from its southern elevation. Are both of them to be used for different purposes? The A units create a blank façade to the parking court to their west, which is not ideal from a design perspective.

Cycle Parking

The Framework Travel Plan states that cycle parking will be provided throughout the site, but the masterplan appears to be shows it provided for some but not all of the buildings. It is annotated near the hotel/restaurant, car showroom and at locations to the west of Building D and the eastern end of the A Block. It is not clear if it provided separately for the drive-in restaurant, the B units and Building E. This needs to be clarified by the applicant.

In every instance where cycle parking is annotated on the masterplan it is clustered with bin storage. This has invariably led it to be placed well away from the buildings it is intended to serve and can perpetuate the perception that it is an afterthought. The locations are out of step with best practice guidance which seeks to place cycle parking close to the building entrances it serves (and which is alluded to in the DAS). This enables its location to be obvious to cyclists, promotes cycle security by having it in full view of passers-by and minimises fly-parking.

Amounts of cycle parking have not been specified; however the Framework Travel Plan states that it will be provided in accordance with the minimum levels required by the County Council at the time of the reserved matters applications. Where disparities exist between standards calculated by floorspace and by employee numbers, then the applicant states that they will negotiate with the County Council over appropriate levels of provision. This is acceptable.

Car parking allocation

It is not clear from the plans or text whether parking will be allocated or available to all occupiers on-site. Clarification on this point should be communicated to the County Council.

Waste Collection

The DAS explains that bin storage has been placed to minimise the distance bins have to be dragged. It is not clear where the bin storage for the drive-in

restaurant is provided, or whether the bin storage shown to the east of the B units is for all the industrial units to the west and these details should be confirmed by the applicant.

HGV Servicing

The DAS explains that the applicant has assumed that HGVs will only need to access the service yards for Buildings D and E and the car showroom. I would contend that HGV deliveries of some kind will need to take place to all the proposed buildings. The ability of HGV drivers to make turn around at the south-eastern corner of the site close to the restaurant does not appear possible at the moment if the parking spaces are taken up. As a result I will require the applicant to demonstrate that HGV access and deliveries can take place to each building without detriment to other road users. I am however pleased to note that a space suitable for a car transporter has been provided within the car showroom site.

Recommendation

Thank you for the opportunity to comment on this planning application. The County Council is supportive of this type of development in this location but as noted above there are outstanding concerns on a number of counts relating to the site and at this stage I am not able to provide a positive recommendation. The applicant's consultants will need to provide clarification and additional information on the points raised above and I have contacted them to set up a meeting to discuss this further.

Should the Local Planning Authority wish to determine the application as submitted then unfortunately I will have to recommend that it is refused. Should this be the case then please contact me and I will provide appropriate reasons for refusal based on the above points.

I trust the above is clear but please do not hesitate to contact me on the above number should you wish to discuss anything further.

Yours faithfully

Steve Jenkins
Team Leader Highways Development Planning

cc: HBC, Transport, FAO – Peter Marshall



Appendix B – Framework Travel Plan Schedule

BAE Waterloooville
Framework Travel Plan

Framework Travel Plan Schedule - Measures (Appendix B)

Ref	Item	Mode	Description	Responsibility	Timescale	Cost notes
1	Measure 1 TP Coordinator & Representatives	multiple modes	Site wide TP Coordinator appointed & funded by the Developer. TP Representatives appointed & funded by respective occupiers.	Developer / Occupier	TP Co-ordinator pre-occupation and TP Representatives within three months of occupation. Both on-going long term.	Based on c£35k pro-rata salary. Assumes 1 day per month position for 5 years.
2	Measure 2 Travel Information Packs	multiple modes	Prepared by TP Coordinator and issued to each respective TP Representative upon occupation. Provided to all employees by TP Representative Includes walking, cycling and PT info.	TP Coordinator (Developer) / TP Representative (Occupier)	At occupation and on-going long term	Assumes £10 per pack and 273 employees*
3	Measure 3 Notice boards	multiple modes	To be provided in each occupied building. To provide info on sustainable modes.	TP Representative (Occupier)	At occupation and on-going long term	£70 each
4	Measure 4 Cycle parking	Cycle	Secured, covered, convenient, visible cycle parking. Will be in line with HCC standards.	TP Coordinator (Developer)	Pre-occupation	Considered to be a standard development cost
5	Measure 5 Site Travel Plan website including Car Share Scheme	multiple modes	Site-wide Travel Plan website to encourage communication and engagement from all site occupiers. To include walknig, cycling, PT and car share information.	TP Coordinator (Developer)	Pre-occupation and on-going long term	Cost estimate for website design/set-up
6	Measure 6 Public Transport incentives	Bus	For example: bus pass subsidy for staff	Occupier	At occupation and on-going long term	Assumed not to be a cost: discounts anticipated to result through negotiation with bus operators as opposed to a subsidised ticket
7	Measure 7 Marketing & Events	multiple modes	Awareness events such as a 'Cycle2Work' or 'Walk2Work' days	TP Coordinator (Developer) / TP Representative (Occupier)	Information provision at occupation on-going. Events to be organised periodically on a long term basis.	Majority of cost assumed to be included in cost of travel information packs, website, TP Coordinator /Representatives
8	Measure 6 Travel Plan Forum	multiple modes	Bi-annual travel plan representative forum to discuss travel plan progress/measures: organised by TP Co-ordinator.	TP Coordinator	Bi-annual, commencing within 1 year of occupation of 50% of site.	Assumes administrative cost of c£500 per annum

THE ASSUMPTIONS SET OUT ABOVE ARE INDICATIVE AT THIS STAGE AND WILL REQUIRE FURTHER CONSIDERATION AND REVIEW WITH HCC GOING FORWARD.

*For floor areas see Framework Travel Plan Rev02 (September 2012). For employee numbers see Vail Williams Employment Generation Report (not dated) submitted as part of the planning application APP/12/00652 5th July 2012. This results in the following number of employees for each land use: B1c = 194, Car Showroom = 10, Restaurant = 36, Drive through restaurant = 13, Hotel = 20.

Framework Travel Plan Schedule - Modal Split Target methodology (Appendix B)

			Measure 1 TP Coordinator & Representatives	Measure 2 Travel Information Packs	Measure 3 Notice boards	Measure 4 Cycle parking	Measure 5 Site Travel Plan website including Car Share Scheme	Measure 6 Public Transport incentives	Measure 7 Marketing & Events	Measure 8 Travel Plan Forum			
			1	2	3	4	5	6	7	8			
Mode which measure encourages			multiple modes	multiple modes	multiple modes	Cycle	multiple modes	Bus	multiple modes	multiple modes			
Baseline modal split.		AM Arrival Person trips	Modal shift								Revised person trips	Revised modal split	Target modal split range ***
Car Single Occ	70.4%	185									165	62.8%	61.8% - 63.8%
Car share	16.4%	43	1				2		1		47	17.9%	16.9% - 18.9%
Bus	3.0%	8	1	1	1			2			13	4.9% **	3.9% - 5.9%
Walk	2.7%	7		1	1		1		1		11	4.2%	3.2% - 5.2%
Cycle	7.4%	20	1	2		2			2		27	10.1%	9.1% - 11.1%
TOTAL	100%	263	3	4	2	2	3	2	4		263	100.00%	

Step 1 - Identify measures for the site likely to result in a modal shift to more sustainable modes

Step 2 - Indicate which mode the measure encourages (pull down menus)

Step 3 - Obtain baseline modal split and input in column B

Step 4 - Adjust car % from Car Driver & Car passenger, to Car single occupancy and car share (assume each 'car passenger' has a corresponding driver)

Step 5 - Insert actual person trips for the site into cell C15

Step 6 - Make assumptions on how many people OVER THE BASELINE would change mode due to the measure

Step 7 - Complete columns E - I on Table 2

ANNEX 4

EMPLOYMENT AND SKILLS PLAN

Site:-

Developer:-

Reference:-

This document forms the developer's response to sections.....
of the Section 106 Agreement between.....
and
dated:-

CONTENTS

1. Introduction

Section 106 of the Town and Country Planning Act obliges developers to agree an Employment and Skills Management Plan ('plan') with the planning authority (Havant Borough Council).

This plan meets that obligation, showing how skill levels within the local labour market will be developed both during the construction phase and eventual occupation of the building.

2. Development

This development will consist of:

(briefly describe the development here – location, what is being constructed, length of construction and start date, what the building(s) will be used for once completed)

3. Objectives

The objectives of this plan are to:

- demonstrate the use of local labour from within the developer's project team and within the company
- where economically and practically feasible, procure goods and services from local contractors, sub-contractors and suppliers to support the employment of the local community,
- demonstrate the recruitment and training opportunities within the contractor's company
- provide opportunities for local residents to access jobs created during the construction phase of the development and subsequent occupation
- reduce economic inactivity in the local area, and
- support the development of skills within the local community.

Securing training and local employment through section 106 agreements

4. Delivery - Construction Phase

[insert here how the objectives in 3. above will be delivered during the construction of the building(s) using the sub-headings below]

Labour

Procurement of goods and services

Recruitment and training of staff

Supporting the development of skills within subcontractors

Providing opportunities for local residents

Mechanisms and routes

(e.g. how relationships with local schools and FE colleges will be developed to support delivery; links with E2E (entry to employment) or other programmes targeted at NEET (not in education, employment or training) young people, how unemployed adults can access training and work experience)

Please complete the training template at the end of this document with details of the opportunities that will be created.

5. Delivery - End User/Occupation Phase

(describe here how the objectives in 3. above will be delivered after construction has finished and the building is in use using the sub-headings below)

Training and development opportunities

Work experience

Personnel and recruitment strategy

Contact details

Please include here telephone, email, address details for the developer's project team.

6. Appendix - Agencies Used

Please list the employment agencies used to recruit people to work on this development. You may wish to distinguish between local and national agencies, and specify the skills recruiting for.

7. Training Template

Please include here details of planned training opportunities that will support this development. This could include courses for existing staff and planned programmes that will support recruitment of local people. You may want to use the template below.

Tr

Training to be offered	Target trainees	Trainer/Provider

Experience 14 – 16 yrs						
5 Work Experience 16 + yrs		Unemployed adults				
		18 -19 yr old NEETS				
		16 -17 yr old NEETS				
6 Apprentices		Apprentice Portfolio Support in Partnership with other Companies				
7 Apprentices – Project Initiated						
8 Health and Safety Tests						
9 National Qualifications						
10 Construction Skills Certification Scheme (CSCS) Cards						
11 Short Courses						
2 Progression						

in	to					
Employment						

B

**INDICATIVE PROGRAM OF WORK EXPERIENCE FOR UNEMPLOYED ADULTS
AND/OR NEETSe**

Day 1	Day 2	Day 3	Day 4
Arrive on site	Practical/Site layout activity day	Practical day	Vocational Skills Certification
Site safety induction and tour on site		Register with a labour agency	Questions and answers
Questions and answers			
Vocational Skills certification			Closedown

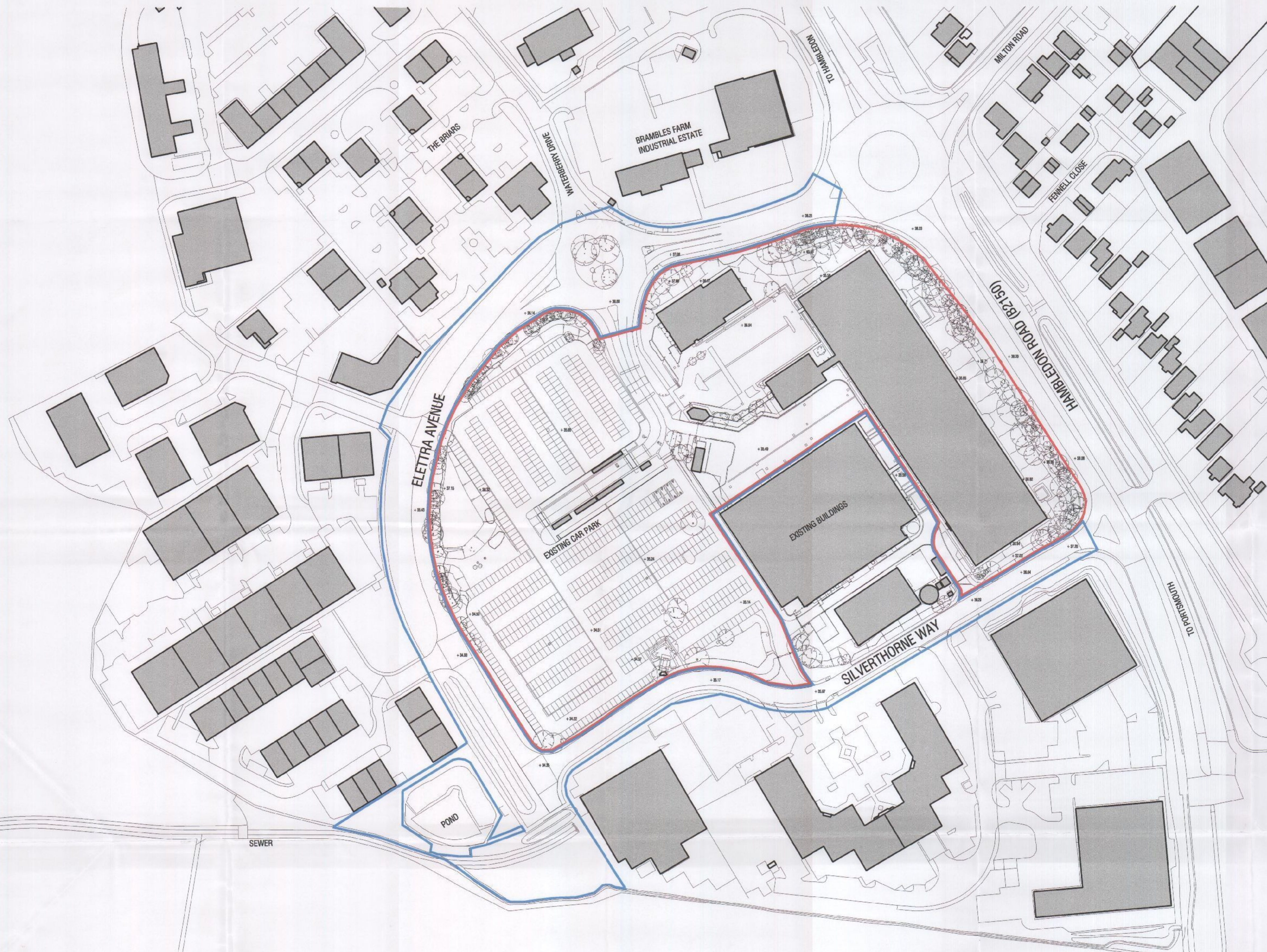
offered Target trainees Train

NOTES:

[illegible]



.....
.....
.....



Key:
Application boundary
Other land owned by BAE

BAE Systems

BAE Waterloooville
Location Plan
and application boundary

HGP
ARCHITECTS

FURZEHALL FARM, WICKHAM ROAD
FAREHAM, HAMPSHIRE, PO16 7JH

T: 01329 283 225
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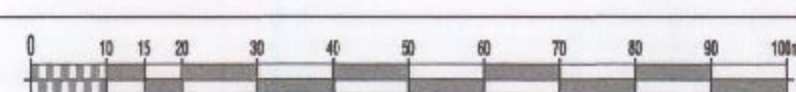
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Check dates, on site.

Rev	Date	Description	By	PM
A	04/07/12	Red / blue lines updated in line with HBC comments	CK	GG
REVISIONS				

Survey information based upon drawing number T1203_SX
by Lewis Brown Chartered Surveyors (OS License 100031673)
Quattro House, Castle Road
Chelston Business Park
Wellington, TA21 5JQ

Boundary information based upon H.M Land Registry drawing HP220402

OUTLINE PLANNING



Scale @ A1: 1/1000
Date: 1 June 2012

Drawn by: CK
Checked by: GG

Drawing No: 11.074_001

Revision: A