

BAE Systems

BAE Waterlooville

Framework Travel Plan

Project Ref: 26365/004

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September 2012

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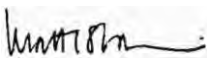


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Framework Travel Plan

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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 Waterloooville 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 Waterloooville 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 Waterrooville 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 Waterloooville 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 Waterloooville

Framework Travel Plan

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

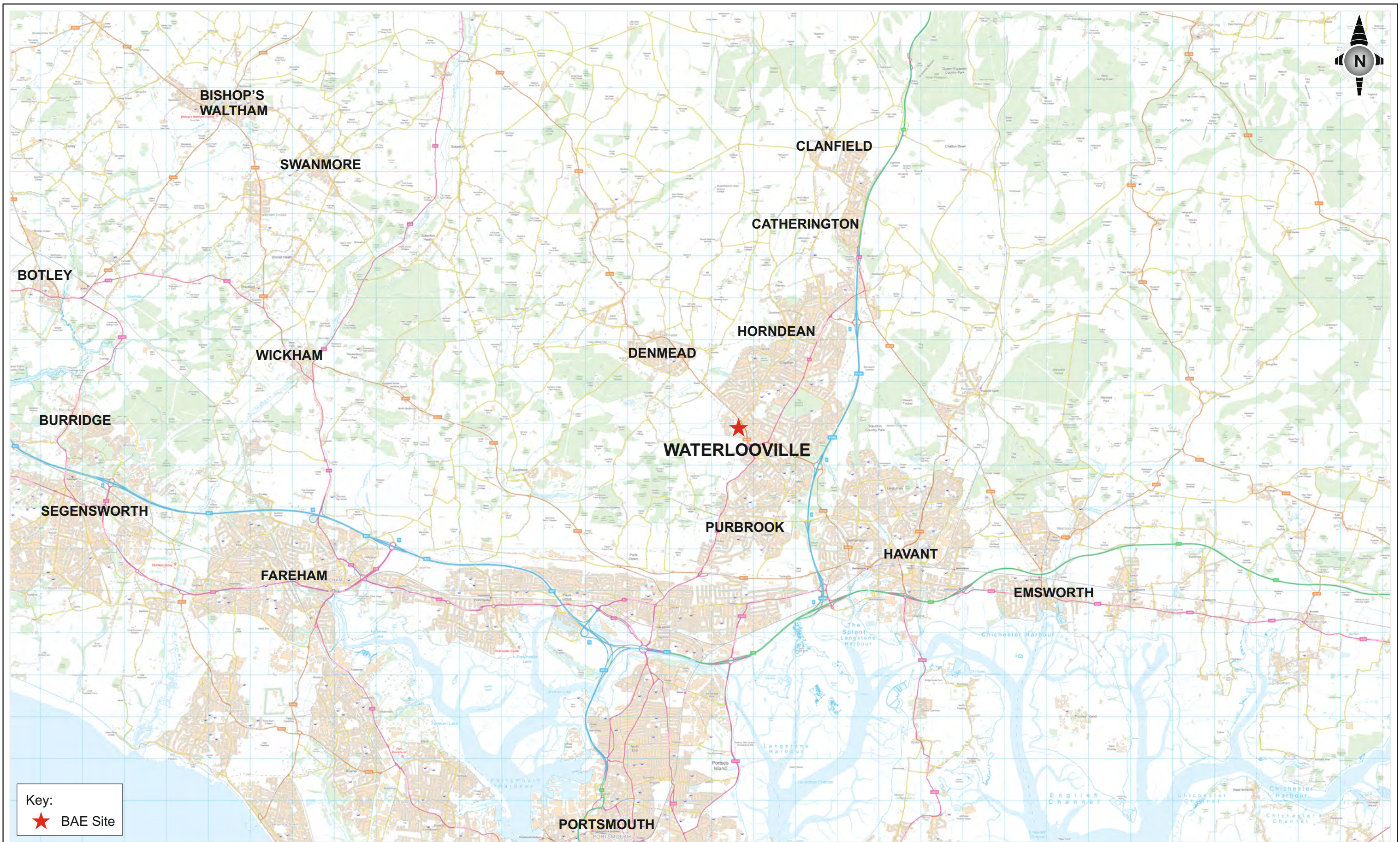
Figure FTP 1: Strategic Site Location

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 Waterloooville
Framework Travel Plan



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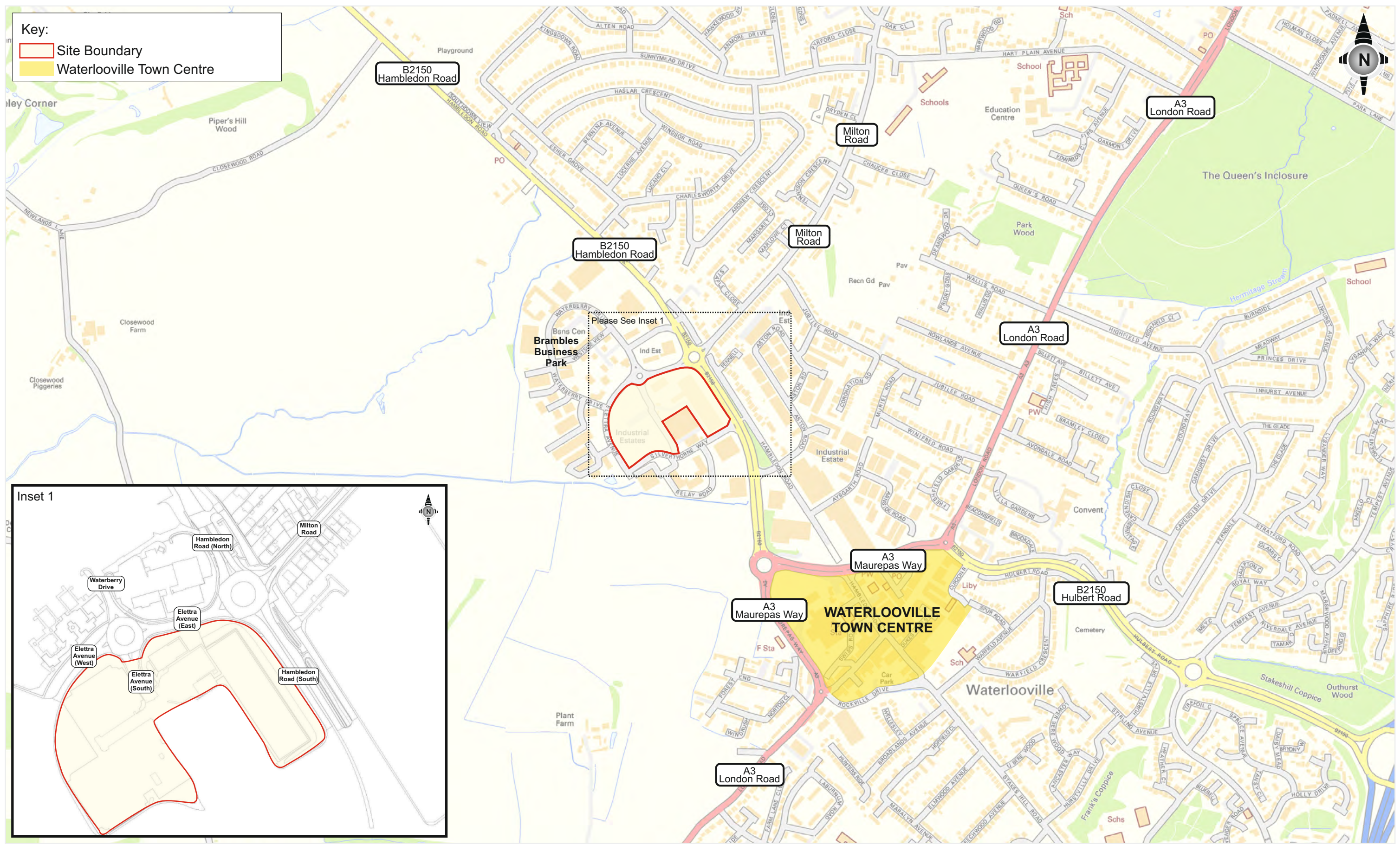
Contains Ordnance Survey data © Crown
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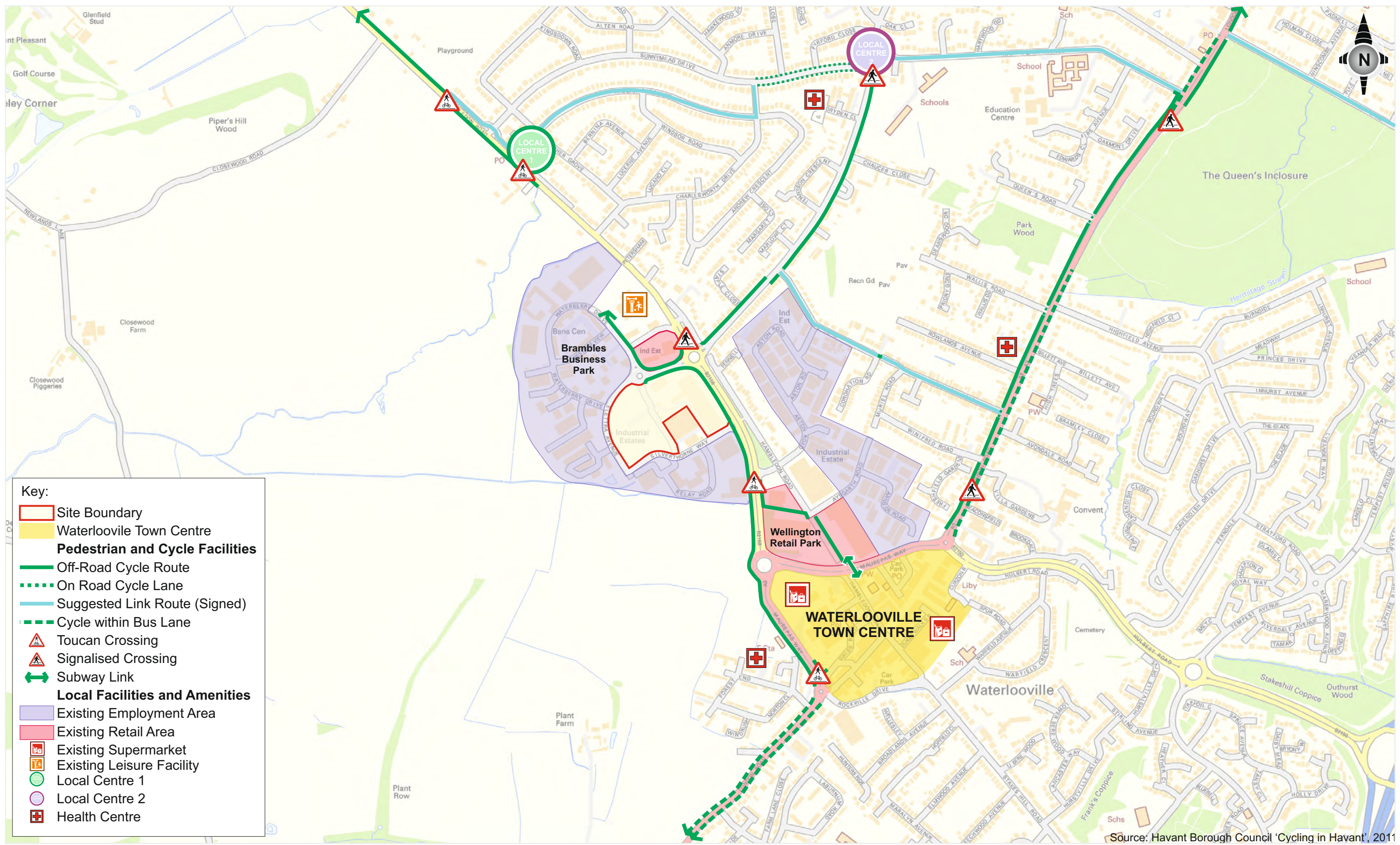
BAE WATERLOOVILLE

STRATEGIC SITE LOCATION

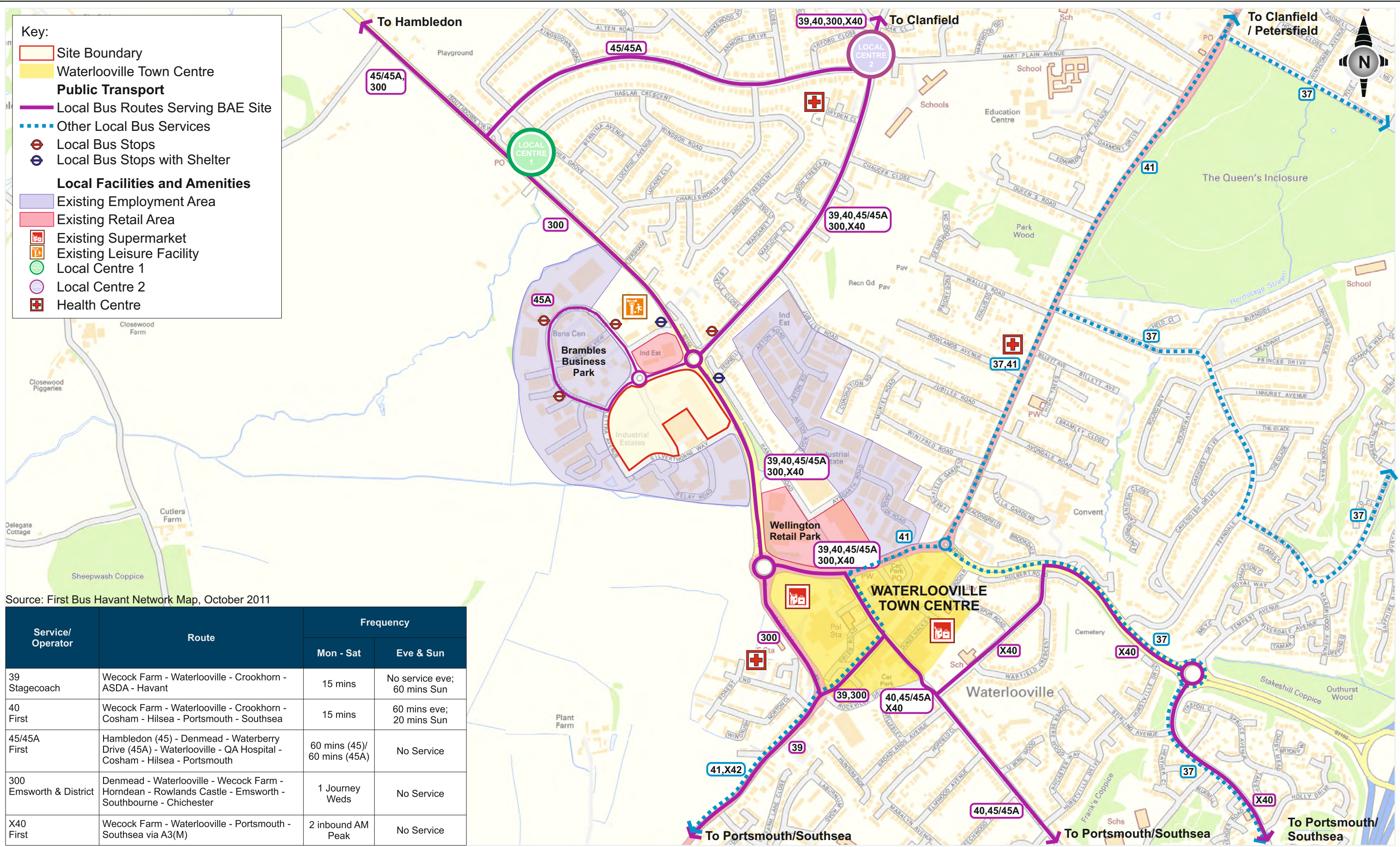
Date	31.05.2012
Scale	A3 - N.T.S
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Checked by	PC
Revision	-

FIGURE FTP 1





Source: Havant Borough Council 'Cycling in Havant', 2011



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 - Hordean - 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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BAE SYSTEMS

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BAE WATERLOOVILLE
EXISTING PUBLIC TRANSPORT FACILITIES

Date	01.06.2012
Scale	A3 - N.T.S
Drawn by	AS
Checked by	PC
Revision	-

FIGURE FTP 4

Appendix A – 21st August 2012 Meeting Minutes

BAE Waterlooville
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. ○ 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'. ○ 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.

NOTES OF MEETING



Appendix A



Hampshire
County Council

Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD

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0845 603 5634 (Recycling Waste & Planning)
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Civic Centre Road
HAVANT
Hants
PO9 2AX

Enquiries to	Graham Wright	My reference	GW/6/3/13/134
Direct Line	01962 845148	Your reference	APP/12/00652
Date	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 Waterloooville 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 Electra Avenue southern link in the Waterloooville 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 Waterloo 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 show 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 Waterlooville
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

