

DATED

9th May

2023

BY

(1) STEVEN WALTER HAMILTON MASON, MELANIE JEAN FLINT and
TIMOTHY NELSON MASON

and

(2) BARGATE HOMES LIMITED

TO

(3) THE COUNCIL OF THE BOROUGH OF HAVANT

and

(4) HAMPSHIRE COUNTY COUNCIL

UNILATERAL UNDERTAKING

Under Section 106 Town and Country Planning Act 1990

relating to Land south of Lower Road and west of Old Manor Farm, Bedhampton

I hereby certify that this copy is a true
and complete copy of the original
Dated this 9 day of May

2023

Solicitor / Notary
LESTER ALDRIDGE LLP
Alley House, Carlton Crescent
SOUTHAMPTON SO15 2EU

THIS UNDERTAKING is given on

9th May

2023

BY:

1. **STEVEN WALTER HAMILTON MASON** of 48 Broad Street, Alresford, SO24 9AN, and **MELANIE JEAN FLINT** of 20 Barham Road, Petersfield, Hampshire, GU32 3EX, and **TIMOTHY NELSON MASON** of Rookwood Cottage, Dean Lane End, Rowlands Castle, Hampshire, PO9 6EL (**Owner**); and
2. **BARGATE HOMES LIMITED** (company registered number 05626135) whose registered office is at Peninsular House, Wharf Road Portsmouth PO2 8HB (**Developer**),

TO:

3. **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza, Civic Centre Road, Havant, PO9 2AX (**Council**); and
4. **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire, SO23 8UJ (**County Council**).

BACKGROUND

- (A) For the purposes of section 106 of the Act, the Council and the County Council are the local planning authorities for the area within which the Land is situated.
- (B) The County Council is also the Local Highway Authority for Hampshire (save for trunk roads and special roads) and the Transport Authority for Hampshire for the purpose of the Transport Act 1985 and 2000.
- (C) The Owner is the freehold owner of the Bound Land registered under title number HP510139 which is subject to an option agreement dated 6 August 2021 in favour of the Developer. The Developer is the freehold owner of part of the Land registered under title number SH57197
- (D) The Developer and Vivid Homes submitted the Application to the Council for permission to develop the Land in accordance with the Planning Permission.
- (E) On the 7 February 2023 the Appeal was validated.
- (F) The parties have agreed to enter into this Undertaking in respect of the Bound Land to secure the planning obligations required to regulate and mitigate the impacts of the Development, in contemplation that the Secretary of State may grant Planning Permission pursuant to the Appeal.

- (G) The parties have agreed to enter into this Undertaking with the intention that the obligations contained in this Undertaking may be enforced by the Council and the County Council against the Owner and their successors in title, save as provided for within this Undertaking.

The Owner undertakes as follows:

1 DEFINITIONS

From the date of this Undertaking unless the context otherwise requires, the following definitions apply to this Undertaking and Background:

“Act”	means the Town and Country Planning Act 1990
“Affordable Dwellings”	means 30% of the Dwellings constructed on the Bound Land (rounded up or down to the nearest Dwelling as appropriate) to be provided as units of Affordable Housing as part of the Development and in accordance with the Affordable Housing Mix
“Affordable Housing”	has the definition ascribed to it in Annex 2 to the National Planning Policy Framework published in July 2021 (or any modification or replacement of it) and including Affordable Rented Dwellings and Shared Ownership Dwellings
“Affordable Housing Land”	means that part of the Bound Land on which the Affordable Dwellings (including their curtilage and any common parts) will be constructed
“Affordable Housing Mix”	means the mix of Affordable Dwellings, in terms of the number, size and tenure and set out at paragraph 1 of Schedule 1 or such other number, size and tenure as agreed in writing with the Council
“Affordable Housing Provider”	means either one or a combination of: (a) a body registered as a provider of social housing with the Social Housing Regulator under Part 2 of the Housing and Regeneration Act 2008 or such other class of body approved by the Council as may be constituted under any legislation replacing that provision; or

- (b) such other body eligible to receive grant monies from the Council or Homes England and able lawfully to own or manage housing for Eligible Persons and approved by the Council; or
- (c) any company or organisation specialising in the delivery of Affordable Housing and approved by the Council

“Affordable Rent”

means rent inclusive of service charge which does not exceed the lower of:

- (a) 80% of the local gross open market rent; and
- (b) the local housing allowance rates

unless otherwise agreed in writing with the Council;

but subject to the above limits may be increased annually in accordance with arrangements made for such rent increases established by Homes England

“Affordable Rented Dwellings”

means any Affordable Dwellings let on a fixed term tenancy agreement at an Affordable Rent

“Allotments”

means part of the Open Space Land to be laid out as allotments (as defined in section 22 of the Allotments Act 1922 but which are for the avoidance of doubt not statutory allotments) in accordance with the details to be approved in writing by the Council

“Appeal”

means the planning appeal for non-determination of the Application submitted to the Secretary of State as referred to in recital (E) and registered with the Planning Inspectorate under reference APP/X1735/W/22/3305704.

“Application”

means the outline application submitted by the Developer and Vivid Housing to the Council for planning permission to carry out the Development and given the Council's reference number APP/21/01071

“Approved Matters”

means any facilities, services, project work or infrastructure relating to the Development which this Undertaking authorises the Contributions to be applied

“Bond”	means a bond issued by a Surety in the form annexed at Appendix 2 to this Undertaking (or such other form as the Council shall approve) for the Bond Amount
“Bond Amount”	means 25% of the open book construction costs for the SuDs as approved in accordance with Schedule 2
“Bound Land”	means that part of the Land shown shaded orange on the Plan and which is to be bound by the obligations in this Undertaking
“Cash Deposit”	means a lump sum payment in cash of a sum being 25% of the open book construction costs for the SuDs as approved in accordance with Schedule 2
“Commencement of Development”	means the date on which any material operation (as defined in Section 56(4) of the Act) forming part of the Development pursuant to the Planning Permission is begun other than (for the purposes of this Undertaking and for no other purpose) operations consisting of, site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services and the formation of any temporary access from the highway for use by construction traffic, and “Commence” and similar expressions shall be construed accordingly
“Common Parts”	means the parts of the Bound Land which are intended to benefit the occupiers of the Dwellings as a whole or to enhance their occupation and shall without prejudice to the generality thereof include the Permissive Paths, communal parking areas, landscaped areas and street lighting but do not comprise: (a) a Dwelling or the curtilage of a Dwelling; and (b) any communal areas forming part of any residential block of flats, such as stairwells, lifts, lighting etc.

“Community Garden”	means part of the Open Space Land to be laid out and intended for use as a community garden in accordance with details to be approved in writing by the Council
“Community Project Worker Contribution”	means the sum of £12,900.00 (twelve thousand nine hundred pounds) as a contribution towards the provision of a suitably qualified and experienced person employed by the Council to assist in the establishment of a successful and cohesive local community within the Development and to promote integration with existing communities in the vicinity of the Development
“Contributions”	means all of the following: (a) Community Project Worker Contribution; (b) Sustainable Transport Contribution; (c) SRMS Contribution
“County Council’s Monitoring Fee”	means the sum of £4,000 towards the County Council’s costs in monitoring compliance with this Undertaking
“CPI”	means the consumer prices index published by the Office of National Statistics
“Development”	means the development of up to 43 dwellings, with access from Lower Road and associated landscaping, open space and allotments, and all other matters reserved in accordance with the Planning Permission
“Development Control Preparation Fee”	means the sum of £2,090
“Disposal”	in relation to each Dwelling means: (a) the first Occupation by anyone permitted or suffered to Occupy the Dwelling whether by: i. a person who has acquired or has contracted to acquire any of the estates further defined in this definition at (b) (c) and (d) below in the Dwelling; or

- ii. a person who otherwise Occupies the Dwelling;
- (b) the creation of a legal term of years in respect of the Dwelling; or
- (c) the transfer of a freehold interest in respect of the Dwelling; or
- (d) the creation of a freehold interest in the Dwelling by constituting the Dwelling as commonhold land for the purposes of the Commonhold and Leasehold Reform Act 2002

whichever shall first occur;

and "Dispose" and "Disposed of" shall be construed accordingly

"Dwelling"

means a self-contained unit of residential accommodation (including houses, flats and maisonettes) constructed on the Bound Land pursuant to the Planning Permission and "Dwellings" shall be construed accordingly

"Eligible Persons"

means persons with a Local Connection who are unable to afford housing accommodation on the open market (whether by renting or purchasing) within the administrative area of the Council and the expression "Eligible Person" shall be construed accordingly.

"Homes England"

means the body corporate charged under the Housing and Regeneration Act 2008 with the functions of regulating the provision of Affordable Housing within the Council's administrative area by any registered provider or if such body ceases to exist or is superseded or any such successor body or organisation.

"Index"

means either:

- (a) CPI in respect of all financial obligations payable to the Council (except for the SRMS Contribution where RPI (All Items) shall apply); or
- (b) RPI (All Items) in respect of all financial obligations payable to the County Council;

“Index Linked”	means increased in accordance with the following formula: Amount payable = the payment specified in this Undertaking x (A/B) where: A = the last figure published for the Index that applied immediately preceding the date that payment was made B = the last figure published for the Index that applied immediately prior to the date of this Undertaking
“Interest”	means interest at 4% above the base lending rate of the Barclays Bank PLC from time to time
“Land”	means that land south of Lower Road and west of Old Manor Farm Havant shown edged red on the Plan (excluding any adopted highway land) and registered at the Land Registry with title numbers HP510139 and SH57197.
“Local Connection”	means a connection to the administrative area of the Council by virtue of: (a) existing or previous residence; (b) employment; (c) close family links through parents, siblings or offspring; or (d) any other connection as agreed with the Affordable Housing Provider and the Council.
“Low Cost Home Ownership Dwellings”	means any tenure included within the definition of “Other affordable routes to home ownership” as set out within Annex 2 to the National Planning Policy Framework published in July 2021 (or any modification or replacement of it) including Shared Ownership Dwellings
“Management Agreement”	means an agreement made between the Owner and the Management Company setting out the terms of appointment of the Management Company with respect to the Development, including the Management Company’s responsibilities in implementing and performing the obligations as contained within the Management Plan

"Management Company"	means a company limited by guarantee or by shares and established in accordance with the provisions of Schedule 2 to be charged with implementing and performing the obligations as contained within the Management Plan
"Management Plan"	means a plan for the maintenance and management of all of the following: (a) the Common Parts; (b) the Open Space Land; and (c) the SuDs for the lifetime of the Development including details of how the costs of maintenance and management shall be met by owner-occupiers of the Dwellings to be proposed by the Owner and approved by the Council in accordance with the provisions of Schedule 2
"Monitoring Fee"	means the sum of £4,875.00 plus 5% (four thousand eight hundred and seventy five pounds five plus per cent) of the SRMS Contribution as a contribution towards the costs incurred by the Council in the provision of a suitably qualified and experienced person whose function is to monitor, coordinate and enforce the obligations contained within this Undertaking
"Occupation"	means occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations and "Occupy" shall be similarly construed
"Open Market Dwellings"	means Dwellings which are not Affordable Dwellings
"Open Space Land"	means the public open space land including the Allotments the Community Garden and a children's play area to be provided as part of the Development

"Permissive Paths"	means any unadopted road, footpath, footway or other means of access constructed on the Bound Land to serve the Development and the public
"Plan"	means the site location plan attached at Appendix 1 to this Undertaking with drawing number 1217/001 Rev F
"Planning Permission"	means the conditional outline planning permission that may be granted in pursuance of the Application
"RPI (All Items)"	means the All Items Index of Retail Prices published by the Office of National Statistics.
"Shared Ownership Dwellings"	means Affordable Housing leased to Eligible Persons on terms that permit part purchase of the open market value of the equity in the relevant Affordable Dwelling with rent payable on the unpurchased percentage equity retained by the Affordable Housing Provider, together with the opportunity for the lessee to purchase up to 100% of the equity of the Affordable Dwelling at a later date
"Solent Recreation Mitigation Partnership"	means the partnership of local planning authorities bordering the Solent formed to develop the Solent Recreation Mitigation Strategy
"Solent Recreation Mitigation Strategy (SRMS)"	means the framework to mitigate potential impacts on the Solent Special Protection Areas from increased visitor pressure arising from housebuilding adopted by the Solent Recreation Mitigation Partnership in December 2017.
"Solent Special Protection Areas"	means the Special Protection Areas (designated under the Wildlife and Countryside Act 1981) in the Solent covered by the Solent Recreation Mitigation Strategy
"SRMS Contribution"	means a sum payable to the Council as a contribution towards measures to mitigate against the impact of the Development to the Solent Special Protection Areas in accordance with the Solent Recreation Mitigation Strategy to be calculated as follows: £443 per one bedroom Dwelling £639 per two bedroom Dwelling

	£834 per three bedroom Dwelling
	£980 per four bedroom Dwelling
	£1,150 per five bedroom Dwelling
“SuDs”	means a sustainable drainage system for the Development in accordance with the specification agreed in writing by the Council
“Surety”	means a bank or other financial institution as may be nominated by the Owner and approved by the Council for the Bond
“Sustainable Transport Contribution”	means the sum of £108,000 (one hundred and eight thousand pounds) (Index Linked) payable by the Owner to the County Council in accordance with Schedule 3 as a contribution towards: (a) The (Local Cycling Walking Infrastructure Plan) LCWIP improvements between the Bedhampton Road roundabout and Bedhampton Station; and/or (b) Pedestrian improvements in the vicinity of the Brookside Road / Bedhampton Road junction; and / or (c) Pedestrian improvements on Bidbury Lane and the wider route to Bidbury School.
“Travel Plan”	means the residential travel plan attached to this Undertaking at Appendix 3
“Travel Plan Approval Fee”	means the sum of £1,500.00 (one thousand five hundred pounds) payable by the Owner to the County Council towards the costs incurred or to be incurred by the County Council in approving the Travel Plan and payable in accordance with Schedule 4 of this Undertaking
“Travel Plan Bond”	means a bond approved by the County Council in the amount of £39,990 (thirty nine thousand, nine hundred, and ninety pounds) being the sum of the cost of implementation and compliance with the targets/measures of the Travel Plan (as estimated by the County Council) plus 10% thereof by a surety acceptable to the Head of Legal Services which

shall be maintained for the five year life of the Travel Plan and thereafter any unused portion shall be released;

"Travel Plan Cash Security" means a cash deposit in the sum of £39,990 (thirty nine thousand, nine hundred, and ninety pounds) to be paid to the County Council as security for the Travel Plan being the sum of the cost of implementation and compliance with the Travel Plan (as estimated by the County Council) plus ten per cent (10%) thereof but paid on condition that it shall be held by the County Council until the fifth anniversary of first Occupation of the Bound Land and thereafter any unused portion shall be repaid to the payee with accrued interest

"Travel Plan Monitoring Fee" means the sum of £15,000.00 (fifteen thousand pounds) payable by the Owner to the County Council to be applied towards the cost incurred by the County Council in monitoring compliance with the Travel Plan and payable in accordance with Schedule 4 of this Undertaking

"Undertaking" This undertaking made by deed

"Working Day" a day other than a Saturday or Sunday or public holiday in England

2 INTERPRETATION

- 2.1 The clause and paragraph headings in this Undertaking are for reference only and do not affect its construction or interpretation.
- 2.2 References to clauses and Schedules are to the clauses and Schedules of this Undertaking, unless stated otherwise.
- 2.3 A reference to a paragraph is to the paragraph of the Schedule in which the reference is made, unless stated otherwise.
- 2.4 Words importing one gender include any other genders and words importing the singular include the plural and vice versa.
- 2.5 A reference to a person includes a reference to a firm, company, authority, board, department or other body and vice versa.
- 2.6 Unless this Undertaking states otherwise, any reference to any legislation (whether specifically named or not) includes any modification, extension, amendment or re-enactment of that legislation for the time being in force and all instruments, orders, notices, regulations, directions,

byelaws, permissions and plans for the time being made, issued or given under that legislation or deriving validity from it.

- 2.7 References to the Land or Bound Land include any part of the Land or Bound Land (as appropriate).
- 2.8 References to any party in this Undertaking include the successors in title of that party and any references to the Council and County Council include any successor local planning authority exercising planning powers under the Act.
- 2.9 References to "including" mean "including, without limitation".
- 2.10 Any undertaking by the Owner not to do any act or thing includes an undertaking not to permit or allow the doing of that act or thing.
- 2.11 Where two or more people form a party to this Undertaking, the obligations they undertake may be enforced against them all jointly or against each of them individually.
- 2.12 If any provision is held to be illegal, invalid or unenforceable, the legality, validity and enforceability of the remainder of the Undertaking shall be unaffected.
- 2.13 Whenever this Undertaking requires the agreement approval confirmation or consent of the parties such approval or consent is not to be unreasonably withheld or delayed and the parties shall take a reasonable approach.

3 STATUTORY PROVISIONS

- 3.1 This Undertaking is made by deed pursuant to section 106 of the Act, section 111 of the Local Government Act 1972 and section 1 of the Localism Act 2011.
- 3.2 To the extent that they fall within the terms of section 106 of the Act, the obligations contained in this Undertaking are planning obligations for the purposes of those sections of the Act and bind the Bound Land are enforceable by the Council and the County Council against the Owner and any person succeeding or deriving title in the Bound Land or any part of it from the Owner as if that person had been an original covenanting party to this Undertaking.
- 3.3 To the extent that any of the obligations contained in this Undertaking are not planning obligations within the meaning of the Act, they are entered into pursuant to the powers contained in section 111 of the Local Government Act 1972, section 1 of the Localism Act 2011 and all other enabling powers.
- 3.4 Nothing in this Undertaking restricts or is intended to restrict the proper exercise at any time by the Council or the County Council of any of its statutory powers, functions or discretions in relation to the Bound Land or otherwise.

4 COMMENCEMENT OF UNDERTAKING

- 4.1 This Undertaking shall come into effect from the date of Commencement of Development, save for clauses 8, 9, 17, 18, and 19 which shall take effect on the date of this Undertaking, and those provisions which require compliance prior to the Commencement of Development, which shall take effect on the date of the grant of the Planning Permission.

5 OWNERS UNDERTAKINGS

- 5.1 The Owner undertakes to the Council and the County Council to comply, observe and perform the obligations as set out in this Undertaking and its Schedules.

6 REGISTRATION

- 6.1 This Undertaking may be registered by the Council as a Local Land Charge in the Register of Local Land Charges maintained by the Council.

7 RELEASE

- 7.1 No party shall be liable for any breach of an undertaking, restriction or obligation contained in this Undertaking after parting with all of its interest in the Bound Land except in respect of any breach subsisting prior to parting with such interest.
- 7.2 No undertaking, restriction or obligation contained in this Undertaking shall be binding on any part of the Bound Land held by any of the statutory undertakers for their statutory functions.
- 7.3 No undertaking, restriction or obligation contained in this Undertaking shall be binding on any owner-occupier tenant or mortgagee of a Dwelling or their successors in title save in respect of any restriction on Occupation of such Dwelling (and for the avoidance of doubt no owner-occupier tenant or mortgagee of a Dwelling or their successors in title shall be liable to pay any financial contribution or otherwise perform any positive obligation contained within this Deed) and, in the case of any Affordable Dwelling, save for paragraphs 2.2, 2.3, 2.4 and 2.5 of Schedule 1 of this Undertaking.
- 7.4 Any legal charge entered into in respect of the Bound Land or any part of the Bound Land after this Undertaking has been completed shall take effect subject to this Undertaking PROVIDED THAT the mortgagee under such a legal charge shall have no liability under this Undertaking unless it becomes a mortgagee in possession of all or any part of the Bound Land in which case the mortgagee shall be bound by the obligations in this Undertaking.
- 7.5 The Developer consents to the completion of this Undertaking and declares that its interest in the Bound Land shall be bound by the obligations contained in this Undertaking PROVIDED THAT the Developer shall not be personally liable for any breach of the obligations unless it

becomes a successor in title to the Owner in which case it too will be bound by the obligations contained herein.

8 NOTICES

8.1 The Owner undertakes to the Council and County Council to give the Council and County Council written notice within 10 Working Days of any change in ownership of any of its interests in the Bound Land occurring before all the obligations under this Undertaking have been discharged and such notice shall give details of the transferee's full name and

8.1.1 registered office where the transferee Owner is a company

8.1.2 usual address where the transferee is not a company

together with details of the area of the Bound Land or unit of occupation transferred by reference to a plan provided that written notice is not required on the disposal of any individual Dwelling or a disposal of any part of the Bound Land to a statutory undertaker.

8.2 Any notice, demand or any other communication to be given under or in connection with this Undertaking shall be in writing and will be effective only if delivered by hand or sent by recorded delivery to the party due to receive the notice, demand or communication.

8.3 Any notice, demand or any other communication served shall be sent to the address of the relevant party set out at the beginning of this Undertaking or to such other address as one party may notify in writing to the others at any time as its address for service and in the case of service upon the Council and the County Council shall be marked for the attention of the Head of Legal.

8.4 Unless the time of actual receipt is proved, a notice, demand or communication sent by the following means shall be treated as having been served:

8.4.1 if delivered by hand, at the time of delivery; or

8.4.2 if sent by recorded delivery, at the time delivery was signed for.

8.5 If a notice, demand or any other communication is served after 4.00pm on a Working Day, or on a day that is not a Working Day, it shall be treated as having been served on the next Working Day.

8.6 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.

9 COSTS OF THIS UNDERTAKING

Upon completion of this Undertaking the Developer shall pay to the Council and the County Council their reasonable and proper legal costs, in connection with the preparation, negotiation and completion of this Undertaking including the Development Control Preparation Fee and the County Council's Monitoring Fee.

10 INDEXATION

10.1 All sums payable pursuant to this Undertaking shall be Index Linked.

10.2 Where reference is made to an index and that index ceases to exist or is replaced or rebased then it shall include reference to any index which replaces it or any rebased index (applied in a fair and reasonable manner to the periods before and after rebasing under this Undertaking) or in the event the index is not replaced, to an alternative reasonably comparable basis or index as the Council or the County Council (as appropriate) shall advise the Owner in writing.

11 INTEREST

If any sum due under this Undertaking is paid late Interest will be payable from the date payment is due until the date of payment.

12 VAT

The financial contributions in this Undertaking are not subject to VAT and no VAT should be charged or recoverable in addition to the amount of the financial contributions specified in the Undertaking.

13 WAIVER

No failure or delay by the Council or County Council to exercise any right or remedy provided under this Undertaking or by law shall constitute a waiver (whether express or implied) for any breach or default by the Owner in performing or observing any of the undertakings, restrictions or obligation contained in this Undertaking. No single or partial exercise of such right or remedy shall prevent or restrict the further exercise of that or any other right or remedy.

14 SEVERABILITY

14.1 In the event that the Secretary of State (or his appointed Inspector) determining the Appeal expressly states in his decision letter that:

14.1.1 any individual planning obligation secured by this Undertaking does not comply with the tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010, such that it does not constitute a reason for granting Planning Permission or shall not be accorded any weight, then that obligation or those obligations shall cease to apply and shall be unenforceable and/or

- 14.1.2 a particular contribution as defined in this Undertaking or other obligation should be amended as to ensure compliance with Regulation 122 of the Community Infrastructure Levy Regulations 2010 (whether in terms of amount, description, triggers or delivery) then such contribution and/or obligation in this Undertaking shall be treated as amended in accordance with the Secretary of State or his appointed Planning Inspector's decision letter

PROVIDED ALWAYS THAT:

- (a) the remaining provisions of the Undertaking shall take effect and remain in effect and enforceable in accordance with the terms of this Deed; and
- (b) any specific obligation considered deleted or amended by the operation of this clause will be considered re-instated in the event the decision of the Secretary of State or his appointed Inspector in relation to the obligation is successfully challenged.

15 TERMINATION

- 15.1 The obligations in this Undertaking (with the exception of clause 9) shall cease to have effect if the Secretary of State (or his appointed Inspector) dismisses the Appeal or before the Commencement of Development, the Planning Permission:

15.1.1 expires;

15.1.2 is revoked; or

15.1.3 is modified without the consent of the Owner; or

15.1.4 is quashed following a successful legal challenge.

16 FUTURE PERMISSIONS

- 16.1 Nothing in this Undertaking shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Undertaking.

17 JURISDICTION

- 17.1 This Undertaking shall be governed by and interpreted in accordance with the laws of England.
- 17.2 The Courts of England shall have jurisdiction in relation to any disputes between the parties arising out of or related to this Undertaking.

18 SPEND IN ADVANCE

18.1 The Owner hereby acknowledges that the Council and the County Council are entitled at their sole discretion to:

18.1.1 enter into contractual arrangements;

18.1.2 incur expenditure, including but not limited to any design costs; and/or

18.1.3 commence works,

in respect of any Approved Matters at any time, even if the trigger point for the payment of the relevant Contribution has not yet arisen.

18.2 If the Council and/or the County Council exercises its right under clause 18.1:

18.2.1 the Council and/or the County Council may immediately following receipt of any Contribution, deduct from the Contribution a sum equivalent to the amount of expenditure or liability incurred (Deduction); and

18.2.2 the Council and/or the County Council shall not be required to repay any Deduction or account for any interest accrued on it; and

18.2.3 any such Deduction shall be and remain the property of the Council and/or County Council and shall not be bound by the terms of this Undertaking.

19 DELIVERY

19.1 The provisions of this undertaking (other than this clause which shall be of immediate effect shall be of no effect until this undertaking has been dated

IN WITNESS of which this Undertaking has been duly executed as a deed and delivered on the date stated at the beginning of this document.

SCHEDULE 1

Affordable Housing

The Owner undertakes to the Council as follows:

1 AFFORDABLE HOUSING MIX

- 1.1 To provide the Affordable Dwellings as part of the Development in accordance with the Affordable Housing Mix.
- 1.2 That the Affordable Housing Mix shall consist of:
 - 1.2.1 70% of the Affordable Dwellings as Affordable Rented Dwellings; and
 - 1.2.2 30% of the Affordable Dwelling as Shared Ownership Dwellings; or
 - 1.2.3 such other mix of type, tenure and numbers as may be agreed in writing with the Council at its absolute discretion.

2 AFFORDABLE DWELLINGS

- 2.1 To ensure that the Affordable Dwellings within the Development will be compatible with the design of the Open Market Dwellings.
- 2.2 Not to Occupy nor permit Occupation of more than 40% of the Open Market Dwellings until the Affordable Housing Land has been transferred to an Affordable Housing Provider by either a transfer or transfers of the freehold interest or the creation of long leasehold interests with a term of not less than 125 years.
- 2.3 Not to Occupy nor permit Occupation of more than 60% of the Open Market Dwellings until the Affordable Dwellings are completed and are ready for Occupation.
- 2.4 Subject to paragraphs 3 and 4 below not to Occupy nor permit Occupation of any Affordable Rented Dwellings for any purpose other than as Affordable Rented Dwellings nor by any other persons other than Eligible Persons, or any Shared Ownership Dwellings for any purpose other than as Shared Ownership Dwellings.
- 2.5 Not to Occupy nor permit Occupation of any Affordable Rented Dwellings by persons other than persons nominated by the Council in accordance with arrangements to be agreed with the Affordable Housing Provider.
- 2.6 That the deed of transfer or lease (as applicable) to the Affordable Housing Provider of the Affordable Dwellings shall contain the following (or such other alternative provisions as the Council may agree in writing):

- 2.6.1 a covenant not to use the Affordable Dwellings otherwise than for the provision of Affordable Housing; and
- 2.6.2 a covenant not to Dispose of any of the Affordable Dwellings other than for the purpose of providing Affordable Housing to Eligible Persons; and
- 2.6.3 a covenant requiring the Affordable Housing Provider to enter into an agreement with the Council granting the Council the right to nominate 100% of the Occupiers of the Affordable Rented Dwellings when initially let and all subsequent true voids
- or such alternative provisions as may be agreed by the Council in writing.

3 100% EQUITY SHARE

The provisions in paragraphs 2 of Schedule 1 shall cease to have effect in respect of any Affordable Dwelling where a leaseholder of an Affordable Dwelling (or its mortgagee) held as a Low Cost Home Ownership Dwelling has purchased 100% of the equity in the Dwelling or in respect of any Dwelling where the occupier has exercised a statutory right to buy or a right to acquire in respect of such Dwelling including any successor in title to any of the above.

4 CHARGEES IN POSSESSION

4.1 For the purpose of this paragraph Chargee means:

- any mortgagee or chargee;
- any receiver, administrative receiver or administrator appointed under the Law of Property Act 1925;
- any housing administrator appointed under the Housing and Planning Act 2016; or
- any other person appointed under any security document to enable a chargee or mortgagee to realise its security

of the Affordable Housing Provider and the whole or any one or more of the Affordable Dwellings.

4.2 The provisions of this Undertaking relating to Affordable Dwellings shall not be binding on a Chargee (or any person or bodies deriving title through such Chargee) PROVIDED THAT the Chargee will have first:

- 4.2.1 given written notice to the Council of its intention to exercise its powers of sale to Dispose of any of the Affordable Dwellings ("Notice"); and
- 4.2.2 used reasonable endeavours over a period of three months from the date the Notice is served to complete a Disposal of the relevant Affordable Dwelling(s) to either:

- (a) another Affordable Housing Provider; or
- (b) to the Council.

- 4.3 Any Disposal referred to in paragraph 4.2.2 shall be for a consideration not less than the amount properly due and outstanding under the terms of the Chargee's relevant security documentation. This sum shall include all accrued principal monies, interest and the Chargee's reasonable costs and expenses.
- 4.4 In the event that a Disposal referred to in paragraph 4.2 shall not have been completed within the period of three months referred to in paragraph 4.2.2, the Chargee will be entitled to Dispose of the relevant Affordable Dwelling(s) free from the provisions of this Undertaking relating to Affordable Housing which shall determine absolutely in respect of the relevant Affordable Dwelling(s).
- 4.5 For the avoidance of doubt in respect of the relevant Affordable Dwelling(s) Disposed of in accordance with paragraph 4.4 above the purchaser shall not be subject to the obligations of this Schedule 1 to this Undertaking

SCHEDULE 2

MANAGEMENT OF DEVELOPMENT

The Owner undertakes to the Council as follows:

1 MANAGEMENT COMPANY AND MANAGEMENT PLAN

- 1.1 Not later than three months following Commencement of Development the Owner shall submit for approval the Owner's proposal for the formation of the Management Company and such proposal shall include full details of the proposed structure and voting rights of the Management Company.
- 1.2 If the Council do not give notification that it either approves or rejects the proposal referred to in paragraph 1.1 of Schedule 2 within one month of receipt, the proposal/s will be deemed to be approved. If notification of a refusal is received by the Owner within the aforementioned time period, the Owner shall continue to comply with the obligation at paragraph 1.1 of Schedule 2 until such time as the Council approves the proposal or deemed approval applies.
- 1.3 Not later than six months following Commencement of the Development to submit to the Council in writing the Owner's proposal for the Management Plan.
- 1.4 If the Council do not give notification that it either approves or rejects the proposal referred to in paragraph 1.3 of Schedule 2 within one month of receipt, the proposal/s will be deemed to be approved. If notification of a refusal is received by the Owner within the aforementioned time period, the Owner shall submit a further proposal or proposals until such time as the Council approves the proposal or deemed approval applies.
- 1.5 Not later than six months from the later of Commencement of the Development and approval of the proposals by the Council pursuant to paragraph 1.2 above, the Owners shall take all necessary steps to secure the formation and registration of the Management Company at Companies House (taking into account any modifications reasonably required by the Council) and to notify the Council accordingly within fourteen days of the completion of the registration of the Management Company.
- 1.6 Not to allow or permit Disposal of any Dwelling until:
 - 1.6.1 the Management Company has been formed in accordance with the approved or deemed approved proposal; and
 - 1.6.2 the Management Plan has been approved in writing or deemed approved by the Council.

- 1.7 Not to Occupy nor permit Occupation of the final Dwelling until the Common Parts, Open Space Land and SuDs have been transferred to the Management Company or the Common Parts and Open Space Land have been transferred to the Management Company and SuDs adopted by a statutory undertaker.
- 1.8 To secure the proper maintenance of the Common Parts, Open Space Land and SuDs to the reasonable satisfaction of the Council following their laying out or construction until such time as:
- 1.8.1 the Management Company is registered and the Management Plan has been approved or deemed approved by the Council; and
 - 1.8.2 the maintenance arrangements for the Common Parts, Open Space Land and SuDs in accordance with the Management Plan have been implemented; and
 - 1.8.3 the transfer or the granting of a long leasehold interest of the Common Parts, Open Space Land and SuDs to the Management Company is completed; or
 - 1.8.4 the transfer or the granting of a long leasehold interest of the Common Parts and Open Space Land to the Management Company is completed, and the SuDs is adopted by a statutory undertaker.
- 1.9 To manage and maintain the Common Parts, Open Space Land and SuDs in accordance with the Management Plan approved or deemed approved pursuant to paragraph 1.4 of this Schedule.
- 1.10 That if the Management Company ceases to exist as a company or if the Management Company at any time defaults in the performance of any of its covenants or obligations on its part as contained in the Management Plan and/or Management Agreement then the Owner shall (without prejudice to any other right or remedy of the Owner against the Management Company or any other person) perform the said covenants and obligations until the appointment by the Owner of a successor to the Management Company.

2 OPEN SPACE LAND

- 2.1 Not to Occupy or permit Occupation of the final Dwelling until the Open Space Land shall have been laid out in accordance with the details approved in writing by the Council.
- 2.2 Not to use the Open Space Land, the Allotments or the Community Garden otherwise than for those respective uses.
- 2.3 To include in any transfer or lease of the Open Space Land:

- 2.3.1 covenants in favour of the remainder of the Bound Land restricting the use of the Open Space Land (other than the Allotments) for the purpose of public recreation only;
- 2.3.2 covenants in favour of the remainder of the Bound Land to restrict the use of the Allotments to use as an Allotment; and
- 2.3.3 sufficient covenants so as to ensure future access for owner occupiers of the Dwellings and the public to the Open Space Land in perpetuity.

3 PERMISSIVE PATHS

- 3.1 Not to Occupy or permit Occupation of any Dwelling until the Permissive Path(s) serving that Dwelling have been laid out constructed and made available for use in accordance with the details approved by the Council in writing.
- 3.2 To ensure that the Permissive Paths following construction are available for use by owner-occupiers of the Dwellings and the public at large and to include in any transfer or lease of the Permissive Paths covenants requiring the Permissive Paths to be made and kept available for use by the public in perpetuity.

4 SUDS

- 4.1 Not less than one month prior to Commencement of Development to submit to the Council for its approval a bill of quantities detailing the open book construction costs for the SuDs.
- 4.2 In the event that the Council fails to approve the bill of quantities for the SuDs as submitted or fails to propose such reasonable amendments as are considered necessary within fifteen Working Days of receipt, the bill of quantities as submitted are to be deemed approved.
- 4.3 Where reasonable amendments to the open book construction costs for the SuDs are proposed by the Council, the Owner shall not more than ten Working Days after receiving the Council's proposed amendments revise the bill of quantities for the SuDs in accordance with the proposed amendments.
- 4.4 On or before Commencement of Development to:
 - 4.4.1 provide to the Council a Bond for the Bond Amount; or
 - 4.4.2 pay the Cash Deposit.
- 4.5 the Bond shall endure, or the Cash Deposit shall be retained by the Council until:
 - 4.5.1 the SuDS are adopted by a statutory undertaker; or
 - 4.5.2 the SuDs are transferred to a Management Company; or

4.5.3 if earlier the date of completion of construction of the SuDS to the reasonable satisfaction of the Council

following the party that paid the same shall be entitled to require that the Council immediately release the unexpended Bond or Cash Deposit.

4.6 If:

4.6.1 the Owner has completed the construction of the SuDs but have failed to construct the SuDs in accordance with the details as approved by the Council in writing; or

4.6.2 prior to completion of the SuDs the Owner is adjudicated bankrupt or go into liquidation voluntarily or otherwise; or

4.6.3 the Owner has executed 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 the Council's other rights remedies and powers against the Owner):

(a) by written notice require the Surety to pay for; or

(b) the Cash Deposit may be applied to:

any reasonable and proper expenditure (including legal costs) which the Council may incur in carrying out the construction of the SuDs to its own design or the Owner's design to return the Bound Land to the level of hydrological response as existed before the Commencement of the Development.

SCHEDULE 3

Contributions

The Owner undertakes to the Council (and the County Council in respect of paragraph 4) as follows:

1 MONITORING FEE

Not to Commence or permit Commencement of Development until the Monitoring Fee has been paid to the Council.

2 COMMUNITY PROJECT WORKER CONTRIBUTION

2.1 Not to Commence the Development until 50% (fifty per cent) of the Community Project Worker Contribution has been paid to the Council.

2.2 Not to Occupy nor permit the Occupation of more than five Dwellings until the balance of the Community Project Worker Contribution has been paid to the Council.

3 SRMS CONTRIBUTION

Not to Commence or permit Commencement of Development until the SRMS Contribution has been paid to the Council.

4 SUSTAINABLE TRANSPORT CONTRIBUTION

Not to Commence or permit Commencement of Development until the Sustainable Transport Contribution (Index Linked) has been paid to the County Council.

SCHEDULE 4

Miscellaneous Covenants and Travel Plan

The Owner undertakes to the Council in respect of paragraphs 1 and 2, and the County Council in respect of paragraph 1, 2 and 3 as follows:

1 COMMENCEMENT OF DEVELOPMENT

To give to the Council and County Council not less than ten Working Days written notice of their intention to Commence Development.

2 SUBMISSION OF DOCUMENTS

To provide when submitting documents or details to the Council and/or County Council pursuant to the Schedules of this Undertaking a reference to the Planning Permission, the date and parties to this Undertaking, and the paragraph and Schedule under which approval is sought, together with a statement of the date by which a decision must be given by the Council and/or the County Council.

3 TRAVEL PLAN

3.1 On demand and in any event prior to Commencement of Development to pay to the County Council the Travel Plan Approval Fee.

3.2 Not to Occupy nor permit Occupation of any Dwelling unless and until they have implemented and complied with the Travel Plan in accordance with the requirements and timetable of the approved Travel Plan.

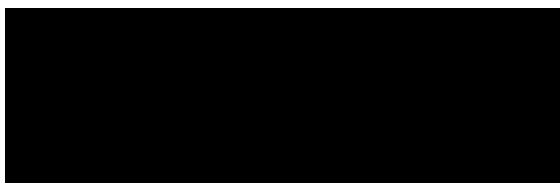
3.3 Not to Occupy nor permit Occupation of the Bound Land (or any part thereof) unless and until they have appointed in writing a travel plan co-ordinator for the whole of the Development to implement the Travel Plan and has notified the County Council in writing of such appointment.

3.4 To pay to the County Council the first instalment of the Travel Plan Monitoring Fee (namely the sum of £3,000) (three thousand pounds) prior to Occupation of the Bound Land (or any part thereof) and further to pay to the County Council the sum of £3,000 thereafter on or before the date of each of the four successive annual anniversaries of the payment of the first instalment of the Travel Plan Monitoring Fee and further to notify the County Council within 14 days following the payment of each such instalment

3.5 Not to Occupy nor permit Occupation of any the Bound Land (or any part thereof) unless and until the first instalment of the Travel Plan Monitoring Fee (namely the sum of £3,000) has been paid to the County Council

- 3.6 Prior to Occupation to provide to the County Council either the Travel Plan Bond or the Travel Plan Cash Security
- 3.7 Not to Occupy nor permit Occupation of any Dwelling unless and until it has provided to the County Council either the Travel Plan Bond or the Travel Plan Cash Security
- 3.8 The Owner provides the Travel Plan Bond or the Travel Plan Cash Security on the basis that where the Owner fails at any time within 5 (five) years of Occupation of the Bound Land to deliver the agreed measures/ targets and/or comply with any/all of the measures/targets contained within the Travel Plan or in the event of the Owner becoming bankrupt or going into liquidation or going into administration or entering administrative receivership or entering into a deed of arrangement for the benefit of its creditors the County Council may call upon the Travel Plan Bond or the Travel Plan Cash Security or any part thereof in order to remedy the failure to achieve and implement the agreed measure/targets contained within the Travel Plan or such alternative measures as the County Council in its absolute discretion determines will achieve the overall aims of the Travel Plan and for the avoidance of doubt the Owner hereby consents to the County Council (and its servants agents and licensees) entering the Development (and to obtain suitable covenants in any leasehold granted over the Development to allow the access and entry) to remedy any and/or all of the agreed measures/targets to achieve implementation of the Travel Plan
- 3.9 That if it or its successors in title Occupy the Development or any part thereof it or they will implement the Travel Plan relating to the Development or such part of the Development to be Occupied and shall use reasonable endeavours to achieve the targets set therein.

Executed as a Deed by **MELANIE**)
JEAN FLINT in the presence of:)
)
)



Witness

Name:



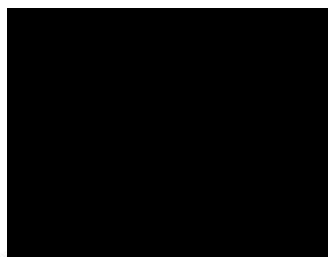
Address: **Irwin Mitchell LLP**
Thomas Eggar House
Friary Lane
Chichester
West Sussex
Occupation: **PO19 1UF**



.....
OWNER

.....
WITNESS

Executed as a Deed by **STEVEN**)
WALTER HAMILTON MASON in the)
presence of:)
)



Witness

Name:



Address: **Irwin Mitchell LLP**
Thomas Eggar House
Friary Lane
Chichester
West Sussex
Occupation: **PO19 1UF**



.....
OWNER

.....
WITNESS

)

Executed as a Deed by **TIMOTHY**)
NELSON MASON in the presence of:)
)

.....
OWNER

Witness

Name:
Irwin Mitchell LLP
Address: Thomas Eggar House
Friary Lane
Chichester
West Sussex
Occupation: PO19 1UF

.....
WITNESS

Executed as a Deed by **BARGATE**
HOMES LIMITED acting by a Director)
in the presence of:)
)

.....
DIRECTOR

Witness

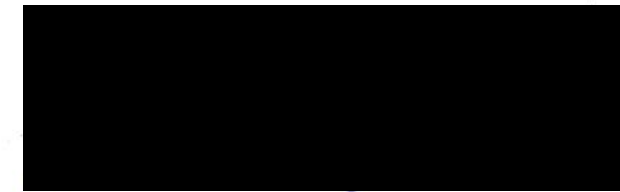
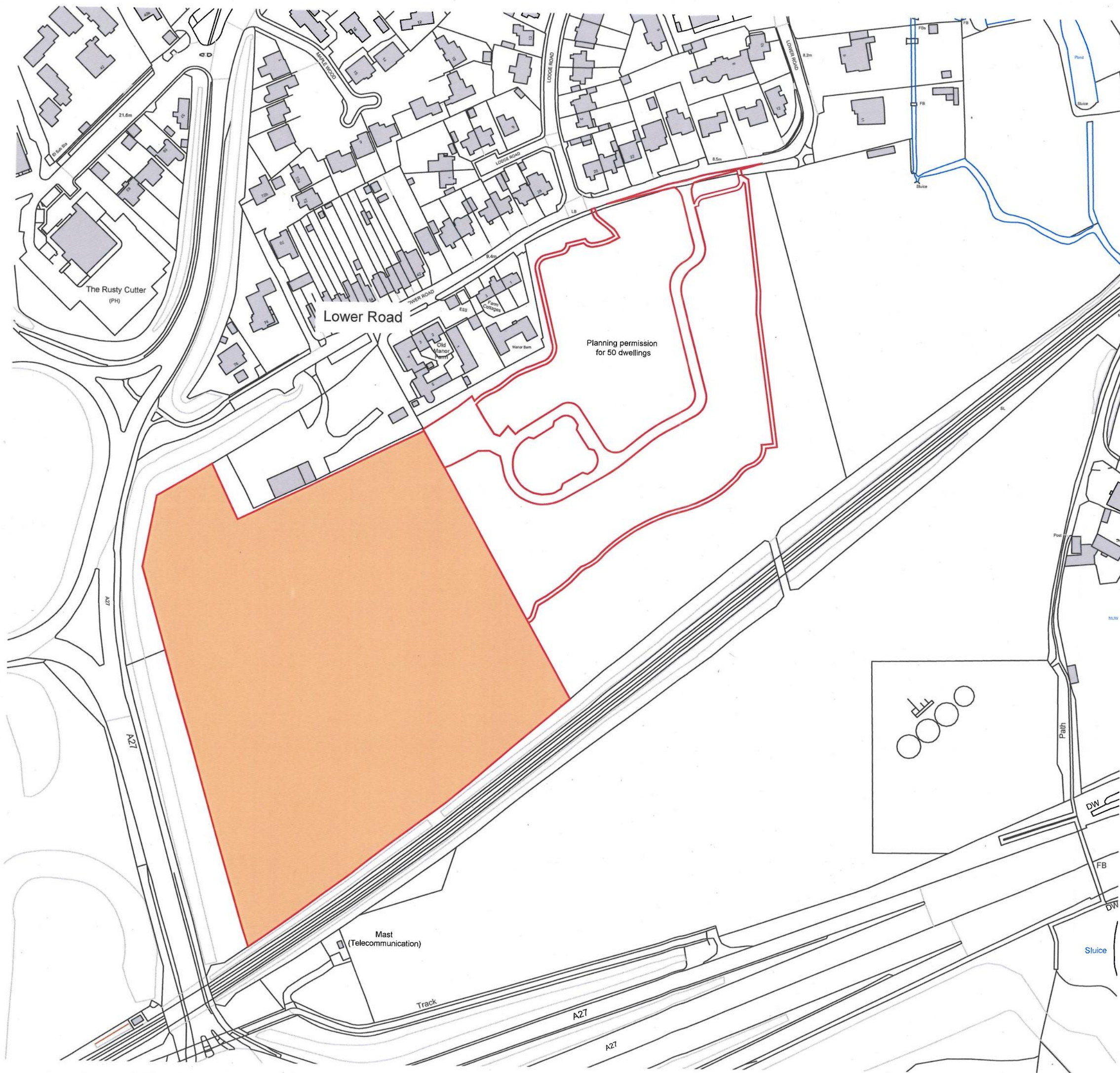
Name:
Address:
Bargate Homes Ltd
The New Barn
Occupation: Vicarage Farm Business Park
Winchester Road
Fair Oak
SO50 7HD

.....
WITNESS

HEAD OF PLANNING

APPENDIX 1

Site Location Plan



— Application boundary 4.07ha

■ Phase 2



Project
Bedhampton, Havant

Drawing Title
Site Boundary Plan

Date
14/04/23

Scale
1:2,000 at A3

Drawn by
LM/JB

Check by
LA

Project No
1217

Drawing No
001

Revision
F

Mosaic

APPENDIX 2

Form of Bond

The Guarantee Bond is made as a deed between the following parties whose names and addresses are set out in the Schedule to this Bond (the 'Schedule'):

- (1) The 'Contractor' as principal
- (2) The 'Guarantor' as guarantor, and
- (3) The 'Employer'

Whereas

- (1) By a contract (the 'Contract') entered into or to be entered into between the Employer and the Contractor particulars of which are set out in the Schedule the Contractor has agreed with the Employer to execute works (the 'Works') upon and subject to the terms and conditions therein set out.
- (2) The Guarantor has agreed with the Employer at the request of the Contractor to guarantee the performance of the obligations of the Contractor under the Contract upon the terms and conditions of this Guarantee Bond subject to the limitation set out in clause 2.

Now this deed witnesses as follows:-

- 1 The Guarantor guarantees to the Employer that in the event of a breach of the Contract by the Contractor the Guarantor shall subject to the provisions of this Guarantee Bond satisfy and discharge any damages sustained by the Employer ("the Damages") which relate to the obligation to carry out the works.
- 2 The maximum aggregate liability of the Guarantor and the Contractor under this Guarantee Bond shall not exceed the sum set out in the Schedule (the 'Bond Amount') but subject to such limitation and to clause 4 the liability of the Guarantor to pay the Bond Amount shall be co-extensive with the liability of the Contractor to pay the Damages under the Contract.
- 3 The Guarantor shall not be discharged or released by any alteration of any of the terms conditions and provisions of the Contract or in the extent or nature of the Works and no allowance of time by the Employer under or in respect of the Contract or the Works shall in any way release reduce or affect the liability of the Guarantor under this Guarantee Bond.

- 4 Whether or not this Guarantee Bond shall be returned to the Guarantor the obligations of the Guarantor under this Guarantee Bond shall be released and discharged absolutely upon Expiry (as defined in the Schedule) save in respect of any breach of the Contract which has occurred and in respect of which a claim in writing containing particulars of such breach and stating that the amount being demanded has been established and ascertained pursuant to and in accordance with the provisions of or by reference to the Contract and takes into account all sums due or to become due to the Contractor has been made upon and received by the Guarantor before Expiry.
- 5 The Contractor having requested the execution of this Guarantee Bond by the Guarantor undertakes to the Guarantor (without limitation of any other rights and remedies of the Employer or the Guarantor against the Contractor) to perform and discharge the obligations on its part set out in the Contract.
- 6 The Guarantee Bond and the benefit thereof shall not be transferred or assigned without the prior written consent of the Guarantor and the Contractor.
- 7 The parties to this Guarantee Bond do not intend that any of its terms will be enforceable, by virtue of The Contracts (Rights of Third Parties) Act 1999 or otherwise, by any person not a party to it.
- 8 This Guarantee Bond shall be governed by and construed in accordance with the laws of England and Wales and only the courts of England and Wales shall have jurisdiction hereunder.

The Schedule

The Contractor:	Developer's details
The Guarantor:	Bank's details
The Employer:	THE COUNCIL OF THE BOROUGH OF HAVANT of Public Service Plaza Civic Centre Road Havant Hampshire PO9 2AX
The Contract:	*insert details of the S106 Undertaking*
The Works	the construction of a Sustainable Drainage system in accordance with paragraphs xxx of Schedule xxxxx to the Contract
The Bond Amount:	The sum of (£xxxxxxx) xxxxxxxx pounds sterling only

The Expiry Date:

This Bond will expire for receipt of demands upon the Issue of a certificate of Practical Completion by the Council upon presentation to the Guarantor, by the Contractor of a certified true and correct copy of the Practical Completion Certificate purporting to have been signed under the Contract which shall be conclusive for the purposes of this Guarantee Bond

[illegible]

EXECUTED as a DEED by **DEVELOPER**)
in the presence of:)

Director

Director/Secretary

EXECUTED as a DEED by affixing the)
COMMON SEAL of xxxxxxxxxxxx)
BANK)
in the presence of:)

Director

Director/Secretary

APPENDIX 3

Travel Plan



Land west of Old Manor Farm, south of Lower
Road, Bedhampton

Residential Travel Plan

Client: Bargate Homes and Vivid Homes

i-Transport Ref: SJ/BC/RW/ITB12174-013B R

Date: 08 February 2022

Land west of Old Manor Farm, south of Lower
Road, Bedhampton

Residential Travel Plan

Client: Bargate Homes and Vivid Homes

i-Transport Ref: SJ/BC/RW/ITB12174-013B R

Date: 08 February 2022

i-Transport LLP

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London
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Tel: 020 3705 9215

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB12174-013	Draft	14.09.2021	BC/SJ	SJ
ITB12174-013A	Final	23.09.2021	BC/SJ	SJ
ITB12174-013B	Revised following HCC comments	08.02.2022	BC/SJ	SJ

File Ref: T:\Projects\12000 Series Project Numbers\12174ITB Land at Lower Road, Bedhampton\Admin\Report and
Tech Notes\ITB12174-013B R Residential Travel Plan.docx

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FIGURE 1.1	SITE LOCATION PLAN
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Drawings

ITB12174-GA-018	PROPOSED SITE ACCESS ARRANGEMENT FROM PHASE 1 SITE
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Appendices

APPENDIX A	Illustrative Site Layout
APPENDIX B	Cycle Route Network
APPENDIX C	Public Rights of Way Map
APPENDIX D	MJA Drawing of Changes to Phase 1
APPENDIX E	Example Residents Travel Survey

SECTION 1 INTRODUCTION

1.1 Background

1.1.1 Bargate Homes and Vivid Homes have appointed i-Transport LLP to provide highways and transportation advice, and to prepare this Residential Travel Plan (RTP), in support of an outline planning application for the second phase of development at, Land west of Old Manor Farm, south of Lower Road, Bedhampton, within the Havant Borough of Hampshire.

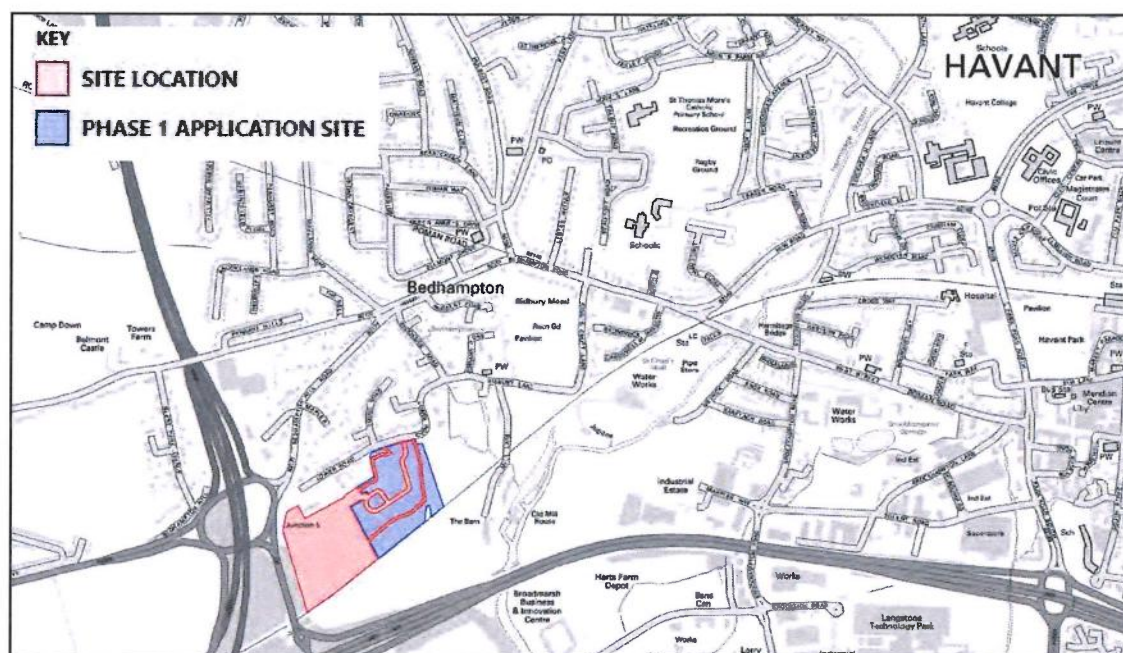
1.1.2 The planning application includes means of access as a detailed element with residential development in outline, an illustrative site layout is provided in **Appendix A**. Overall, the development is for:

- Outline planning application for up to 43 dwellings, associated landscaping, open space and allotments with access from Lower Road.

1.1.3 The Local Planning Authority is Havant Borough Council (HBC), and the Local Highway Authority is Hampshire County Council (HCC).

1.1.4 The site is located to the south of Lower Road, on the southern edge of Bedhampton. The site is bound by Old Manor Farm, a commercial premises and residential units to the north, the A27 and Bedhampton Roundabout to the west separated by trees and vegetation, a railway line (Southwestern Portsmouth Direct Line & Southern West Coastway Line) to the immediate south and the first phase of development to the east, in which the site is proposed to be accessed. A site location plan is included in **Figure 1.1**.

Figure 1.1: Site Location



1.2 Scope of Travel Plan

- 1.2.1 During pre-application discussions with HCC, it was requested that the planning application be supported by a Travel Plan and that it should include measures which would aid with integrating this site with the first phase.
- 1.2.2 This RTP has been developed in accordance with Hampshire County Council's 'Guidance on Development Related Travel Plans' and outlines measures to encourage sustainable travel by modes other than single occupancy car use for residents and users of the proposed development. It sets out the broad principles by which a Full Travel Plan for the development will be prepared once the site becomes occupied and when actual travel patterns can be understood.

1.3 Transport Policy Context

National Planning Policy Framework (NPPF)

- 1.3.1 The National Planning Policy Framework sets the policy background for the development of Travel Plans. Paragraph 110 states that specific applications for development should *"ensure that appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location"*.

- 1.3.2 A key tool to facilitate this will be a Travel Plan. Paragraph 113 of the NPPF states that *"All developments which generate significant amounts of movement should be required to provide a Travel Plan"*.

Planning Policy Guidance (PPG)

- 1.3.3 The Planning Practice Guidance was published in March 2014 and at Paragraph 003 sets out the key roles of Travel Plans in the development process:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)"

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."

Hampshire County Council's Local Transport Plan (2011-2031)

- 1.3.4 The Hampshire Local Transport Plan sets out a 20-year vision for the Hampshire transport network. Part of HCC's strategy to achieve its transport vision is to ensure:

"All development which generate significant amounts of movement should be required to provide a Travel Plan" (p38)

Hampshire County Council's Guide to Development Related Travel Plans

- 1.3.5 The Hampshire Guide to Development Related Travel Plans was published in January 2009 and sets out the long-term strategy for improving and managing access to a site focussing on promoting sustainable modes and reducing single occupancy car trips. The guide explains how travel plans should be prepared, when they should accompany a planning application and provides standardised methods for the evaluation and monitoring of travel plans.

- 1.3.6 Paragraph 2.2 stipulates the key objectives, which are:

"to ensure that appropriate locations are chosen for development, minimising additional demand for (car) travel and securing appropriate measures to maximise the opportunities for travel by other means..."

and that

"Each Travel Plan will have its own specific objectives related to the local area, for example to support local bus services, improve road safety, reduce localised congestion, improve efficiency of fleet operation or improve recruitment and retention of staff."

DfT's Manual for Streets

- 1.3.7 The *Manual for Streets* shows how the design of residential streets can be enhanced and advises on how street design can help create a better place with local identity. The document also establishes a common reference point for designers of residential neighbourhoods when developing masterplans.

1.4 **Structure of Travel Plan**

- 1.4.1 The remainder of this RTP is structured as follows:

- **Section 2** describes the principles, objectives and benefits of the Travel Plan;
- **Section 3** considers the existing accessibility of the site by non-car modes;
- **Section 4** sets out the targets for the Travel Plan;
- **Section 5** sets out the infrastructure measures that will be provided to encourage non-car mode travel;
- **Section 6** sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and manage travel demand;
- **Section 7** provides a strategy for Travel Plan delivery and management;
- **Section 8** outlines how the Travel Plan will be monitored; and
- **Section 9** provides a summary of the Travel Plan.

SECTION 2 PRINCIPLES, OBJECTIVES AND BENEFITS

2.1 Bargate Homes sustainability commitments

2.1.1 Bargate Homes was established in 2006, their values are:

"To be better, not big. To focus on doing the right thing, in delighting customers; not prioritising margins and shareholder returns. To reject the malaise of mediocrity in new homes design & build standards and appalling levels of customer service. To develop a limited number of select developments annually, exclusively in beautiful locations within 45 minutes of our Fair Oak Headquarters. To recognise our corporate responsibility; to have a purpose beyond profit. To demonstrate a duty of care in development, to enhance the beautiful local area we all choose to call home and give back to the communities in which we develop"

2.1.2 Bargate Homes established local presence and commitment to exclusively build within 45 minutes of their Fair Oak Headquarters means they know the area intimately and this includes the local transport network and the importance of good communication links both physical and electronic. Bargate Homes developments always have distinctive street scenes and are solely in aspirational locations such as cathedral cities; coastal and riverside towns; market towns and archetypal English villages – places where the need to travel for day-to-day needs can be completed locally.

2.1.3 Through this Travel Plan, Bargate Homes and Vivid Homes are committed to promote sustainable transport and ensure it will result in benefits for residents of the site and the wider community in the vicinity of the development.

2.2 Principles and Objectives

2.2.1 This RTP has been prepared having regard to Hampshire Council's Travel Plan Guidance. This identifies that the aim of the Travel Plan should be to:

"reduce the number of people travelling by car alone. It should aim to increase the number of people using active and sustainable travel modes. It could be for residents, employees, visitors, customers, deliveries, contractors or business vehicles."

2.2.2 This RTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular; reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal shift. This is in line with national and local government guidance.

2.2.3 In view of the Covid-19 pandemic, there is an opportunity for residents to establish new and more sustainable ways of living, and the Travel Plan can help utilise these opportunities.

2.2.4 The Framework Travel Plan will have the following objectives:

- *To support and promote a range of sustainable transport alternatives to provide future residents with informed and realistic options for travel to / from the site;*
- *To develop an awareness of sustainable travel options amongst residents;*
- *To promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and*
- *To minimise the impacts of car-based travel on the local highway network and environment by reducing the reliance on the private car where viable options exist.*

2.3 Benefits

2.3.1 The RTP will benefit future residents as well as the existing local community and surrounding environment. Some of the key benefits comprise:

- *Improve health and fitness through increased levels of walking and cycling;*
- *Increased travel flexibility offered through wider travel choices;*
- *The social aspects of sharing transport with others (where restrictions permit);*
- *A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced; and*
- *A reduced impact of the development on the local environment in terms of reduced congestion, noise and atmospheric pollution created by vehicle trips to and from the site.*

2.3.2 Overall, it is anticipated that the RTP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and wider community in Bedhampton.

SECTION 3 EXISTING CONDITIONS AND SITE ACCESSIBILITY

3.1 Overview

- 3.1.1 This section of the RTP sets out the existing transport conditions in the local area. This includes a review of the opportunities to use non-car modes, as well as the safety of the existing highway network.

3.2 Site Location

- 3.2.1 The site is located to the south of Lower Road, on the southern edge of Bedhampton. The site is bound by Old Manor Farm, a commercial premises and residential units to the north, the A27 to the west separated by trees and vegetation, a railway line to the immediate south and the permitted first phase of development to the east.

3.3 Walking and Cycling

Walking

- 3.3.1 Lower Road fronts the site from west to east, turning some 90 degrees northwards at the eastern end of the site and then some 90 degrees eastwards. Lower Road continues northwards (as Brookside Road) to the junction with Bedhampton Road. This leads east to local bus stops (served by up to ten buses an hour), Bedhampton centre and the railway station (**Image 3.1** – top left).
- 3.3.2 North east of the site Lower Road intersects with Lodge Road, a residential cul-de-sac. A public footpath (FP107) links Lodge Road and Bedhampton Road northwards. (**Image 3.1** - top right). The public footpath is lit and hard-surfaced.
- 3.3.3 Lower Road is street lit and subject to a 30mph speed limit. At its narrowest, the road is 4.7m wide, with a width of around 5.5m between the bends and Brookside Road. As part of the first phase of development a new footway will be provided from the site to Lodge Road and the existing footway on Lower Road.
- 3.3.4 Lower Road and other local residential streets typically have footways on one side although there are two short sections near the site without footways:
- On Lower Road fronting the site (see **Image 3.1** - middle left);

- On Lower Road northeast of the site between the 90-degree bends (**Image 3.1** - middle right and bottom left);
- Lodge Road has a footway on both sides (**Image 3.1** – bottom right); and
- The local footways and FP107 are lit and hard-surfaced and thus usable year-round.

Image 3.1 Photographs of Lower Road and nearby pedestrian provision



Source: i-Transport

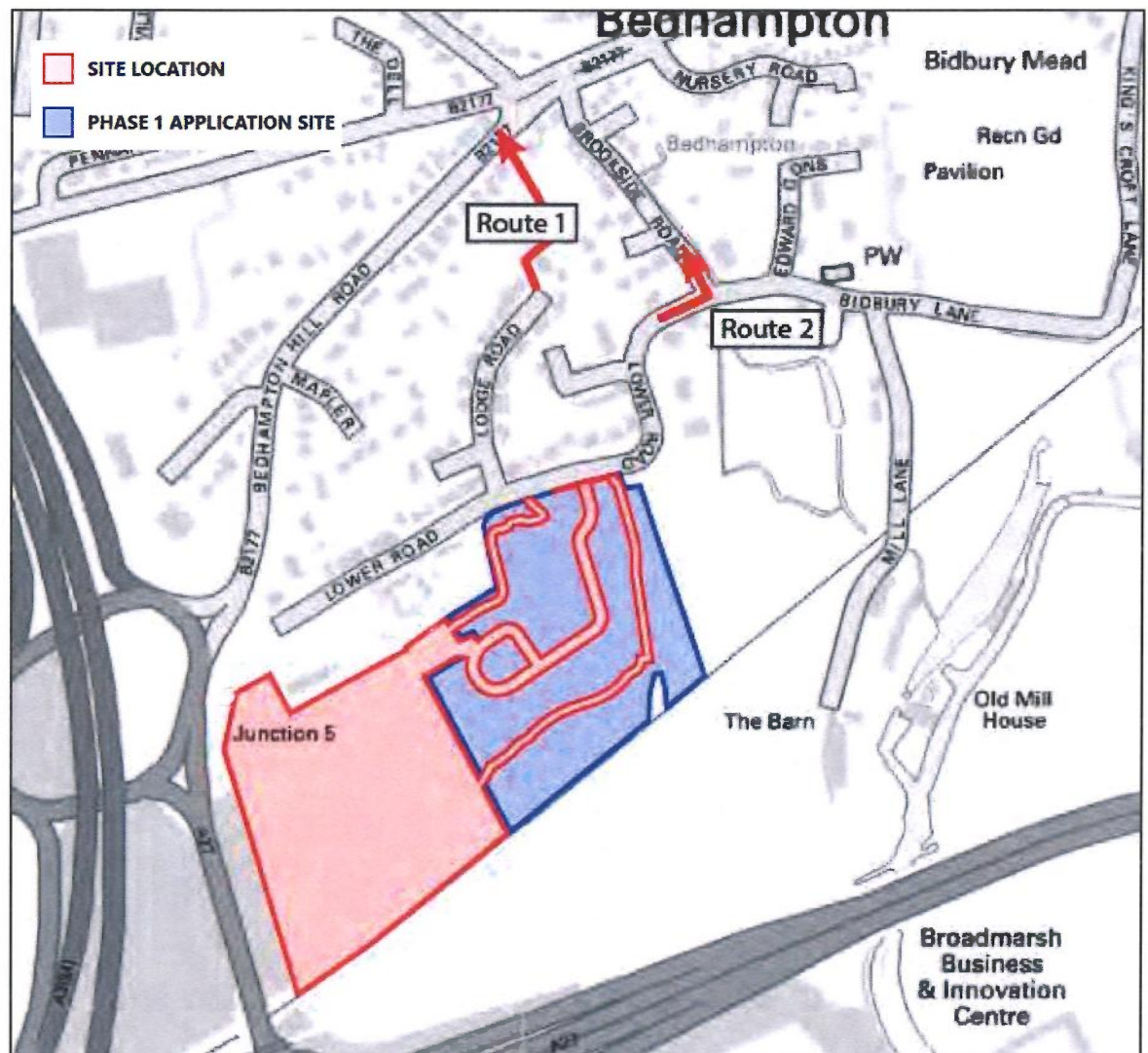
3.3.5 The existing walking routes from the site are:

- Route 1 - The walk to the Bedhampton Road bus stops (720m though the first phase development and via Lodge Road); and

- Route 2 - The walk to the Bedhampton Road bus stops (700m through the first phase of development and via Lower Road and Brookside Road).

3.3.6 These routes are shown Image 3.2.

Image 3.2: Main pedestrian routes from development



Source: i-Transport LLP

- 3.3.7 Another walking route exists from Lower Road westwards connecting with the 'Rusty Cutter' Roundabout and Bedhampton Hill.
- 3.3.8 A walked route across the Phase 1 site along the eastern edge exists called Narrow Marsh Lane, this is a north-south link and provides access to the south for leisure purposes.

Cycling

- 3.3.9 Lower Road is part of the HBC formal cycle network (full mapping in **Appendix B**) and other local roads are also identified as being suitable for cycling. The road network is subject to a 30mph speed limit – with recorded speeds on Lower Road being around 20mph (85th %tile Table 3.4) and is lightly trafficked making it safe and convenient for cycling. Paragraph 6.4.1 of Manual for Streets states:

"Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street"

- 3.3.10 The daily flows on Lower Road are below 2,000 v/p/d and in combination with the recorded speeds this means Lower Road is suitable for 'mixed traffic' cycling as per Figure 4.1 in LTN1/20 with conditions accommodating most types of cyclists.
- 3.3.11 In addition, Lower Road provides a cycle connection to the National Cycle Route Network at the 'Rusty Cutter' roundabout where NCN 22 can be accessed for cycle journeys to Portsmouth, this can be seen in **Image 3.3**

Image 3.3: View towards Lower Road from Rusty Cutter Roundabout



Public Rights of Way

- 3.3.12 The Public Rights of Way (PRoW) network within the immediate area includes Footpath 107 which extends north-south from Lodge Road to connect with Bedhampton Road. The Definitive Map of PROW is included in **Appendix C**.

3.4 Public Transport

Bus Services

- 3.4.1 The closest bus stops to the site are located on Bedhampton Road to the north. **Table 3.1** below provides a summary of the routes and their frequencies.

Table 3.1: Local Bus Services

Closest Bus Stop	Service	Route (Operator)	Service Details		
			Mon-Fri	Sat	Sun
Bedhampton adj. Nursery Road	21	Stagecoach Portsmouth (Havant – Portsmouth)	Every 30 mins, first bus to Portsmouth at 05:47, last bus from Portsmouth at 23:07. First bus to Havant at 05:51, last bus from Havant at 21:00.	Every 30 mins, first bus to Portsmouth at 06:37, last bus from Portsmouth at 23:07. First bus to Havant at 06:53, last bus from Havant at 21:00.	Every hour, first bus to Portsmouth at 07:54, last bus from Portsmouth at 21:45. First bus to Havant at 07:54, last bus from Havant at 19:30.
	23	Stagecoach Portsmouth (Leigh Park – Southsea)	Every 15-30 mins, first bus to Southsea at 05:21, last bus from Southsea at 22:45. First bus to Leigh Park at 05:57, last bus from Leigh Park at 21:55.	Every 15-30mins, first bus to Southsea at 06:33, last bus from Southsea at 22:45. First bus to Leigh Park at 07:07, last bus from Leigh Park at 21:55.	Every 20-30mins, first bus to Southsea at 07:30, last bus from Southsea at 21:25. First bus to Leigh Park at 08:14, last bus from Leigh Park at 21:05.

Source: Traveline South East (March 2021, Covid-19 amended)

- 3.4.2 It can be seen from **Table 3.1** that the site is very well served by bus with numbers 21 and 23 calling at the stops on Bedhampton Road (circa 700m or an approximate ten-minute walk) from the centre of the site providing a 'turn up and go' level of service. The bus stops provide up to six services per hour to destinations including Portsmouth, Havant and Southsea.

Rail Services

- 3.4.3 The nearest station to the proposed development site is Bedhampton Railway Station which lies on a section of line which is common to the Portsmouth – London line (London Waterloo to Portsmouth Harbour) and the Coastal Line from Brighton to Southampton.

3.4.4 Bedhampton Station is located approximately 1000m northeast of the proposed site. The station does not include car parking but does provide cycling facilities with the capacity for 20 bicycle parking spaces.

3.4.5 **Table 3.2** below provides a summary of the services from Bedhampton station, including their typical frequency and journey time during both peak and off-peak periods.

Table 3.2: Rail Services from Bedhampton Rail Station

Train Station	Destination	Frequency		Average Journey Duration
		Peak	Off-Peak	
Bedhampton	Portsmouth Harbour	2 services per hour	1 service per hour	20 mins
	Portsmouth & Southsea	2 services per hour	1 service per hour	15 mins
	Chichester	2 services per hour	1 service per hour	23 mins
	London Waterloo	2 services per hour	1 service per hour	99 mins

Source: National Rail (as of July 2021, Covid-19 amended).

3.4.1 The table above demonstrates that Bedhampton Station is served by frequent rail services to major destinations such as London, Portsmouth and Chichester.

3.4.2 In addition to Bedhampton station, Havant Railway Station is located some 2.4km northeast of the site. In comparison to Bedhampton, Havant station provides parking for up 492 cars with 8 accessible spaces, and 92 bicycle parking spaces. This provides an additional option for users with a more frequent and accessible service. **Table 3.3** below provides a summary of the services from Havant station.

Table 3.3: Rail Services from Havant Rail Station

Train Station	Destination	Frequency		Average Journey Duration
		Peak	Off-Peak	
Havant	Portsmouth Harbour	4 services per hour	2 services per hour	20 mins
	Portsmouth & Southsea	6 services per hour	2 services per hour	15 mins
	Southampton Central	3 services per hour	2 services per hour	42 mins
	Chichester	5 services per hour	5 service per hour	23 mins
	Brighton	3 services per hour	2 services per hour	70 mins
	London Waterloo	4 services per hour	2 services per hour	99 mins
	London Victoria (via Horsham)	2 services per hour	2 services per hour	110 mins

Source: National Rail (as of July 2021, Covid-19 amended).

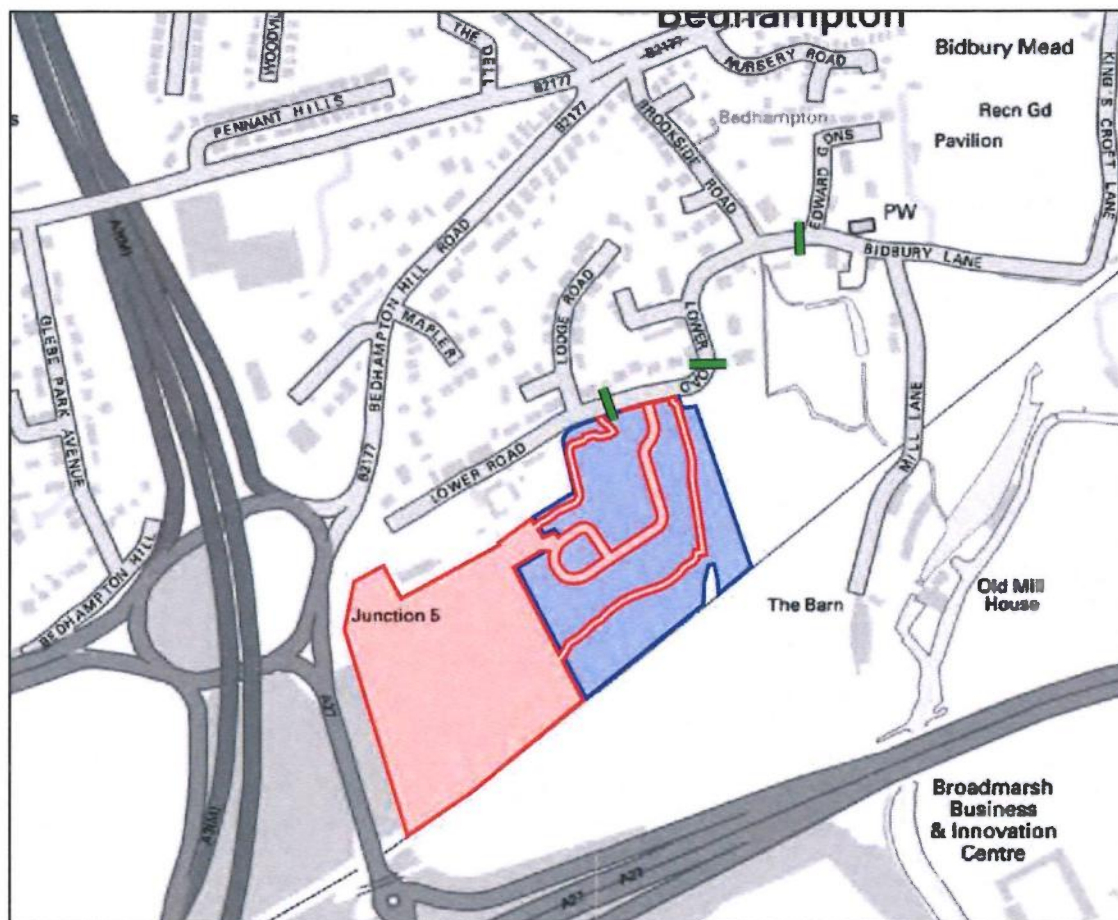
3.5 Local Highway Network

- 3.5.1 Access to the site will be through the first phase and onto Lower Road which is a street lit two-way carriageway with a 30mph speed limit. Lower Road leads to Lodge Road to the north-west which is a small residential cul-de-sac. To the north-east, Lower Road connects to Brookside Road which meets the B2177 Bedhampton Road at a priority junction (left out and right / left in only).

Existing Traffic Flows

- 3.5.2 Automated Traffic Count (ATC) Surveys were undertaken in three locations; two on Lower Road, of which one was on the corner of Lower Road (just before footway terminates) in October 2016 and one by the Phase 1 site access in July 2021, and one on Bidbury Lane in October 2016 to establish the baseline traffic flow. The location of the ATC's are shown on **Image 3.4** and the full ATC data is included in the Transport Assessment that this RTP supports.

Image 3.4: ATC Locations



Source: Consultants drafting

3.5.3 The flow data from the ATC's is summarised in **Table 3.3**.

Table 3.3: Existing Traffic Volumes (Weekday Average)

Location	Time Period	Southbound (Total Vehicles)	Northbound (Total Vehicles)	Two-Way (Total Vehicles)
Lower Road (phase 1 site access)	Morning Peak	16	28	43
	Evening Peak	23	26	49
Lower Road (corner of bend)	Morning Peak	18	42	60
	Evening Peak	29	29	58
Bidbury Lane	Morning Peak	12	9	21
	Evening Peak	20	20	40

Source: ATC Surveys Lower Road (July 2021 & October 2016), Bidbury Lane (September 2016).

3.5.4 It can be seen in the above table that the number of vehicles along Lower Road has overall reduced two-way in the peak hours between the 2016 survey and the recent July 2021 survey.

3.6 Traffic Speeds

3.6.1 The ATC surveys also recorded vehicle speeds. The recorded 85th percentile vehicle speeds along Lower Road are presented in **Table 3.4** and the full speed data is included in the Transport Assessment that this RTP supports.

Table 3.4: Lower Road Speeds (Weekday Average)

Location	85 th Percentile Speed
Lower Road (phase 1 site access) Eastbound	22.6mph
Lower Road (phase 1 site access) Westbound	22.8mph
Lower Road (corner of bend) Eastbound	20.6mph
Lower Road (corner of bend) Westbound	18.2mph

Source: ATC Survey October 2016 and July 2021.

3.6.2 It can be seen in the above table that existing 85th percentile speeds are well below the existing speed limit of Lower Road (30mph). As expected, the weekday average 85th percentile speeds are shown slower on the corner of the bend than on the straight section by the Phase 1 site access.

3.7 Highway Safety

3.7.1 Personal Injury Accident (PIA) data for the latest five-year period has been obtained from Hampshire Constabulary for the local highway network in the vicinity of the site. The study area was agreed with HCC during pre-application, the area includes all of Lower Road (including pedestrian/cycle connection with B2177), Lodge Road, Brookside Road including junction with Bedhampton Road, Bidbury Lane, King's Croft Lane including junction with Bedhampton Road.

3.7.2 The data covers the five-year period provided by Hampshire Constabulary on 18 May 2021 from 01/01/16 up to 31/12/20. A total of six PIAs were recorded on the network, of which four were slight and two were serious. There were no fatal accidents recorded in the area. A summary of the accidents is set out in the following paragraphs, and the full data is included in the Transport Assessment that this RTP supports.

Bedhampton Road / Brookside Road priority junction

- 3.7.3 One PIA occurred at the Bedhampton Road / Brookside Road priority junction, which involved a motorcycle losing control in wet conditions, resulting in serious injuries.

Bedhampton Hill / Portsdown Hill Road / Maylands Road roundabout

- 3.7.4 Four accidents occurred at the Bedhampton Hill / Portsdown Hill Road / Maylands Road roundabout. These are summarised below:

- Two accidents involved vehicles following cyclists too closely, colliding with them as they entered the roundabout. Both these incidents resulted in slight injuries;
- One accident occurred when a cyclist failed to stop when entering the roundabout and collided with another vehicle, resulting in serious injuries; and
- One accident occurred when a driver lost control of their vehicle and collide with another vehicle. This resulted in slight injuries.

Bedhampton Road / Kings Croft Lane priority junction

- 3.7.5 One PIA occurred at the Bedhampton Hill / Kings Croft Lane priority junction, where a motorcycle failed to look properly when overtaking and collided with a vehicle undertaking a U-Turn, resulting in slight injuries.

- 3.7.6 There have been no recorded collisions in the last 5 years on Lower Road in the vicinity of the site.

3.8 **Summary**

- 3.8.1 The site access proposal linking into the consented Phase 1 scheme (covered in more detail in Section 5) will ensure the site is accessible by non-car modes. Walking facilities suitable for use by all people are provided on the local highway network in the vicinity of the site. The local roads provide suitable conditions for cycling. Bus stops served by frequent services are within 700m of the site providing connections to Portsmouth, Havant and Southsea.

- 3.8.2 Analysis of the local highway network shows that the local roads around the site are lightly trafficked and have a good highway safety record.

- 3.8.3 In summary, there is good potential to influence journey modes as part of a Travel Plan.

SECTION 4 TARGETS

4.1 Overview

4.1.1 The key aim of the RTP is to reduce single occupancy car use for travel to the site in favour of an increase in sustainable travel options. Targets are the measurable goals which the progress of the Travel Plan can be assessed against the objectives.

4.2 Targets

4.2.1 In accordance with Hampshire County Council's Travel Plan Policy the following targets have been set:

- **Target 1** – To reduce the number of vehicle trips generated over a 12-hour period (weekday 0700-1900) by the site by 10%; and
- **Target 2** – To reduce the number of vehicle trips generated by the site during the morning peak hour (0800-0900) and evening peak hour (1700-1800) by 10% from the baseline position.

4.2.2 These targets follow the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encouraging residents to travel by more sustainable modes.

4.2.3 The aim is to achieve these targets by completion of the development, estimated to be within five years of the first occupation. Interim mode split targets have been established and will be subject to ongoing review during the course of the travel plan.

4.3 Baseline Position and Interim Targets

4.3.1 For the purpose of the RTP, the baseline modal split is based on the Travel to Work data obtained from the 2011 Census and the mode share targets are summarised in **Table 4.1**.

Table 4.1: Interim Targets – Residential

Mode	Baseline – 2011 Census	Year 3	Year 5
Car	69.7%	66.2%	62.7%
Walk	9.1%	10.2%	11.2%
Car Passenger	6.6%	7.4%	8.2%
Train	4.7%	5.3%	5.8%
Bus	3.8%	4.3%	4.7%
Cycle	3.5%	3.9%	4.3%
Motorcycle	1.0%	1.1%	1.2%
Taxi	0.9%	1.0%	1.1%
Other	0.7%	0.7%	0.8%
Total	100.0%	100.0%	100.0%

Source: Consultant's Calculations

- 4.3.2** The target of 10% reduction in forecast traffic flows would result in a modal shift for car drivers from circa 69.7% to 62.7% by year 5. Once the first travel survey has been undertaken, these targets will be reviewed.

SECTION 5 SITE LAYOUT AND INFRASTRUCTURE MEASURES

5.1 Introduction

- 5.1.1 This section describes the on and off-site infrastructure measures which will encourage residents to travel via sustainable modes.

5.2 Illustrative site layout

- 5.2.1 The proposal comprises up to 43 residential dwellings (C3 Use Class) located west of the first phase of development (50 units). An indicative site layout is included in **Appendix A**.

5.3 Residential Site Layout

- 5.3.1 The residential site layout is in outline with detail subject to a reserved matter planning application. Either a loop or vehicle turning heads will be provided within the residential site for refuse vehicles, emergency and delivery vehicles. The indicative site layout in **Appendix A** shows that a vehicular loop is possible with two short culs-de-sac, it includes a combination of:

- ***Shared surfaces;***
- ***Private courtyard parking/drives; and***
- ***Footpaths.***

- 5.3.2 The access roads within the site will be designed in accordance with HCC technical guidance including emergency access where a fire tender will be able to get within 45 metres of all parts of each dwelling in line with Building Regs.

- 5.3.3 The future detailed design of shared surface and residential streets should be suitable for cyclists:

"Most residential streets in new developments, including smaller schemes, will be suitable for cycling in mixed traffic as the speed and volume of motor traffic will be low." (LTN 1/20, para 14.3.25).

- 5.3.4 HCC TG10 (yet to be published) is expected to follow LTN 1/20. Other HCC Technical Guidance notes will be referred to as part of the site layout design (reserved matters) and the detailed design technical approval process.

5.4 Site access arrangements

5.4.1 The NPPF at paragraph 110 requires that:

"Safe and suitable access to the site can be achieved for all people."

5.4.2 It is proposed to provide safe and suitable site access for all users to the east of the site through the first phase of development, the site access location is shown on the site layout in **Appendix A**.

5.4.3 The all modes site access will be an extension of the existing cul-de-sac within Phase 1, with changes required to the alignment, parking court and SuDS within Phase 1. The proposed site access from Phase 1 into the proposed development is detailed in drawing **ITB12174-GA-018**. The access includes a 5.5m wide carriageway and 2m footway.

5.4.4 The proposed development traffic will therefore route through the Phase 1 site and connect to Lower Road via the approved site access design, this includes:

- A simple priority junction;
- A site access road with 5.5m wide carriageway;
- Visibility splays of 43m in excess of measured 85th percentile vehicle speeds; and
- A new pedestrian footway along Lower Road (within the Phase 1 site) to the west connecting with the existing footway network in Lodge Road and a footway to the east (within the Phase 1 site) to provide access towards Brookside Road.

5.4.5 A separate footpath from the south eastern side of the proposed development is proposed to connect with the Phase 1 layout. These connections with the changes proposed within the Phase 1 site are shown on the indicative site layout and MJA Consulting drawing provided within **Appendices A** and **D** respectively. The alterations to the Phase 1 layout facilitate three pedestrian routes from the Proposed Development towards Lower Road, including a footpath connection leading to opposite the Lodge Road junction, a footway between the Phase 1 eastern Lower Road pedestrian access and the main carriageway, and a footway connection along the southern side of the Phase 1 development along the Narrow Marsh Lane corridor.

5.5 Other Infrastructure Measures

Cycle Parking

- 5.5.1 The level of cycle parking provision will be set out as part of a Reserved Matters planning application, but the applicant is committed to providing cycle parking in line with the HBC cycle parking standards set out in **Table 5.1**.
- 5.5.2 For individual dwellings cycle parking provision is to be provided within the dwelling curtilage (garden or garage). The quantum of cycle parking on the site will be in line with the HBC's Parking SPD, as set out in **Table 5.1**.

Table 5.1: Cycle Parking Standards, Havant Borough Council

Type	Long Stay	Short Stay
1 bedroom	1 per dwelling	+20%
2 bedrooms	2 per dwelling	
3 bedrooms	2 per dwelling	
4 bedrooms	2 per dwelling	

Source: HBC Parking Standards Table 4D.

- 5.5.3 Both car and cycle parking for the residential element of the site would be detailed as part of a reserved matter planning application following any outline planning consent.

Electric vehicle charging

- 5.5.4 Electric vehicle charging points would be detailed as part of a reserved matter planning application following any outline planning consent and are expected to meet prevailing standards at that time.

SECTION 6 **SOFT MEASURES**

6.1 **Introduction**

6.1.1 This section of the RTP describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development it covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share;
- Measure to promote low carbon transport choices;
- Information provision; and
- A resident's travel information pack.

6.1.2 The key to the success of the strategy will be the delivery of the measures by the Travel Plan Co-ordinator (TPC).

6.2 **Walking and Cycling Measures**

6.2.1 The Proposed Development has been designed to facilitate walking and cycling, in particular for local journeys to key destinations. Cycle parking is to be provided in accordance with current local parking standards. The delivery of this important on-site infrastructure will promote walking and cycling.

6.2.2 Information on the walking and cycling routes and facilities within the Proposed Development as well as in the wider area will be made available to new residents through the resident's travel information pack. Journey planning tools will also be promoted to residents.

6.2.3 The Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores.

6.2.4 Local and national travel events, such as 'walk to school week' and 'car share day', will be promoted to residents to encourage sustainable and healthy travel choices.

6.2.5 Consideration will be given for a bicycle user group to be established. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys. The TPC will assist with the dissemination of information regarding the user group and will help residents get in contact with one another.

6.2.6 The TPC will also promote the use of free health apps such as Strava and Map My Walk. This will allow future residents and visitors of the site to record any journeys made on foot or by cycle but will also allow them to discover new routes to use.

6.3 **Promotion of Public Transport**

6.3.1 Information on the public transport routes and facilities serving the Proposed Development will be made available to new residents through the residents' travel information pack. This will include bus timetables and maps, and information on travel apps such as the local bus company travel app and National Rail journey planning facilities.

6.4 **Car Sharing Scheme**

6.4.1 Car sharing (when safe to do so) will be promoted amongst new residents of the Proposed Development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of people making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets. Residents will be provided with information about car sharing via Hampshire's chosen Car Share website (<https://liftshare.com/uk>). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 **Information Provision, Engagement and Marketing**

6.5.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the Proposed Development and sales staff will be trained in personal journey planning in order that this service can be offered to new residents shortly after completion of their purchase.

6.6 Residents' Travel Information Packs

6.6.1 The first occupier of each dwelling will be provided with a residents' travel information pack. The pack will pull together information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- Sustainable transport voucher of £50 to be used towards bus/rail tickets or towards a bicycle/cycling equipment;
- Bus Taster Ticket will attempt to be negotiated with the local bus operators;
- Details regarding the provision of high-speed broadband access to enable easy access to local home delivery services and home working;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes (including any new provision) and the location of bus stops;
- Details of any negotiated discounts at local cycle stores etc, information on cycle loan schemes and cycle maintenance organisations such as The Bike Doctor;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes and local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations (if base mapping is made available from HCC and their current suppliers);
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. HCCs 'My Journey' Scheme <http://myjourneyhampshire.com>, www.nationalrail.co.uk and www.travelinesoutheast.co.uk;

- Information about car sharing through the Hampshire car share website (<https://liftshare.com/default.asp>) and other social-media based websites such as BlaBla Car;
- Information regarding any local groups set up to support social interaction and networking amongst home workers; and
- Information about the home delivery services offered by supermarkets in the local area.

6.6.2 A social media (Facebook or Twitter) page will also be set up to enable the dissemination of the information above. It will provide an interactive travel planning resource; for example residents will be able to discuss Travel Plan matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable residents to post their own helpful information, advice, and tips.

6.7 **Summary**

6.7.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing initiatives. The proposed measures aim to ensure that the objectives set out in Section 2 of this report are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 7 MANAGEMENT AND IMPLEMENTATION

7.1 Introduction

7.1.1 This section of the RTP describes management framework for the plan.

7.2 Travel Plan Management

7.2.1 The developer will appoint an individual or company to act as the Travel Plan Co-ordinator (TPC) for the site. Contact details will be supplied to HCC prior to first occupation of the Proposed Development.

7.2.2 The TPC will be supported by a steering group, comprising a representative from the developer, a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives). The steering group will meet every 6 months during the first year and annually thereafter for the duration of the Proposed Development, which is expected to be a five-year period. This extensive period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the RTP after the handover is set out in Sections 7.6 - 7.7.

7.3 Role of Travel Plan Co-ordinator

7.3.1 The role of the TPC will be as follows:

- To manage the day to day delivery of the measures contained in Section 6 of the RTP;
- To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored, and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for all users of the site, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To aim to negotiate discounts for residents with local cycle shops;
- To organise annual monitoring of the Travel Plan in line with the strategy outlined in Section 8; and

- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

7.4 **Involvement of Residents**

7.4.1 Involvement of all users of the site will be key to the success of the RTP. Each dwelling will receive a travel information pack shortly following occupation. The Travel Plan Co-ordinator will also aim to maintain interest amongst all users through the following means:

- Maintaining and promoting the Travel Plan website/social media page;
- Engaging with any established social media channels;
- Timely leaflet drops providing information about the RTP, advertising the website, promoting key events, and reporting the results of the annual monitoring; and
- Involvement of resident volunteers in the Steering Group (to be recruited by the Travel Plan Co-ordinator).

7.5 **Framework for Implementation (Action Plan)**

7.5.1 The TPC will be appointed three months before the first occupation of the Proposed Development, in order to commence development of the initial Travel Plan measures and make sure that the Travel Plan is implemented in time for the first occupations. **Table 7.1** provides an initial framework for implementation of the measures set out in Sections 5 and 6 of this RTP.

Table 7.1: Framework for Implementation (Action Plan)

Objective	Measure	Timescale	Responsibility	Cost Estimate
Management	Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer	£30,000 (circa £6,000 per annum)
	Steering Group	Meeting every 6 months for the first year after first occupation, annual meetings thereafter	TPC	£0 (included in Travel Plan Co-ordinator costs)
Cross-Objective	Develop and maintain community website	Prior to occupation	TPC	£0 (included in Travel Plan Co-ordinator costs)
	Prepare and distribute Travel Welcome Packs	Prior to occupation	TPC	£1,000 (£8 per household)
	Provide EV charging infrastructure	Phased with development	Developer	N/A*
Reduce the Need to Travel	Deliver connections to broadband network	Phased with development	Developer	N/A*
Promotion of Walking and Cycling	Provision of walking and cycling maps	Prior to occupation	TPC	£1,000 (£8 per household)
	Pedestrian / cycle connections to Phase 1	Phased with development	Developer	N/A*
	Offer a £50 sustainable travel voucher to each new dwelling	On occupation	Developer/ TPC	£2,150
	Provision of cycle storage within each unit	Phased with development	Developer	N/A*
	Set up a Bicycle User Group	Six months after Occupation	TPC	£0 (included in Travel Plan Co-ordinator costs)
Promotion of Public Transport	Negotiation of Bus Taster Ticket with local operators	On occupation	TPC	£0 (included in Travel Plan Co-ordinator costs)
Encourage Car Sharing	Promotion of car sharing schemes through https://liftshare.com/uk/journeys/to/hampshire-uk	Prior to Occupation	TPC	£0 (included in Travel Plan Co-ordinator costs)
Monitoring	Travel Questionnaires	Annually (for five years)	TPC	£5,750
	Monitoring Report	Year one, three and five	TPC	

Notes: N/A* Included within development cost.

7.6 Funding

7.6.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5 of the RTP;
- The TPC role for the duration of the Proposed Development, which is expected to last five years; and
- The initial implementation of the measures outlined in Section 5 and 6 and **Table 7.1**.

7.6.2 The aim will be to take steps to enable the Travel Plan to be resident managed by the time that the developer leaves the site. The Steering Group will be responsible for delivering this objective.

7.7 Handover at end of the Travel Plan Period

7.7.1 Following the initial 5-year period, the developer will no longer be responsible for the management of the Travel Plan. At this time, the management of the Travel Plan will revert to the Travel Plan committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

SECTION 8 MONITORING AND REVIEW

8.1 Overview

8.1.1 The total monitoring programme of the Proposed Development will be during the development build until 5 years after first occupation of the new development. Monitoring will be primarily undertaken in two ways:

- Traffic surveys; and
- A resident's travel questionnaire.

8.2 Traffic Survey

8.2.1 In accordance with HCC's guidance, it is proposed that monitoring will be undertaken in the form of traffic surveys undertaken at 2-year intervals. Automated Traffic Counts (ATC) will be undertaken at the site access onto Lower Road so it can capture phase one traffic also. The traffic surveys will supply HCC with observed statistical data showing how the residents travel from and to the Proposed Development and details of the measures employed could be used to encourage sustainable travel.

8.2.2 The first traffic survey will be carried out on the first anniversary of occupation on the site – this may need to be a completed part of the Proposed Development as the main access will be being used for construction activity. This will ensure that the survey captures information about an established critical mass of residents and will allow some time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at 2-year intervals and then a final survey take at 5 years from first occupation.

8.3 Travel Questionnaire

8.3.1 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be carried out one year after first occupation, and then repeated in year 3 and 5 of the Proposed Development.

8.3.2 The residential surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. A draft survey is provided as **Appendix E**.

- 8.3.3 The first annual survey will be used to determine travel patterns to and from the site and to assist with refining objectives and targets of the Travel Plan.
- 8.3.4 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry (prize would not be travel-related), encouraging residents to take part. In the event that the survey does not get a desired response of 35% or more, it will be re-distributed after 6 months, following further promotion and greater incentives for taking part. If the minimum 35% response rate is still not achievable, discussions with HCC will be undertaken regarding possible TRICS SAM or ATC surveys.
- 8.3.5 The results of the surveys and the analysis will be included in monitoring reports produced in years 1, 3 and 5, and will enable the Travel Plan targets and measures / strategy to be revised and updated accordingly.

Use of Surveys

- 8.3.6 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highways authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.
- 8.3.7 The TPC will monitor and review the progress and success of the Travel Plan and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the TPC. The use of newsletters distributed to all users will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

8.4 Reporting

- 8.4.1 In years 1, 3, and 5 after first occupation of the Proposed Development, a monitoring report will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan. Residents will also be informed of the survey results via the website / social media feed and newsletters. The following information is likely to be provided:
- Recap of the sites Travel Plan's objectives and agreed targets;
 - Monitoring methodology;
 - Summary of monitoring results, presented in relation to agreed targets;
 - Progress against agreed measures; and

- Corrective measures to get the plan back on track, if targets are not being met.

8.5 Remedial Measures

8.5.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the developer will work with Hampshire County Council to identify a strategy and to agree further actions to the Travel Plan back on track.

8.5.2 The Transport Assessment does not make any allowance for the Travel Plan and as such demonstrates that on the basis that a 10% reduction in traffic flows is not achieved, the additional impact on the performance of the local highway network in comparison to the 'with Travel Plan' scenario will not be perceptible. On this basis, the development is not dependent on the success of the Travel Plan in making the development acceptable in terms of traffic impact on the local highway network.

8.5.3 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10% reduction in traffic flows associated with the Proposed Development to be achieved.

- It is proposed that an annual Travel Plan budget is provided by the developer to fund the residential 'soft' measures, as well as the cost of monitoring and implementation. How this fund would be allocated and spent would be determined by the Travel Plan Steering Group. For example, should the first monitoring surveys report that certain schemes or modes are better utilised or more popular, more funds could be invested into those more successful aspects of the Travel Plan.

8.5.4 If at the end of the monitoring period, the trip rate target has not been achieved then a second and final round of sustainable travel vouchers will be offered to each household across the Proposed Development. The need for additional or intensification of on-site Travel Plan measures (either infrastructure or 'soft' measures – such as enhanced personalised travel planning for residents of the site) will also be discussed with HCC.

8.5.5 Any such remedial measures would be discussed and agreed with HCC at the conclusion of the monitoring period and would be related in scale to the degree to which the Travel Plan targets had not been achieved.

Delivery and Enforcement

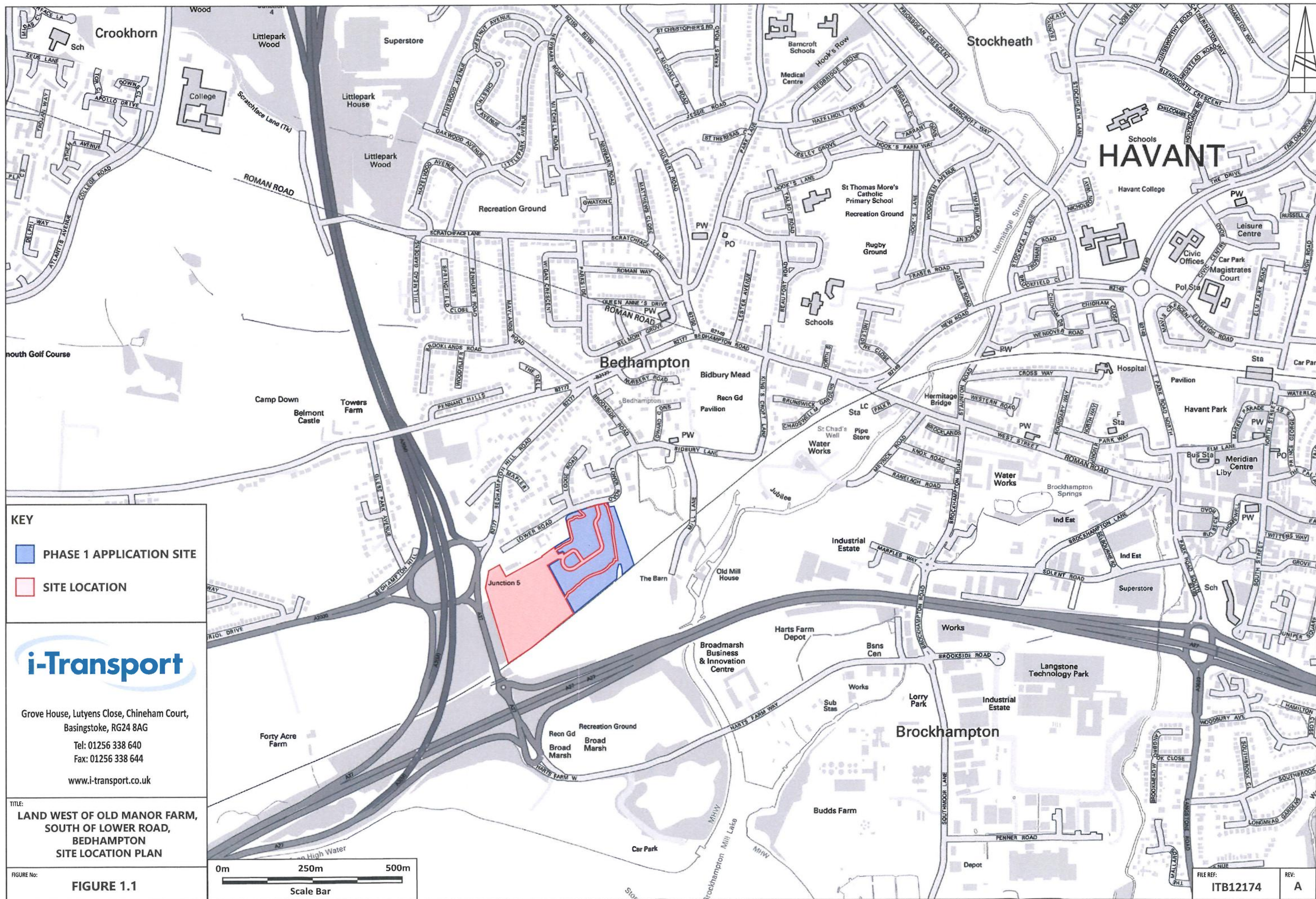
- 8.5.6 The delivery of the Travel Plan will be enforced through the S106 agreement for the Proposed Development. The developer will also commit to paying HCC's travel plan monitoring and approval fees for the five-year monitoring period. In addition to the monitoring fee, the developer will provide a cash deposit to HCC which equates to the total amount set out within **Table 7.1**.

SECTION 9 SUMMARY

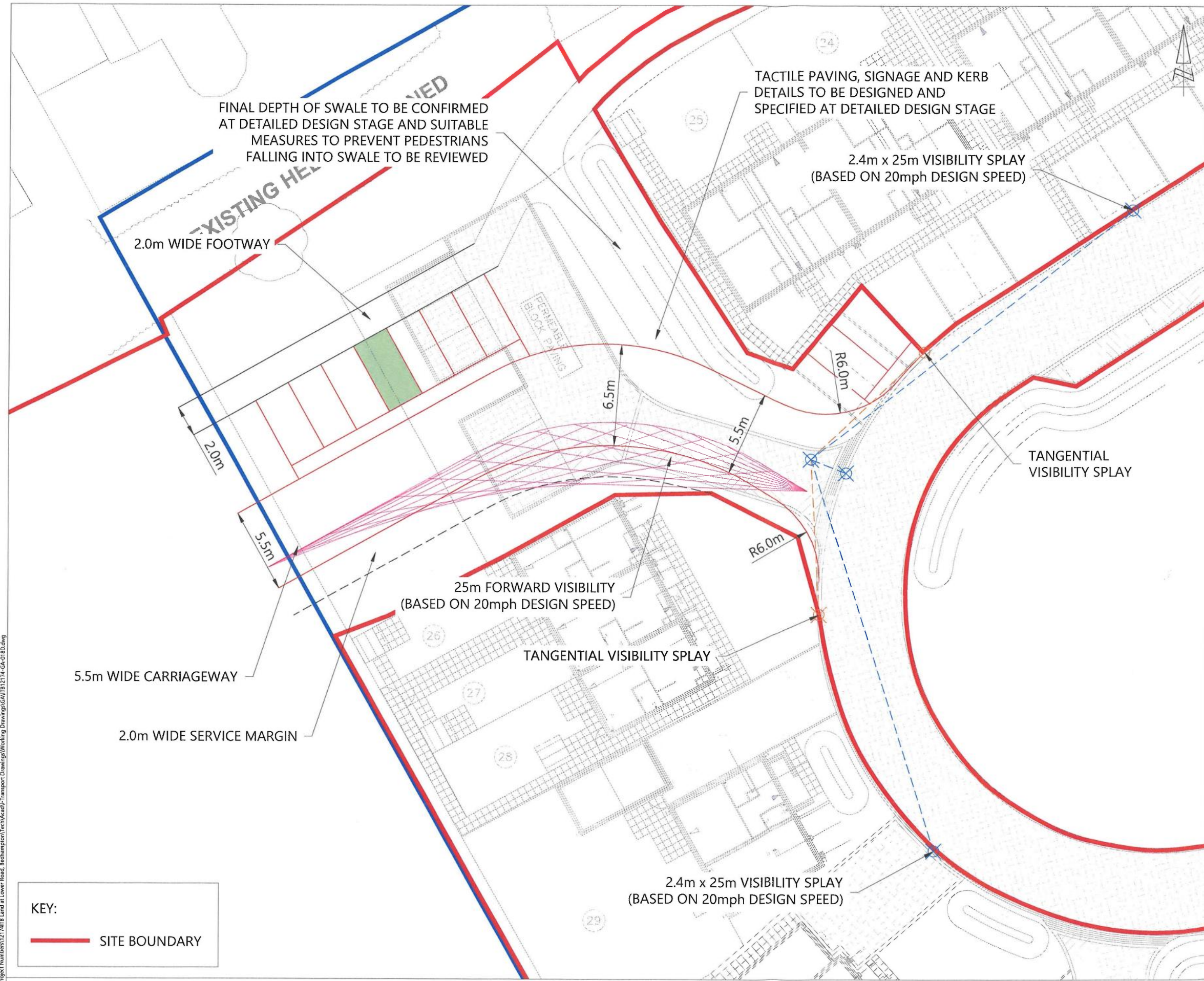
- 9.1 i-Transport LLP has been appointed to provide highways and transport advice regarding an Outline Planning Application for a residential development of up to 43 dwellings on Land west of Old Manor Farm, south of Lower Road, Bedhampton.
- 9.2 The RTP aims to promote sustainable choices amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 9.3 The following main targets has been set:
- Target 1 – To reduce the number of vehicle trips generated over a 12-hour period (weekday 0700-1900) by the site by 10%; and
 - Target 2 – To reduce the number of vehicle trips generated by the site during the morning peak hour (0800-0900) and evening peak hour (1700-1800) by 10% from the baseline position.
- 9.4 The objective is to achieve these targets within five years from first occupation.
- 9.5 Sustainable transport measures will be incorporated as an integral part of the site layout. Electric vehicle charging points and cycle parking will comply with local standards, and walking and cycling connections will be delivered to and through Phase 1 to Lower Road. These pedestrian links will also provide access to the local public transport infrastructure.
- 9.6 The RTP identifies a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:
- Measures to promote walking and cycling, including provision of plans showing the walking and cycling routes to local facilities, and a bicycle user group;
 - Bus travel taster tickets negotiated with the local bus providers for the first occupier of every household;
 - A resident's travel information pack to include the sustainable travel vouchers for the first occupants, as well as provision of up to date travel information by other means, including a community travel website / social media feed.

- 9.7 The TPC will be appointed prior to first occupation of the Proposed Development to oversee the implementation of the proposed measures. The TPC will be supported by a Steering Group, comprising representatives from the developer, local authority and local residents. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.
- 9.8 The first monitoring survey will be carried out one year following the first occupation at the site. This will ensure that the survey captures information about an established critical mass of residents and will allow time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at two-year intervals and then a final survey undertaken after five years from first occupation. Annual monitoring reports over the period of the Travel Plan will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

FIGURES



DRAWINGS



FINAL DEPTH OF SWALE TO BE CONFIRMED AT DETAILED DESIGN STAGE AND SUITABLE MEASURES TO PREVENT PEDESTRIANS FALLING INTO SWALE TO BE REVIEWED

TACTILE PAVING, SIGNAGE AND KERB DETAILS TO BE DESIGNED AND SPECIFIED AT DETAILED DESIGN STAGE

2.4m x 25m VISIBILITY SPLAY (BASED ON 20mph DESIGN SPEED)

TANGENTIAL VISIBILITY SPLAY

25m FORWARD VISIBILITY (BASED ON 20mph DESIGN SPEED)

TANGENTIAL VISIBILITY SPLAY

2.4m x 25m VISIBILITY SPLAY (BASED ON 20mph DESIGN SPEED)

KEY:
SITE BOUNDARY

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.



REV	DATE	BY	DESCRIPTION	CHK	APD
D	01.03.22	JD	RSA COMMENTS INCORPORATED	BC	SJ
C	15.02.22	JD	SITE ACCESS UPDATED	BC	SJ
B	10.02.22	JD	SITE ACCESS UPDATED	BC	SJ
A	26.01.22	JD	SITE ACCESS UPDATED	BC	SJ

STATUS: FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

TITLE:
PROPOSED SITE ACCESS ARRANGEMENT FROM PHASE 1 SITE

PROJECT:
LAND WEST OF OLD MANOR FARM, BEDHAMPTON

CLIENT:
BARGATE HOMES

DRAWN: JMc	CHECKED: BC	APPROVED: SJ
PROJECT No: ITB12174	SCALE @ A3: 1:250	DATE: 23.08.21
DRAWING No: ITB12174-GA-018	REV: D	

APPENDIX A Illustrative Site Layout



- 01 Vehicle access point
- 02 Site with planning permission for 50 homes
- 03 Potential pedestrian and cycle link
- 04 New tree and buffer planting
- 05 Swale (SuDS)
- 06 Attenuation basin with meadow planting (SuDS)
- 07 Growing spaces including allotments and community garden
- 08 Children's play area
- 09 Trim trail/path
- 10 Informal open space
- 11 Retained habitat
- 12 Scrub habitat
- 13 Wildflower grassland
- 14 Tall grass habitat
- 15 Proposed hedgerow
- 16 Semi-natural green space
- 17 Shared surface
- 18 Development blocks
- 19 Realigned access road



0m 100m (1:2,000)

CLIENT:
Bargate Homes

PROJECT:
Bedhampton, Havant

DRAWING:
Illustrative Masterplan

PROJECT NUMBER:
1217

DRAWING NUMBER: - CHECKED BY: LA

REVISION: V4 STATUS: FINAL

DATE: 21/09/21 SCALE: 1:2,000

APPENDIX B Cycle Route Network

SOME USEFUL CONTACTS

Havant Borough Council is proud to promote cycling in the borough. For more information and routes visit www.havant.gov.uk/cycle

CYCLE HAVANT

CYCLING IN THE HAVANT AREA

A GREAT PLACE TO RIDE

Nestled between the South Downs and the Solent, there is a wealth of great cycling routes throughout the borough...

PROMOTING CYCLING

These national charities have worked tirelessly to help improve cycling opportunities and safety here and throughout the country

If you want to explore cycling further, why not take a peek at the following websites?

Cycle Hayling - Promoting cycling on Hayling Island www.cyclehayling.org.uk

Cyclestreets - the UK-wide cycle journey planner www.cyclestreets.net

Cycling in Hampshire - A county-wide guide to cycling www.visit-hampshire.co.uk/cycling

Cycling UK - Championing cycling in the UK www.cyclinguk.org

Sustrans - The charity that makes it easier to cycle www.sustrans.org.uk

www.havant.gov.uk/cycle

Covering an area of around 75 kilometres, this guide will provide you with the definitive map of cycle paths and routes through the borough of Havant and the southern parishes of East Hampshire.

Internationally-important coastlines provide magnificent cycling views. There are also beautiful woodlands as you head north, as well as the South Downs. From sea level to an elevation of 230 metres as you reach the South Downs National Park, there is a variety of country lanes and tracks for you to enjoy.

Racing bike or mountain bike, young or old, there are great cycling opportunities for all in the borough.

With more than 100,000 members, Cycling UK is a charity which promotes the benefits of cycling, as well as safety, and supports a wide range of cycling activities.

Supporting hundreds of bike clubs throughout the country, we help you get the most out of your bike.

www.cyclinguk.org

A charity dedicated to sustainable transport, Sustrans is responsible for the National Cycle Network, which has created more than 14,000 miles of signed cycle routes throughout the UK. With a volunteer network of over 100,000, it is proud to be the National Cycle Network, enhancing biodiversity along its routes and helping communities improve their air quality.

www.sustrans.org.uk

ABOUT HAVANT

CYCLE SHOPS

ABOUT WATERLOOVILLE

Once famous for its parchment making, Havant is now a bustling town offering great places to eat, shop and explore.

Havant takes its name from Haman Funes (Hama's Spring), a local spring believed to be the one at Hornwell. Havant grew up at the crossing point of two ancient roads, the Langstone Harbour to Rowlands Castle track and the Roman coast road from Chichester to Wickham.

Today, Havant has a lot to offer a cyclist passing through. With plenty of places to rest and eat, secure bicycle racks and three bicycle shops in the town, Havant is well worth a visit!

Why not visit St Faith's Church (parts of which date back to the early 13th century), Havant Park or follow the Havant Heritage Trail, marked by blue plaques throughout the town?

Whether preparing in advance - or dealing with a mishap mid-ride - knowing where your local bike shop is always makes sense! Listed below are some of the local bike shops at your disposal... Call if you can to check they are open!

Silver Cycles
10 North Street, Havant,
PO9 1PX
023 9245 5644

Evans Cycles
Unit 12A, Solent Road, Havant
PO9 1ND
023 9297 0070

Total Sport Cycle Repair Centre
Unit 10H, Solent Road, Havant,
PO9 1UH
023 9247 2381

Halfords
Unit 1, Solent Retail Park, 1 Solbourne Road,
Havant PO9 1ND
023 9245 9820

Emsworth Cycles
41 43 North Street, Emsworth,
PO10 7DA
01243 210844

Hayling Cycles
100 Elm Grove, Hayling Island,
PO15 9EH
023 9246 5882

South Coast Cycling
69 London Road, Horndean, Waterlooville,
PO8 0BW
023 9217 5080

Bikefixers
Unit 22, Catherington Business Park,
Waterlooville, PO8 0AQ
023 9307 9937

PLEASE NOTE: This leaflet is a not endorsement for any of the cycle shops listed - please use at your discretion.

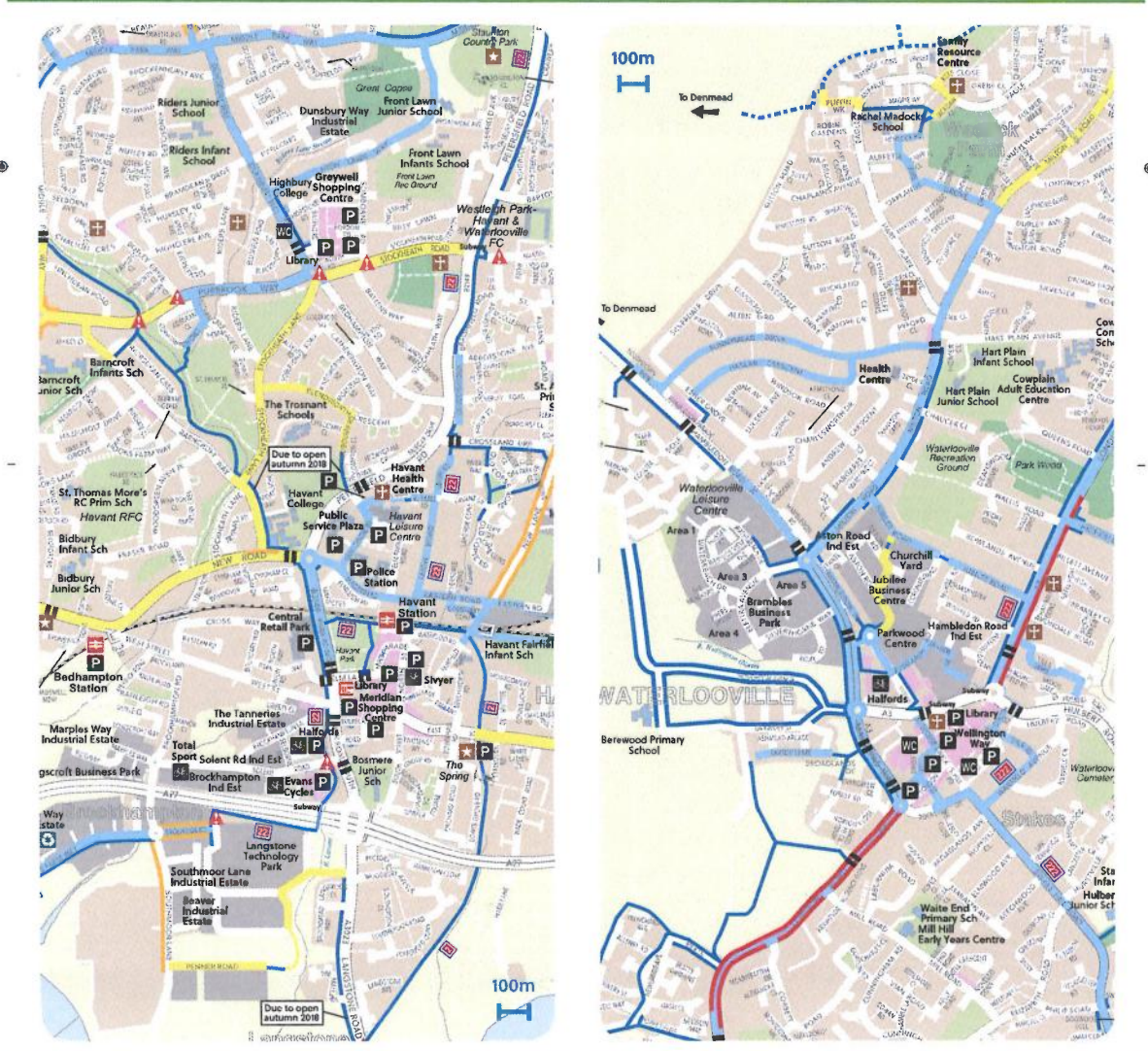
Named after the soldiers who stopped there after returning from the Battle of Waterloo, Waterlooville has lots to offer...

Waterlooville initially developed around a road running through the Forest of Bere. A simple track - only usable in fair weather - led through the forest from Hornsea to Portsmouth. In 1711, a much better road was constructed joining London to Portsmouth - recognisable today as London Road.

Growing significantly in size following World War II (at one stage, it was recognised as the fastest growing town in Britain), Waterlooville is home to a wide range of shops, pubs and cafés - ideal for a break on your bike ride!

HAVANT AND LEIGH
PARK TOWN CENTRES

WATERLOOVILLE
TOWN CENTRE



ABOUT EMSWORTH

BMX FUN!

SHOWING DUE RESPECT

ABOUT HAYLING

A Saxon village with strong fishing and sailing ties, Emsworth has a lovely town centre offering fine places to eat and shop...

Emsworth derives from the Anglo Saxon Æmles worp - "a man called Æmle's enclosure". Divided from the nearby manor of Warblington in the early 18th Century, Emsworth began to thrive with the need to supply the Royal Navy during the rise of the British Empire. With a strong focus on fishing - and once famed for its oysters which were considered the best in the country - Emsworth is now home to a bustling town centre offering the very best of local shops, restaurants, cafés and more.

For cyclists, Emsworth is accessible by a variety of coastal paths and tracks, and is without doubt well provisioned. With a local bike shop, many places to secure bicycles and great coastal views, what more could you ask for?

For those feeling a little more adventurous, the borough is home to BMX and skate parks for practising their moves... Do wear the right kit!

STREET NAME	POST CODE
Barlons Triangle	PO9 5TB
Beachland West	PO11 0AG
College Road	PO17 8AA
Diamond Jubilee Recreation Ground	PO10 7YJ
Havant Park	PO9 1QJ
St. Clare's Avenue	PO9 4JH
Waterlooville Recreation Ground	PO1 6AN
Wickock Open Space	PO8 9AY

It's important to enjoy your bike ride - just not at the expense of others. Here are a few pointers to consider for a ride everyone will enjoy...

- Use paths shared with others considerately, and always consider your speed around them.
- Do not assume people have seen or heard you.
- Take care around horse riders, leaving them plenty of room - especially when approaching from behind.
- Cycle at a speed safe for you and those around you. Don't let personal challenges place you or others at risk.
- Slow down where space is limited, there are crossings or junctions, or you cannot see clearly ahead.
- Have a bell on your bike - and use it to avoid surprise.
- Don't ride in dull or dark weather without lights.

Home to an Iron Age shrine, a Roman temple and 12th Century monks, Hayling is also the home of Windsurfing, invented here in 1958.

A true island, connected to the north by Hayling Bridge and to the west by the Hayling Ferry, the island has been in continuous use since the Iron Age.

Steeped in history, half of the island was granted to the French abbey of Jumièges by William the Conqueror. Salt production was a major industry on the island. It was recorded in the Domesday Book and continued into the late 19th Century.

Today, the island's fine beaches prove popular with paddlers and watersports enthusiasts alike, and the Hayling Billy Trail - following the line of a disused railway - travels the length of the island, providing cyclists with a safe and beautiful route to explore.



KEY ROAD SIGNS FOR CYCLISTS

The Highway Code can be seen at www.gov.uk/highwaycode, but some key signs for cyclists are as follows:

-  Route recommended for cyclists on main road
-  Route to be used by cyclists ONLY
-  Shared pedestrian and cycle route
-  Segregated cycle and pedestrian route
-  Contra-flow cycle route
-  With-flow cycle lane ahead (a solid line prohibits all other vehicles)
-  Warning (for motorists) Cycle route ahead
-  No cycling

KEY

Signs and Lines

-  Off road cycle track (hard surfaced)
-  On-road cycle lane
-  Bus and cycle lane
-  Signposted route (part of a National Cycle Network route where indicated)
-  Suggested link route (not signposted)
-  By-way open to all traffic (BOAT) or bridleway or other track available for cyclist use (typically loose surfaced)
-  By-way open to all traffic (BOAT) or bridleway or other track available for cyclist use (typically improved surfaced)
-  One way traffic INCLUDING CYCLISTS
-  Controlled crossing
-  Cyclists beware - Difficult junction, barriers or step
-  Cycle parking
-  NB - All stations and most public buildings have cycle parking facilities
-  Cycle shop

Buildings and places of interest

-  Public toilets
-  Church
-  Caravan site
-  Other places of interest
-  Mainline railway station
-  Narrow gauge railway station
-  Bus interchange
-  Ferry terminal
-  South Downs National Park boundary
-  Woods and forests
-  Parks and other open spaces
-  Countryside and arable land
-  School or college
-  Shopping area / retail park
-  Blue flag beach

NATIONAL CYCLE NETWORK

The network is a 14,000 mile network of safe, traffic-free paths and quiet on-road cycling and walking routes.

The Havant area is fortunate enough to have three main routes from the National Cycle Network running through it. These are marked on the maps in this leaflet as light blue routes with their corresponding route number. The routes are:

Route 5 - **Devon to Cornwall**
Via Brighton, Chichester, Havant, Portsmouth and Exeter

Route 22 - **South London to New Forest**
Via Guildford, Farnham, Petersfield, Havant, Portsmouth and the Isle of Wight

Route 222 - **A link between routes 2 and 22**
Connecting route 22 at Chilton to route 2 in Southsea via Horndean, Waterlooville and Fareham

If you've enjoyed riding along these lovely routes, why not consider becoming a volunteer and help maintain them? For more information on the network and volunteering, visit www.sustrans.org.uk

APPENDIX C Public Rights of Way Map

THE HAMPSHIRE COUNTY COUNCIL (s.57(3) WILDLIFE AND COUNTRYSIDE ACT 1981)
DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY 2010

*This sheet was reprinted on 1 January 2011
to take account of an order, or orders,
confirmed after the publication of the
2008 definitive map.*

Given this day of
The Common Seal of Hampshire County
Council was hereunto affixed in the
presence of:-

Authorised Signatory

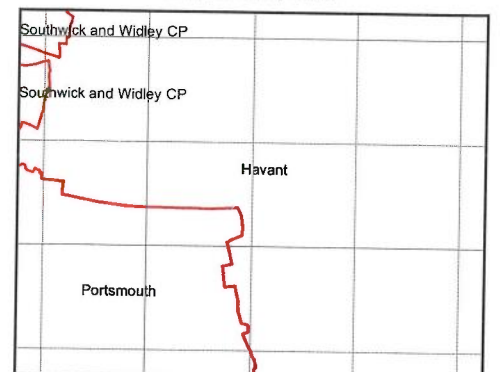
Map Scale 1:10,000

Legend

- Footpath 
- Bridleway 
- Restricted Byway 
- Byway Open to All Traffic 
- Parish Boundary 
- County Boundary 



Public Rights of Way are not shown over any areas shaded in grey on the map below, as these are outside the administrative boundary of Hampshire County Council



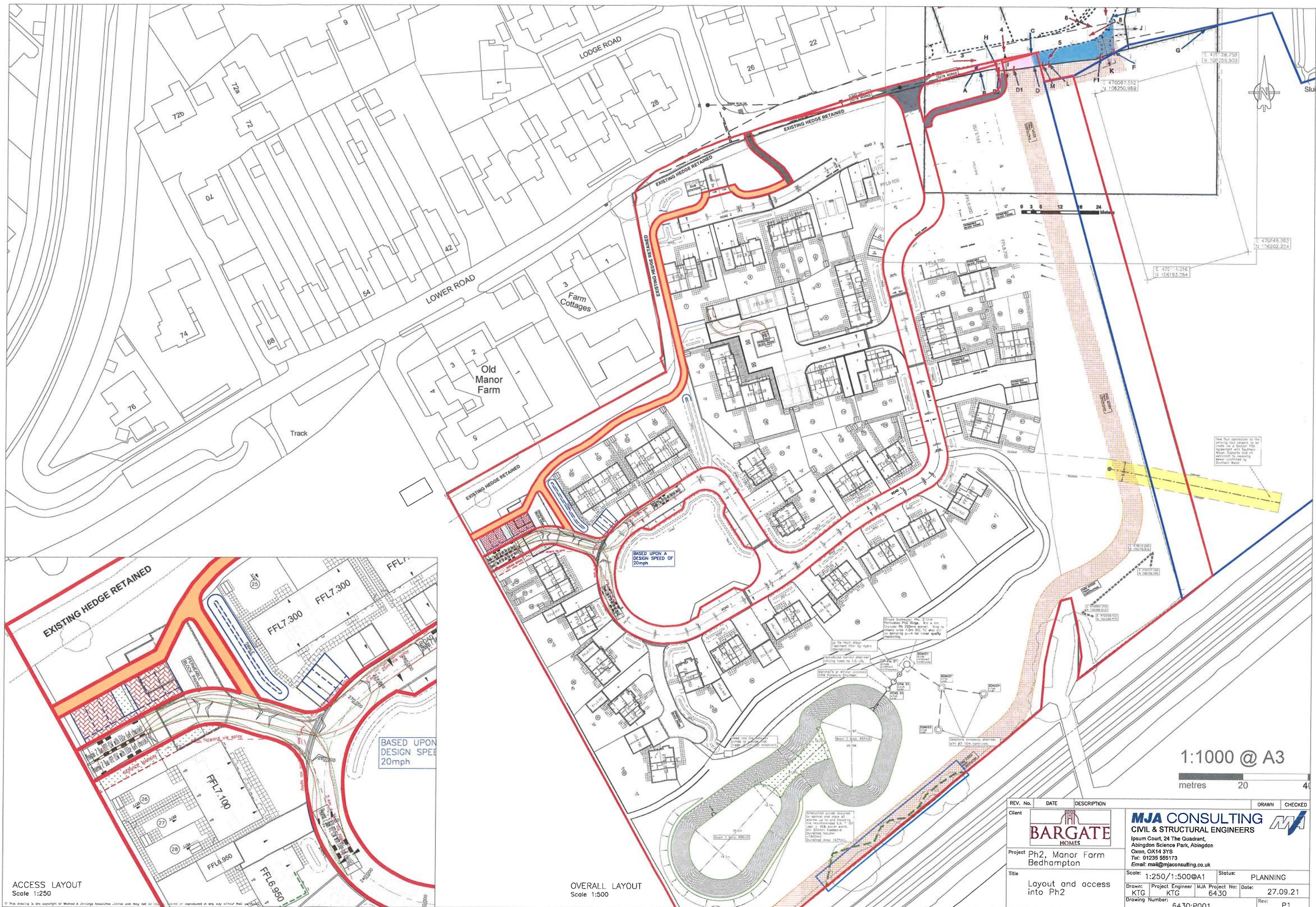
Index to adjoining maps

16.07	17.07	18.07
16.06	17.06	18.06
	17.05	18.05

Map
Number

17.06

APPENDIX D MJA Drawing of Changes to Phase 1



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APPENDIX E Example Residents Travel Survey

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender

Male

Female

5. Age Group

Under 18

18 - 34

35 - 44

45 - 60

60+

6. Number of people in household

1

2

3

4+

7. Number of cars per household

1

2

3

4+

8. Number of bicycles per household

1

2

3

4+

9. Do you have a disability that affects your travel arrangements?

Yes

No

About your job

10. Do you work?

1 -3 days

4 days

Full time

Shifts

Other, please specify

11. What hours do you normally work?

Regular Office

Flexi

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None

Attend meetings

Visit site / clients

Other

Travel to work

13. How do you normally travel to work?

Walk/jog Bicycle Bus

Train Taxi Motobike

Car on own Car Share

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog Bicycle Bus

Train Taxi Motobike

Car on own Car Share

Other (please specify)

15. How far do you travel to work? (one way)

Up to 1 mile 1 - 3 miles 3 - 10 miles

10 - 20 mile Over 20 miles

16. How long does it normally take you to get to work? (one way)

0 - 15 mins 16 - 30 mines

30 - 60 mins 60 mins +

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency Covered and secure cycle parking

Changing / locker facilities Pool car available for business use

Other (please specify)

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes No I already car share

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner		Financial incentives for car shares	
Free transport home in an emergency		Pool car available for business use	
Priority parking for car sharers			
Other, please specify			

20. Is bus or train travel a possibility?

Yes		No		Both	
Which is most convenient?					
Bus		Train			

21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route		Pool car available for business use	
More frequent services		More reliable services	
Better information on times and fares			
Regular link between station/bus stop and place of work			
Other, please specify			

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self		Education for dependants	
Access to Health services		Access to retail services	
Leisure			
Other, please specify			

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

- * establish travel patterns to site;
- * to assist with setting objectives for the Travel Plan which may be implemented in the future
- * to monitor travel patterns at the site over set periods of time to quantify modal shift.



i-Transport – Basingstoke | Manchester | London | Leeds
www.i-transport.co.uk