

DATED

28th June

2018

(1) HARRIET JANE ROFF HENRY, JAMES FRANCIS MAXWELL HARRISON, KATHERINE JULIA
NEDHAM WOOD AND DAVID JOHN GAMMANS

and

(2) BDW TRADING LIMITED

and

(3) THE COUNCIL OF THE BOROUGH OF HAVANT

and

(4) HAMPSHIRE COUNTY COUNCIL

DEED

Under Section 106 Town and Country Planning Act 1990

relating to land on the north side of
Havant Road and west of Selangor Avenue, Emsworth

THIS DEED is made on

28th June

2018

BETWEEN:

- (1) **HARRIETT JANE ROFF HENRY** of Wheely Down House, Wheely Down Road, Warnford, Southampton, SO32 3LG **JAMES FRANCIS MAXWELL HARRISON** of 43 Pulens Lane Petersfield GU31 4BZ and **KATHERINE JULIA NEDHAM WOOD** of 6 Pen Brea Close, St Mawes, Truro, TR2 5UN as trustees of the First Property ("**the First Owner**")
- (2) **DAVID JOHN GAMMANS** of Shetlands, Parsonage Lane, Winford, Bristol, BS40 8DH and **JAMES FRANCIS MAXWELL HARRISON** of 43 Pulens Lane Petersfield, GU31 4BZ as trustees of the Second Property ("**the Second Owner**")
- (3) **BDW TRADING LIMITED** (Co. Reg. No. 3018173) of Barratt House Cartwright Way Forest Business Park Bardon Hill Coalville Leicestershire LE67 1UF ("**Developer**")
- (4) **THE COUNCIL OF THE BOROUGH OF HAVANT** of Civic Offices Havant, Hampshire PO9 2AX ("**Council**")
- (5) **HAMPSHIRE COUNTY COUNCIL** of The Castle Winchester Hampshire SO23 8UJ ("**County Council**")

BACKGROUND

- (A) The Council and the County Council are the local planning authorities for the purposes of the Act for the area in which the Land is situated and the County Council the local highway authority and local education authority for that area.
- (B) The First Owner is the freehold owner of the land registered under Title Number SH24139 and the Second Owner is the freehold owner of the land registered under Title Number SH24617.
- (C) The Developer is the beneficiary of a unilateral notice in respect of an agreement dated 16 January 2008.
- (D) The Application has been submitted with the consent of the Owner to the Council for permission to develop the Land in accordance with the Planning Permission.
- (E) The Owner enters into this Deed in anticipation of the grant of Planning Permission being made subject to the Owner entering into this Deed which makes provision for regulating the Development and securing the matters referred to in this Deed.
- (F) The parties have agreed to enter into this Deed with the intention that the obligations contained in this Deed may be enforced by the Council and the County Council against the Owner and their successors in title

AGREED TERMS

1. DEFINITIONS

From the date of this Deed unless the context otherwise requires, the following definitions apply:

"Act"	the Town and Country Planning Act 1990 (as amended)
"Affordable Housing"	means subsidised housing that : (a) meets the needs of Eligible Persons including availability at a cost low enough for them to afford determined with regard to the local incomes local house prices and local rents (b) include provisions for the housing to remain at an affordable cost for future Eligible Persons
"Affordable Housing Contribution"	means the sum of £11,818.00 (eleven thousand eight hundred and eighteen pounds)
"Affordable Housing Mix"	means the mix of Affordable Dwellings, in terms of the number, size and tenure and set out at paragraph 2.2 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 the 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 Dwellings"	means 44 Dwellings to be provided as units of Affordable Housing as part of the Development and in accordance with the Affordable Housing Mix and the Affordable Housing Plan.

"Affordable Housing Plan"	means the drawings with reference CB_15_105_004 Rev. B and CB_15_105_001 Rev A at Appendix 1 to this Deed.
"Affordable Rent"	means rent which does not exceed: a) 80% of the local gross open market rent; and b) the local housing allowance rates, unless otherwise agreed in writing with the Council; and shall only 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.
"Application"	means the planning application submitted by the Developer to the Council for Planning Permission for the Development and bearing LPA reference number APP/16/00774 and validated on 1 August 2016.
"Bond"	means the payment of the Bond Amount to the Council as a lump sum in accordance with paragraph 4.3 of Schedule 2.
"Bond Amount"	means 10% of the open book construction costs for the SuDs as approved in accordance with paragraph 4.1 of Schedule 2.
"Chargee"	means any mortgagee or chargee of the Affordable Housing Provider and their successors in title, including any receiver or administrative receiver appointed pursuant to the Law of Property Act 1925.
"Children's Play Area"	means the children's play area including the surrounding landscaped area bounded by the footpath to the north and the estate roads to the south, east and west to be provided as part of the Development in accordance with the provisions of paragraph 13 of

Schedule 2 and drawing number BDWS20345 22 Rev A at Appendix 2 to this Deed.

"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 begins to be carried out other than (for the purposes of this Deed and for no other purpose) operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements, ecological and tree/woodland management and "Commence Development" shall be construed accordingly.

"Common Parts" means the parts of the Land which do not comprise a Dwelling or the curtilage of a Dwelling and 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 unadopted roads, communal parking areas, footways, footpaths, landscaped areas, street lighting (that is not the responsibility of the relevant utility company), amenity spaces, drainage ditches and attenuation area.

"Contribution" means:

- a) Affordable Housing Contribution;
- b) Education Contribution;
- c) Highways Contribution;
- d) Solent Mitigation Strategy Contribution; and
- e) TRO Contribution.

"Construction Traffic Management Plan" means a plan providing details of the form of temporary construction access to the site, contractors parking, the turning of vehicles and removal of mud from vehicles so as to prevent the spread of mud onto the highway

"Development"

the erection of 147 Dwellings with associated parking, access, landscaping and surface water drainage, pumping stations, substation and signalised junction in accordance with the Planning Permission.

"Development Control Preparation Fee"

means the sum of £4,000.00 incurred by the County Council in respect of the work of the County Council's officers regarding the technical highway design aspects of the Highway Works Agreement.

"Disposal"

in relation to each Dwelling means:

(a) 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. who otherwise occupies the Dwelling;

and for the avoidance of doubt, such occupation shall not include occupation for the purpose of constructing fitting out decoration or marketing of or display or occupation in relation to security operations for the Development; or

(b) the grant and/or assignment of a leasehold interest 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, and/or whichever shall first occur;

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

"Dwelling"

means any dwelling (including a house flat or maisonette) constructed on the Land pursuant to the Planning Permission.

"Education Contribution"

means the sum of £639,701 (six hundred and thirty nine ~~eight~~ thousand seven hundred and one pounds) (Index Linked) by way of contribution towards the proposed expansion of Emsworth Primary School.

"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.

"Employment and Skills Plan"

means a scheme for the improvement and benefit of the local labour market and economy, by raising skills and enabling local people to compete for the jobs generated, in a form as appended at Appendix 3 to this Deed and to the reasonable satisfaction of the Council.

"Help to Buy Agent"

means the body nominated by the Homes England to be responsible for Low Cost Home Ownership nominations within the administrative area of the Council or in the event that nobody has been nominated such other body or organisation as the Council shall first approve in writing.

"Highways Works"

means the highway works to provide;

- (a) capacity improvements at the A27/A259 roundabout as shown in principle on drawing reference 04-0025-004 REV F at Appendix 4 to this Deed;
- (b) capacity improvements at the A27/Emsworth Road roundabout as shown in principle on drawing reference 041-0025-005 REV C at Appendix 4 to this Deed;

(c) improvements to the links between the above roundabouts as also shown in drawings 04-0025-004 REV F and 041-0025-005 REV C; and

(d) a site access signal junction on the A259 as shown in principle on drawing reference 041-0025-012 REV A and 041-0025-009 Rev D at Appendix 4 to this Deed.

"Highways Works Agreement"

means an agreement or agreements pursuant to Section 278 and Section 38 of the Highways Act 1980 to be entered into by the Owner with the County Council prior to Commencement of Development for the carrying out of the Highway Works

"Highways Works Completion standard"

means the completion of the Highway Works to the reasonable satisfaction of the County Council (acting reasonably).

"Highways Contribution"

the sum of eighty-two thousand pounds (£82,000) (Index Linked) by way of contribution towards sustainable access improvements to Emsworth Primary School in order to encourage trips to school via modes other than by car. Such access improvements to include:

(a) the provision of ^{improved crossing} ~~a raised table at the school entrance,~~ facilities at the school frontage

(b) footway widening in the vicinity of the school; and

(c) parking control measures at the junctions of Selangor Avenue/Bosmere Gardens, Selangor Avenue/Record Road and Selangor Avenue/Nore Farm Avenue.

"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

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	superseded or any such successor body or organisation.
"Index Linked"	Index Linked calculated in accordance with clause 11
"Interest"	means interest at 4% above the base lending rate of the Barclays Bank PLC from time to time.
"Land"	means the freehold land on the north side of Havant Road and west of Selangor Avenue, Emsworth and registered at the Land Registry with Title Numbers SH24139 and SH24617 shown edged red on the Plan.
"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 or siblings or offspring; or (d) any other connection as agreed with the Affordable Housing Provider and Council.
"Low Cost Home Ownership"	means Help to Buy products as defined by Homes England including Shared Ownership and "Low Cost Home Ownership Dwellings" shall be defined accordingly.
"Management Agreement"	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"	a company limited by guarantee or by shares and established in accordance with the provisions of the Schedule 2 to be charged with the management of the

Common Parts, Open Space Land, Children's Play Area and/or SuDs.

"Management Plan"

a plan to secure the future maintenance and management of the Common Parts, Open Space Land, Children's Play Area and SuDs for the lifetime of the Development to include details of how the costs of maintenance and management shall be met by Owner-occupiers of the Dwellings or otherwise, proposed by the Owner and approved by the Council in accordance with the provisions of the Schedule 2.

"Monitoring Fee"

means the sum of £10,000 being a fee (and to be applied at such time and in such manner as the Council shall in its absolute discretion determine) used toward the costs to be incurred by the Council in the provision of suitably qualified and experienced persons whose function is inter alia to monitor co-ordinate and enforce planning obligations.

"Occupation" and Occupied"

means occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out, maintenance or decoration or occupation for marketing or display or occupation in relation to security operations.

"Open Market Dwellings"

means the Dwellings forming part of the Development which are for sale on the open market but excluding the Affordable Dwellings.

"Open Space Land"

means the areas of public open space to the north and south of the Development together with the landscaped areas and greens spaces forming part of the Land but does not form the curtilage of a Dwelling and shown on drawing numbers

BDWS20345_10_Rev.E, BDWS20345_20_Rev.F,
BDWS20345_23 at Appendix 5 to this Deed.

"Owner"

means the First Owner and the Second Owner.

"Plan"

means the site location plan with drawing number 18-2059-109 attached to this Deed.

"Planning Permission"

the planning permission which may be granted by the Council pursuant to the Application.

"Practical Completion"

means the issue of a certificate of practical completion of the Dwellings by the Owner's architect or in the event that Dwellings are constructed by a party other than the Owner the issue of a certificate of practical completion by that other party's architect.

"Residential Travel Plan"

means a plan aimed at reducing the reliance on the use of the private car by occupants of the Dwellings and that encourages positively the use by the occupants of alternative means of transport which have less of an adverse impact on the environment than the use of private cars in accordance with the framework residential travel plan at Appendix 6 to this Deed.

"Residential Travel Plan Co-ordinator"

means the person appointed by the Owner as provided in the Residential Travel Plan who shall be responsible for securing the implementation of the Residential Travel Plan and the day-to-day management of the steps identified in the Residential Travel Plan.

"Residential Travel Plan Bond"

means a bond on terms and by a surety approved by and paid to the County Council (if requested) in the sum of £91,547.50 being the sum of the cost of implementation and compliance with the Residential Travel Plan (as estimated by the County Council) plus ten per cent (10%) thereof which shall be maintained for the life of the Residential Travel Plan and released in accordance with paragraph 7.3 of Schedule 2.

"Residential Travel Plan Cash Deposit"	means a cash sum to be paid to the County Council (if requested) in the sum of £91,547.50 being the sum of the cost of implementation and compliance with the Residential Travel Plan (as estimated by the County Council) plus ten per cent (10%) thereof which shall be maintained for the life of the Residential Travel Plan and released in accordance with paragraph 7.3 of Schedule 2
"Residential Travel Plan Approval Fee"	means the sum of £1,500.00 (One Thousand Five Hundred Pounds) payable to the County Council towards the costs incurred in reviewing and approving the Residential Travel Plan.
"Residential Travel Plan Monitoring Fee"	means the sum of £3,000.00 (Three Thousand Pounds) payable to the County Council towards the costs incurred by the County Council in monitoring and evaluating submitted travel plan reports.
"Shared Ownership Dwellings"	means Affordable Housing leased to Eligible Persons who purchase a percentage of the equity of the Affordable Dwelling and pays a rent in relation to the share of the equity retained by the Affordable Housing Provider.
"Solent Mitigation Strategy Contribution"	means the contribution of £27,930 (subject to indexation in accordance with the figures supplied to the Council by the Solent Recreation Mitigation Partnership) in respect of the Special Protection Area mitigation measures delivered through the Interim Solent Mitigation Strategy.
"SuDS"	means a sustainable drainage system for the Development in accordance with a specification agreed in writing by the Council and if statutorily empowered so to do by the County Council.
"TRO Contribution"	means the sum of £3,000 (THREE THOUSAND POUNDS) to be paid by the Owner to the Council for

the making of a road traffic regulation order imposing parking restrictions on the local highway network in the proximity of Selangor Avenue and Havant Road.

"Working Day"

a day other than a Saturday or Sunday or public holiday in England.

2. CONSTRUCTION

- 2.1 Words importing the masculine include the feminine and the neuter and vice versa and words denoting actual persons include companies, corporations and firms and all such words shall be construed interchangeable in that manner.
- 2.2 Words importing the singular include the plural and vice versa.
- 2.3 In this Deed unless the context otherwise requires the expressions "the Council", "the County Council" and "the Owner" and substituted words therefore shall include their respective successors in title and assigns.
- 2.4 Where the Owner is more than one person all covenants agreements and declarations on the part of the Owner herein contained shall be deemed to have been made jointly and severally by all such persons constituting the Owner and so that the said covenants agreements and declarations may be enforced by the Council against such persons jointly and severally as the Council shall in its absolute discretion decide or circumstances require
- 2.5 Where reference is made in this Deed to clause, paragraph or schedule or recital such reference (unless the context otherwise requires) is a reference to a clause, paragraph or schedule or recital in this Deed

3. ENABLING PROVISIONS

- 3.1 This Deed is made pursuant to sections 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 Deed are planning obligations for the purposes of those sections of the Act and are enforceable by the Council and the County Council.
- 3.3 To the extent that any of the obligations contained in this Deed 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 Deed 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 Land or otherwise.
- 3.5 The Owner has agreed to enter into this Deed with the intention that the obligations contained in this Deed bind the Land and are enforceable as planning obligations pursuant to section 106 of the Act and may be enforced by the Council and the County Council against the Owner and their successors in title.

4. COMMENCEMENT

- 4.1 Subject to clauses 4.2 and 4.3, this Deed shall have effect upon the Commencement of Development.
- 4.2 The provisions of clauses 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 shall come in to effect immediately upon completion of this Deed.
- 4.3 The provisions of paragraph 1 of Schedule 1 and paragraphs 2.1, 2.2, 4, 5, 7.1, 7.8, 9, 10, 11.1, 12 of Schedule 2 (and clause 5 to the extent that it is required to give effect to those paragraphs) shall come in to effect from the date on which the Planning Permission is granted.

5. COVENANT

- 5.1 The Owner **HEREBY COVENANTS** with the Council and the County Council that it shall observe and perform the obligations on its part contained in Schedule 1 and Schedule 2.
- 5.2 The Council **HEREBY COVENANTS** with the Owner that it shall observe and perform the obligations on its part contained in Schedule 3.
- 5.3 The County Council **HEREBY COVENANTS** with the Owner that it shall observe and perform the obligations on its part contained in Schedule 4.

6. RELEASE

- 6.1 No party shall be liable for any breach of covenant, restriction or obligation contained in this Deed after parting with all their interest in the Land except in respect of any breach on their part subsisting prior to parting with such interest save for a breach of paragraph 3.3 of Schedule 2 where the Developer shall continue to remain liable after parting with all its interest in the Land.
- 6.2 Except for Schedule 1 regulating the use of the Affordable Dwellings, no planning obligations contained in this Deed shall be binding on any land held by an Affordable Housing Provider for the provision of Affordable Housing or any freehold or leasehold owners or occupiers of individual Dwellings, constructed pursuant to the Planning Permission (or their respective mortgagees) or their successors in title.
- 6.3 No planning obligations contained in this Deed shall be binding on owner-occupiers or tenants of industrial premises constructed pursuant to the Planning Permission and any land held by any of the statutory utilities for their operational purposes.

7. REGISTRATION

This Deed shall be registered by the Council as a Local Land Charge in the Register of Local Land Charges maintained by the Council.

8. NOTICES

- 8.1 Any notice, demand or any other communication to be given under or in connection with this Deed 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.
- 8.2 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 Deed 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 shall be marked for the attention of the Head of Planning, and in the case of service upon the County Council, shall be marked for the attention of the Head of Legal.

8.3 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:

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

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

8.4 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.

8.5 For the avoidance of doubt, where proceedings have been issued in the Courts of England and Wales, the provisions of the Civil Procedure Rules must be complied with in respect of the service of documents in connections with those proceedings.

9. COSTS

9.1 The Developer hereby covenants to pay to the Council on completion of this Deed their reasonable legal and other costs in connection with the preparation, negotiation and completion of this Deed such costs to be paid prior to completion of this Deed.

9.2 The Developer hereby covenants to pay to the County Council on completion of this Deed their reasonable legal and other costs in connection with the preparation, negotiation and completion of this Deed such costs to be paid prior to completion of this Deed.

9.3 The Developer hereby covenants to pay to the County Council on completion of this Deed the Development Control Preparation fee.

10. INTEREST

If any financial contribution due under this Deed is paid late Interest will be payable from the date payment is due until the date of payment.

11. INDEXATION

11.1 In this Deed any reference to any Contribution (with the exception of the Education Contribution) as being "Index Linked" shall mean such Contribution as adjusted in accordance with the following formula namely:

$$\frac{A \times B}{C}$$

Where:

A is the Contribution specified in this Deed

B is the figure at which the Consumer Prices Index ("CPI") stands when such Contribution is paid to the Council or as the case may be to the County Council

C is the figure at which the CPI stood at 1st April 2016

11.2 If the CPI is re-based or replaced an appropriate alternative index shall be substituted by agreement between the parties hereto.

- 11.3 It is hereby declared and agreed between the parties hereto that indexation shall only be applied in circumstances where the CPI at the date of payment stands at a higher level than it did at 1st April 2016.

12. DETERMINATION OF DISPUTES

- 12.1 If any dispute arises out of this Deed the dispute shall be referred to an independent and suitably qualified arbitrator appointed jointly by the parties if the parties cannot agree on the arbitrator's identity the arbitrator shall be appointed on either party's request by the President for the time being of the Royal Institution of Chartered Surveyors.
- 12.2 The arbitrator shall act in accordance with the Arbitration Act 1996 and the costs of the arbitration shall be payable by the parties in the proportions determined by the arbitrator (or if the arbitrator makes no direction then equally).

13. CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999

For the purposes of the Contracts (Rights of Third Parties) Act 1999 this Deed is not made for the benefit of nor shall any of its provisions be enforceable by any person other than the parties to his Deed and their successors in title.

14. TERMINATION

- 14.1 The obligations in this Deed (with the exception of clause 9) shall cease to have effect if before Commencement of Development, the Planning Permission:

14.1.1 expires;

14.1.2 is varied or revoked other than at the request of the Owner; or

14.1.3 is quashed following a successful legal challenge.

15. FUTURE PERMISSIONS

Nothing in this Deed shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Deed but this Deed shall apply to any planning permission subsequently granted under section 73 or 73A of the Act which permits non-compliance with any of the conditions attached to the planning permission (a "Subsequent Permission") and the Planning Permission shall be construed to include the development as stated in the Subsequent Permission unless otherwise required by the Council or the circumstances in clause 14.1.2 arise.

16. WAIVER

No waiver (whether express or implied) by the Council or County Council of any breach or default of the Owner or Developer in performing or observing any of the covenants, terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Council or County Council from enforcing any of the said terms or conditions or from acting upon any subsequent breach or default.

17. SPEND IN ADVANCE

If prior to the receipt of any of the Contributions payable pursuant to the terms of this Deed the Council or County Council incurs any expenditure in providing the facilities, project or

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

18. JURISDICTION

18.1 This Deed shall be governed by and interpreted in accordance with the law of England and Wales.

18.2 The Courts of England shall have exclusive jurisdiction in relation to any disputes between the parties arising out of or related to this Deed.

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

EXECUTED as a DEED by affixing

THE COMMON SEAL of

THE COUNCIL OF THE BOROUGH

OF HAVANT

In the presence of:

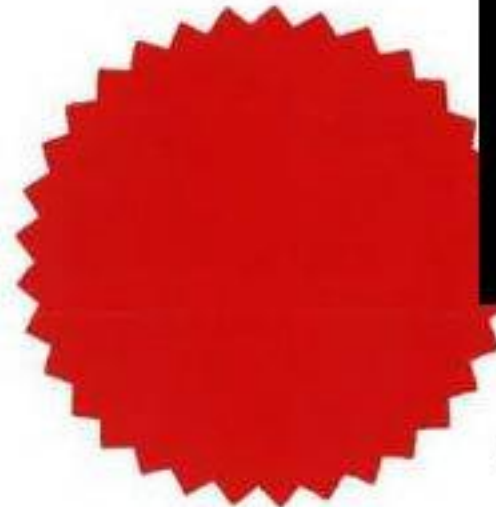
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Authorised Signatory

EXECUTED as a DEED by affixing

THE COMMON SEAL of

HAMPSHIRE COUNTY COUNCIL

In the presence of:

SARAH HUCKFIELD

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Authorised Signatory

EXECUTED as a DEED by HARRIET JANE
ROFF HENRY

In the presence of:

Witness Name:

Witness Signature:

Witness Address:

Witness Occupation:

Harriet Henry

NICOLA CROOKES-WEST
GLANVILLES
WEST WING
CAMS HALL
CAMS HILL
FAREHAM
PO16 8AB
SOLICITOR

[Signature]

EXECUTED as a DEED by JAMES FRANCIS
MAXWELL HARRISON

In the presence of:

Witness Name:

Witness Signature:

Witness Address:

Witness Occupation:

JF Harrison

NICOLA CROOKES-WEST
GLANVILLES
WEST WING
CAMS HALL
CAMS HILL
FAREHAM
PO16 8AB
SOLICITOR

[Signature]

EXECUTED as a DEED by KATHERINE JULIA
NEDHAM WOOD

In the presence of:

Witness Name: *KATHERINE WESTLEY*

Witness Signature: *Katherine Westley*

Witness Address:

Witness Occupation:

Katie Wood

*G. S. BELMONTCE, DUNOAN
TR26PX
TEACHER*

EXECUTED as a DEED by DAVID JOHN
GAMMANS

In the presence of:

Witness Name:

[Signature]

TIM GRACEY



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1 Frog Hawk, Felton
Bristol BS 409 UN

Retired

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Schedule 1

Affordable Housing

The Owner hereby covenants with the Council as set out as follows:

1. Affordable Housing Contribution

To pay or cause to be paid to the Council the Affordable Housing Contribution on Commencement of Development.

2. Affordable Housing Mix

2.1 To provide the Affordable Dwellings as part of the Development in accordance with the Affordable Housing Mix.

2.2 The Affordable Housing Mix shall consist of the following type, tenure and numbers:

Affordable Dwellings		
Bedrooms	Affordable Rented Dwellings	Shared Ownership Dwellings
2	19	14
3	3	8
TOTAL	22	22

or such other mix of type, tenure and numbers as shall be agreed in writing with the Council.

3. Affordable Dwellings

3.1 To ensure that the Affordable Dwellings within the Development will be integrated and compatible with the design of the Open Market Dwellings.

3.2 Not to Occupy or permit Occupation of more than 75 Open Market Dwellings until the Affordable Dwellings:

3.2.1 are completed and are ready for Occupation; and

3.2.2 have 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.

3.3 Not to allow or permit Occupation of any Affordable Dwellings for any purpose other than as Affordable Housing for Occupation by Eligible Persons.

3.4 Not to let or transfer any Low Cost Home Ownership Dwellings to persons other than persons nominated by the Help to Buy Agent.

3.5 Not to let any Affordable Rented Dwellings to persons other than persons nominated by the Council.

3.6 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):

3.6.1 a covenant not to use the Affordable Dwellings otherwise than for the provision of Affordable Housing; and

3.6.2 a covenant not to Dispose of any of the Affordable Dwellings other than for the purpose of providing Affordable Housing to Eligible Persons; and

3.6.3 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.

4. 100% Equity Share

The provisions in paragraphs 3.1 to 3.6 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 under Low Cost Home Ownership 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.

5. Chargee in possession

5.1 The provisions in this Deed relating to the Affordable Dwellings shall not be binding on a mortgagee or Chargee (or any receiver (including an administrative receiver or administrator) appointed by such mortgagee or Chargee or any other person appointed under any security documentation to enable such mortgagee or Chargee to realise its security or any administrator

(howsoever appointed) including a housing administrator (each being hereafter referred to as a "Receiver")) of the whole or any part of the Affordable Dwellings any persons or bodies deriving title through such mortgagee or Chargee or Receiver PROVIDED THAT:

- 5.1.1 such mortgagee or Chargee or Receiver shall first give written notice to the Council of its intention to dispose of any Affordable Dwellings; and
- 5.1.2 shall have used reasonable endeavours over a period of three months from the date of the written notice to complete a Disposal of an Affordable Dwellings to another registered provider or to the Council for a consideration not less than the amount due and outstanding under the terms of the relevant security documentation including all accrued principal monies, interest and costs and expenses; and
- 5.1.3 if such Disposal has not completed within the three month period, the mortgagee, Chargee or Receiver shall be entitled to Dispose of the relevant Affordable Dwellings free from the provisions in this Deed relating to Affordable Housing which provisions shall determine absolutely in relation to the Affordable Dwellings or the part/s disposed thereof (as the case may be).

Schedule 2

Owner's Covenants

The Owner hereby covenants with the Council and County Council as set out as follows:

1. Solent Mitigation Strategy

Prior to Occupation of any Dwellings the Owner shall pay to the Council the Solent Mitigation Strategy Contribution.

2. Management and Maintenance of the Children's Play Area, Common Parts, Open Space Land and SuDs

2.1 Not to Commence Development until the Council has approved in writing 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.

2.2 Any submission of documents or details to the Council pursuant to paragraph 2.1 of this Schedule shall include a reference to the Planning Permission the date and parties to this Deed, and the paragraph under which approval is sought, together with a statement of the date by which a decision must be given by the Council

2.3 The Council covenants that it will notify the Owner that it either approves or rejects the proposal referred to in 2.1 above within 1 month of receipt. If notification is not received within that time, the proposal/s will be deemed to be approved for the purposes of 2.1 above. 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 2.1 above until such time as the Council approves the proposal or deemed approved applies.

2.4 Not later than 3 months following Commencement of Development to submit to the Council in writing the Owner's proposal for the Management Plan.

2.5 Not to allow or permit Occupation of any Dwelling until:

2.5.1 the Management Company has been formed in accordance with the approved proposal; and

2.5.2 the Management Plan has been approved in writing by the Council.

3. Management Company

- 3.1 Not later than six months from Commencement of Development the Owner 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 14 days of the completion of the registration of the Company.
- 3.2 To secure the proper maintenance of the Children's Play Area, Common Parts, Open Space Land and SuDs to the reasonable satisfaction of the Council until such time as:
- 3.2.1 the Management Company is registered and the Management Plan has been approved by the Council; and
 - 3.2.2 the maintenance arrangements for the Children's Play Area, Common Parts, SuDs and Open Space Land in accordance with the Management Plan have been fully implemented; and
 - 3.2.3 the transfer or the granting of a long leasehold interest of the Children's Play Area, Common Parts, Open Space Land and SuDs to the Management Company is completed; or
 - 3.2.4 the transfer of the Children's Play Area, Common Parts and Open Space Land to the Management Company is completed and the SuDs is adopted by a statutory undertaker.
- 3.3 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.

4. SuDs

- 4.1 Not less than two months 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. The Council shall within 14 days of receipt either propose such reasonable amendments as are considered necessary or shall approve the open book construction costs as submitted. In the event that the Council fails to respond to the open book construction costs within 14 days of receipt, the open book construction costs are to be deemed approved.

4.2 In the event that reasonable amendments to the bill of quantities are proposed by the Council, the Owner shall not more than 14 days after receiving the Council's proposed amendments revise the bill of quantities in accordance with the proposed amendments.

4.3 On or before Commencement of Development to pay to the Council the Bond for the Bond Amount.

4.4 The Bond shall be used as follows:

4.4.1 if the Owner shall fail to construct the SuDS scheme in accordance with the details as approved by the Council in writing or prior to completion of such construction shall be adjudicated bankrupt or shall go into liquidation voluntarily or otherwise or shall execute a deed of assignment for the benefit of or otherwise compound with its creditors (except for the purpose of reconstruction or amalgamation) the Council may without prejudice to its other rights remedies and powers against the Owner for such failure take from the Bond a sum equivalent to any expenditure which the Council may incur in carrying out the construction of a drainage scheme of its own design or the Owner's design to return the site to the level of hydrological response as existed before the Commencement of Development and also the Council's reasonable legal costs properly arising from the provision of the SuDS scheme.

4.4.2 in endurance until such time as the SuDS scheme is adopted or transferred to a Management Company, or if earlier the date of completion of construction of the Development.

4.4.3 once either i) the SuDS scheme has been adopted or transferred to a Management Company, or ii) the date of completion of construction of the Development has occurred, the Bond Amount shall be repaid to the payer of the Bond (or if part of the Bond has been used in accordance with paragraph 4.4.1 above, such figure remaining).

5. Employment and Skills

5.1 Prior to Commencement of the Development to submit to the Council for written approval the Employment and Skills Plan for the construction phase of the Development using the CITB template for the outcomes and unless otherwise agreed in writing by the Council and not to Commence the Development or permit Commencement of Development until an Employment and Skills Plan has been approved by the Council (a template is appended at Appendix 3 of this Deed in order to provide a guide for the Plan's completion) Provided that if in place of the submission approval and implementation of an Employment and Skills Plan a level of financial contribution is agreed with the Council and is paid to the Council prior to the Commencement of Development the provisions of this paragraph 5.1 shall be deemed to be fully satisfied.

- 5.2 The Employment and Skills Plan shall include arrangements setting out how the Owner and to the extent they are not the same person any developer or occupier and their contractors and future occupiers will work directly with local employment training agencies as part of an employment and training consortium including but not limited to:
- 5.2.1 Jobcentre Plus and the Learning & Skills Council; and
 - 5.2.2 Voluntary and private sectors providers; and
 - 5.2.3 Sixth form colleges; colleges of further education; and universities.
- 5.3 The Employment and Skills Plan shall specify the provision for training opportunities and other initiatives in respect of the vocational and employability skills required by the Owner developer their contractors and future occupiers, for any new jobs and business opportunities created by the Development.
- 5.4 Following approval of the Employment and Skills Plan by the Council the Owner will promote the objectives of the approved Employment and Skills Plan and ensure that so far as is reasonably practicable the objectives are met.
- 6. Traffic Regulation Order Contribution**
- 6.1 Following the submission by the Owner of a traffic regulation order application form the Owner shall upon receipt of an invoice issued by the Council pay the TRO Contribution.
- 6.2 The Owner shall at the written request of the Council at any time during the period beginning with the date of Commencement of Development and ending 5 years from Practical Completion of the Development pay to the Council such sum as the Council may reasonably require for the purpose of implementing (which expression shall include all connected administration, supervision and the carrying out of) such traffic management measures as the Council considers appropriate to ensure that any overspill parking from the Development does not interfere with the capacity, operation or safety of the adjoining local highway network providing such sum shall not exceed £3,000 plus the costs associated with advertising the proposals and any works (including signing and lining) undertaken by the Council on behalf of the Owner.
- 7. Full Residential Travel Plan**
- 7.1 Prior to Commencement of the Development to i) prepare and submit to the County Council a draft of the Residential Travel Plan for approval consistent with Hampshire County Council's guidance "A Guide to Development Related Travel Plans" dated January 2009 (or amendment replacement or variation thereof) and ii) prior to the Occupation of any Dwelling (and if requested by the County Council) a Residential Travel Plan Bond or a Residential Travel Plan Cash Deposit.

7.2 Not to permit the Occupation of any Dwelling unless and until;

7.2.1 the Residential Travel Plan has been approved in writing by the County Council which subject to the Owner providing the plan with all necessary information and detail the County Council shall use reasonable endeavours to approve within 28 days of receipt; and

7.2.2 the Residential Travel Plan Co-ordinator has been appointed and the details notified to the County Council

7.2.3 all outstanding requirements and obligations contained in the Residential Travel Plan have been implemented and complied with in accordance with the requirements and timetable of the approved Residential Travel Plan; and

7.2.4 the Residential Travel Plan Bond or Residential Travel Plan Cash Deposit has been provided to the County Council

7.3 Where in the opinion of the County Council acting reasonably the Owner fails at any time to deliver or comply with any or all of the measures/targets contained within the Residential Travel Plan or becomes bankrupt or goes into liquidation or enters administrative receivership the County Council may recover monies from the Residential Travel Plan Bond or Residential Travel Plan Cash Deposit so as to pay any sum as may be certified by the County Council to be required up to the value of the Residential Travel Plan Bond or Residential Travel Plan Cash Deposit in order to remedy the Owner's failure to achieve and implement the agreed measures/targets contained in the Residential Travel Plan, or to pay any sum required in respect of such alternative measures as the County Council in its absolute discretion determines will achieve the overall aims of the Residential Travel Plan.

7.4 To submit to the County Council an annual monitoring report produced by the Residential Travel Plan Co-ordinator in relation to the Residential Travel Plan on the anniversary of the first Occupation of the first Dwelling and subsequent anniversaries and ending with the final submission on the fifth anniversary of the first Occupation of the first Dwelling.

7.5 Not to amend the Residential Travel Plan without the prior written approval of the County Council

7.6 Not to Occupy or permit Occupation of any Dwelling or use of the Development otherwise than in accordance with the approved Residential Travel Plan (including any approved amendments to it)

7.7 Not to Occupy or allow or permit the Occupation of any of the Dwellings unless and until the Residential Travel Plan Monitoring Fee has been paid to the County Council

7.8 Not to Commence Development unless and until the Residential Travel Plan Approval Fee has been paid to the County Council

7.9 The County Council covenants with the Owner upon the conclusion of the Residential Travel Plan (which shall be a period of five years from the date of first Occupation of the Development) to repay the Residential Travel Plan Bond or Residential Travel Plan Cash Deposit to the payer of the same or (if the County Council has realised part of the Residential Travel Plan Bond or Residential Travel Plan Cash Deposit in accordance with paragraph 7.3 above) such figure remaining

8. Education Contribution

8.1 To pay to the County Council the Education Contribution prior to the Occupation of any Dwelling.

8.2 Not to Occupy or permit the Occupation of any Dwelling until the Owner has paid to the County Council the Education Contribution.

8.3 The Education Contribution shall be Index Linked in accordance with the BCIS All-In TPI Index using the index from the fourth quarter 2015 from the date of validation of the Application until the end of the month immediately preceding the date of payment.

9. Highways Contribution

9.1 To pay to the County Council the Highways Contribution prior to the Commencement of the Development

9.2 Not to Commence or permit Commencement of the Development unless and until such time that the Owner has paid to the County Council the Highways Contribution

10. Highways Works

10.1 To provide the Construction Traffic Management Plan to the County Council and obtain the County Council's approval of the same before Commencement of the Development

10.2 Not to Commence or permit Commencement of the Development until the Construction Traffic Management Plan has been submitted to and approved by the County Council

10.3 To enter into the Highways Works Agreement with the County Council for the Highway Works before Commencement of the Development

10.4 Not to Commence or permit Commencement of the Development unless and until the Owner has entered into the Highway Works Agreement with the County Council for the Highway Works.

10.5 The Owner shall at its own expense carry out and complete the Highway Works in a good and workmanlike manner in accordance with the Highway Works Agreement and to Highway Works Completion Standard.

10.6 The Owner and or Developer shall not Occupy or permit Occupation of any Dwelling on the Land unless and until the Highway Works have been completed to the satisfaction of the County Council to the Highway Works Completion Standard.

11. Public Access and Rights of Way

11.1 Not to Commence or permit Commencement of the Development unless and until the Owner has submitted to the Council to the Council's satisfaction details and proposals of all the permissive paths and unadopted rights of way not forming part of the Highways Works Agreement such proposal to include a route between A259 Havant Road and Selangor Avenue to the Open Space Land

11.2 Not to Occupy or permit Occupation of more than 74 Dwellings until the Owner has created the permissive paths and unadopted rights of way not forming part of the Highways Works Agreement as provided above in paragraph 11.1 of this Schedule to the Council's satisfaction

11.3 To ensure that all such permissive paths and unadopted rights of way provided above in paragraph 11.1 remain open and accessible to the public in perpetuity unless adopted by the County Council as highway authority.

12. Monitoring Fee

12.1 Prior to Commencement of Development to pay or cause to be paid to the Council the Monitoring Fee.

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

13. Children's Play Area and Open Space Land

13.1 Not to Occupy more than 50 Dwellings unless the Children's Play Area shall have been completed in accordance with details approved in writing with the Council.

- 13.2 Not to Occupy more than 100 Dwellings unless the Open Space Land shall have been completed in accordance with details approved in writing with the Council.
- 13.3 To include in any transfer or lease of the Children's Play Area and Open Space Land covenants to restrict the use of the Children's Play Area and Open Space Land for the purposes of public recreation by the owners-occupiers of the Dwellings and by the public at large and to ensure future access for the public to the Open Space Land.

Schedule 3

Council's Covenants

1. The Council covenants with the Owner as follows:
 - 1.1 to use all sums received from the Owner under the terms of this Deed for the purposes specified in this Deed for which they are to be paid or for such other purposes for the benefit of the Development as the Owner and the Council shall agree
 - 1.2 to pay to the Owner such amount of any payment made by the Owner to the Council under this Deed which has not been expended or committed for expenditure in accordance with the provisions of this Deed (and money shall be deemed to be expended if the Council has properly entered into a contract for the expenditure of the money for the purpose for which it is paid which is reasonably likely to result in the fulfilment of that purpose) within ten (10) years of the date of receipt by the Council of such payment (save for the Bond which shall be repaid in accordance with the provisions on paragraph 4 of Schedule 2) together with interest at the base rate for Barclays Bank Plc for the period from the date of payment to the date of refund.
 - 1.3 to provide to the Owner such evidence, as the Owner shall reasonably require, in order to confirm the expenditure of the sums paid by the Owner under this Deed.

Schedule 4

County Council's Covenants

1. The County Council covenants with the Owner as follows:
 - 1.1 to use all sums received from the Owner under the terms of this Deed for the purposes specified in this Deed for which they are to be paid or for such other purposes for the benefit of the Development as the Owner and the County Council shall agree.
 - 1.2 to pay to the Owner such amount of any payment made by the Owner to the County Council under this Deed which has not been expended or committed for expenditure in accordance with the provisions of this Deed (and money shall be deemed to be expended if the Council has properly entered into a contract for the expenditure of the money for the purpose for which it is paid which is reasonably likely to result in the fulfilment of that purpose) within ten (10) years of the date of receipt by the Council of such payment (save for the Residential Travel Plan Cash Deposit which shall be repaid in accordance with the provisions of paragraph 7 of Schedule 2 or the Residential Travel Plan Bond which shall be released in accordance with the provisions of paragraph 7 of Schedule 2) together with interest at the base rate for Barclays Bank Plc for the period from the date of payment to the date of refund .
 - 1.3 to provide to the Owner such evidence, as the Owner shall reasonably require, in order to confirm the expenditure of the sums paid by the Owner under this Deed.

APPENDIX 1

Affordable Housing Plan - CB_15_105_004 Rev. B and CB_12_105_001 Rev A

APPENDIX 2

Children's Play Area - BDWS20345 22 Rev A

APPENDIX 3

Employment and Skills Plan

Site	
Developer	
Main Contractor	
Author	
Reference	
Estimated build value:	
NSAfc-CBA Benchmark	Residential
Planned start date:	
Planned Completion date	

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Section 1	Introduction and Development details
Section 2	Delivery – Construction Phase Method Statement
Section 3	Contact Details

Appendix A	Summary of ESP areas and evidence requirements
Appendix B	ESP Monthly Targets

1. Introduction and development details

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Delivery – Construction Phase Method Statement

KPI 1: Work placements (In Education)

The target describes work experience attendance on NSAfC Projects for students from schools, colleges and Universities (14 years plus) who undertake a work-experience placement for a minimum of 5 working (consecutive or non-consecutive) days. This can also include Government Traineeships. This KPI is aimed at providing students with the opportunity to carry out tasks agreed by the education provider and the employer enabling the learner to gain a meaningful insight into the construction sector.

KPI Measure: 1 completed student work placement represents 1 outcome

Evidence: 1. Written confirmation from the learning provider or employer of the student participation in the activity, and; 2. Learner evaluation form

Supervision:	NSAfC Benchmark:	Agreed Target:
Activity:	How many:	
	When:	

KPI 2: Work placements (not in education)

The work experience placements are to support (i) young people Not in Employment, Education or Training (NEET) (ii) long term unemployed, to gain experience in the construction industry.

Key issues: coordination with site team, risk assessment and method statement, insurance, site safety induction, child protection, parental consent and supervision

Supervision: Community Manager and Site Team	NSAFC Benchmark:	Agreed Target:
Activity:	How many:	
	When:	
Activity:	How Many:	
	When:	

KPI 3: Jobs Created by NSAFC Projects (new entrants)

This target describes the creation of new and sustainable job opportunities for new entrants into the sector. And as a result of the project are required on the project site by the main contractor or subcontractor.

Supervision: Community Manager and Site Team	NSAFC Benchmark:	Agreed Target:
Apprentices:	How many:	
	When:	
Activity:	When:	
Unemployed Persons:	How many:	

	When: March
Graduate:	How many: 0
	When:
Graduate:	How Many: 0
	When:

2.4 Construction Careers IAG Events

This includes carrying out workshops within educational establishments or on site with students from schools or colleges enabling the student to understand the practical applications of their studies.

Key issues: preparation of engaging material and delivery of workshops

<i>Supervision: Community Manager and Site Team</i>	<i>NSAFC Benchmark:</i>	<i>Agreed Target:</i>
Activity:	How many:	
	When:	
Activity:	How Many:	
	When:	

2.5 Training Weeks on Site – project workforce

Key issues: progression

<i>Supervision:</i>	<i>NSAFC Benchmark: individuals:</i>	<i>Agreed Target:</i>
Apprentices:	<i>How many:</i>	
	<i>When:</i>	
Existing Workforce:	<i>How many:</i>	
	<i>When:</i>	

4.6 Qualifying the Workforce

<i>Supervision: Community Manager and Site Team</i>	<i>NSAFC Benchmark:</i>	<i>Agreed Target:</i>
Qualifications Gained:	<i>How many:</i>	
	<i>When:</i>	
Industry Certification gained:	<i>How Many:</i>	
	<i>When:</i>	

2.7 Training Plans – Project Workforce

This describes each creation of a Company Training Plan. Assistance with compiling a Company Training Plan can be given by Construction Skills

<i>Supervision: Community Manager and Site Team</i>	<i>NSAFC Benchmark:</i>	<i>Agreed Target:</i>
<i>Activity:</i>	<i>How many:</i>	
	<i>When:</i>	
<i>Activity: Activity:</i>	<i>When:</i>	

2.8 Case Study

<i>Supervision: Community Manager and Site Team</i>	<i>NSAFC Benchmark:</i>	<i>Agreed Target:</i>
<i>This target consists of completing and submitting a promotional case study which describes either an example of best practice or a significant achievement on the NSAFC project. Case studies counted against this measure must be compliant with the National Skills Academy for Construction case study guidelines.</i>	<i>How many:</i>	
	<i>When:</i>	

3. Contact details

Please list below the telephone, email and address details for the Developer's project team and main contractor.



KPI 1:	Work Placements (In Education)
Key Industry Priority:	Image & Recruitment
This target describes work experience attendance on NSaFC Projects, for students from schools, colleges and Universities (14 years plus) who undertake a work-experience placement for a minimum of 5 working (consecutive or non-consecutive) days. This can also include Government Traineeships. This KPI is aimed at providing students with the opportunity to carry out tasks agreed by the education provider and the employer enabling the learner to gain a meaningful insight into the construction sector	
KPI 2:	Work Placements (Not in Education)
Key Industry Priority:	Image & Recruitment
This target describes work experience attendance on NSaFC Projects for persons who are not enrolled in a course of education/study and who undertake a work-experience/pre-employment placement for a minimum of 5 working (consecutive or non-consecutive) days. This can include individuals from organisations such as Princes Trust, Probation Service, Job Centre Plus, Women into Construction, Armed Forces re-settlement programmes or local community organisations. It may also be appropriate for individuals seeking a career change. This KPI is aimed at providing persons with the opportunity to carry out tasks agreed by their supporting organisation (where applicable) and the employer enabling the individual to gain a meaningful insight into the construction sector	
KPI 3:	Jobs created by NSaFC projects (new entrants)
Key Industry Priority:	Image & Recruitment
This target describes the creation of new and sustainable job opportunities for new entrants into the sector. And as a result of the project are required on the project site (s) by the main contractor or subcontractor. This target relates to (SPONSA reporting lines) • Persons who are employed as Apprentices • Persons previously unemployed • Graduates	
KPI 4:	Construction Careers Information, Advice and Guidance (CCIAG) Events
Key Industry Priority:	Image & Recruitment
This target consists of the organisation and delivery of events focused on improving the image of the sector. Events are aimed at increasing awareness of the opportunities available within the industry, what it is like to work in Construction and how to get into the sector. To be counted, the activity must be formally structured, agreed by the project and the participating organisation, and recorded on the CCIAG form. The key target groups for delivery of this outcome are: • Entrants 14-19: (e.g. NFFTs, school students, school leavers, college students)	

- Under graduates
- Influencers (e.g. school / university / adult influencers ,careers advisers, careers school staff, other providers, community groups)

KPI 5: Waged Training Weeks on site

Key Industry Priority: Training & Development

This target relates to and counts the number of weeks of formalised training being undertaken by the site labour force working on a NSAFC Project. This will involve training following a recognised syllabus of study which has been accredited/certificated by either an awarding body for that qualification or by the recognised issuing organisation.

One training week = 5 working days. Days can be cumulative for any individual (i.e. if an individual undertook a 3 day course (certificated) a 4 day training course (certificated) and a qualification which is made up of 3 days of training the contractor could claim 2 training weeks). This target can include apprenticeship programmes counted in training weeks.

This target relates to all employees (SPONSA reporting lines)

- New entrants who are undertaking apprenticeship frameworks
- Existing workforce undertaking upskilling qualifications

KPI 6:	Qualifying the Workforce
Key Industry Priority:	Training & Development
6a) This target relates to persons gaining a nationally recognised qualification equivalent to Level 2 or above. Achievements can include vocational awards/ diplomas, apprenticeship completions, professional qualifications, leadership and management courses including I.L.M, health and safety, (including IOSH, NEBOSH, SMSTS & SSSTS). Outcomes must be accredited by a nationally recognised professional institution or awarding body.	
6b) This target relates to persons gaining industry certification. Achievements can include short duration courses; project specific learning e.g. products, installation, technologies, or may relate to occupational competence, licence to practice or sector specific training e.g. the environment, sustainability, health and safety Outcomes must be accredited by public education establishments, employers or other training providers and may be held externally or in-house and must be a minimum duration of 3 hours	
<i>For the client based approach KPI6 relates to those who are working as part of the NSAfC project workforce; this includes main contractor employees and subcontractors.</i> <i>For the funded approach KPI6 relates to those who are working as part of the supply chain workforce.</i>	
KPI 7:	Training Plans
Key Industry Priority:	Training & Development
This target relates to the annual company plan which details the organisational structured approach to training and developing the workforce. The plan must show the start and end date so that it demonstrates that this is a plan rather than a matrix. This target can included new plans and plans to be renewed	
<i>For the client based approach KPI7 relates to those who are working as part of the NSAfC project workforce; this includes main contractor employees and subcontractors.</i> <i>For the funded approach KPI7 relates to those who are working as part of the supply chain workforce.</i>	
KPI 8:	Case Studies Approved
Key Industry Priority:	Strategic Leadership
This target consists of completing and submitting a promotional case study which describes either an example of best practice or a significant achievement on the NSAfC project. Case studies counted against this measure must be compliant with the National Skills Academy for Construction case study guidelines. The completed case study must be approved by a representative of CITB and the client/contractor's internal Communications team and are available for inclusion on the National Skills Academy for Construction website and for additional promotional purposes.	

APPENDIX 4

Highway Works - 04-0025-004 REV F, 041-0025-005 REV C, 041-0025-012 REV A and 041-0025-009 Rev D

APPENDIX 5

Open Space Plans - BDWS20345_10_Rev.E, BDWS20345_20_Rev.F, BDWS20345_23

APPENDIX 6

Residential Travel Plan Framework



Havant Road, Emsworth Travel Plan

July 2016
Barratt Homes

PB paulbasham
ASSOCIATES
www.paulbashamassociates.com

**RESIDENTIAL DEVELOPMENT
HAVANT ROAD, EMSWORTH
TRAVEL PLAN**

CONTROLLED DOCUMENT

PB-Associates Document No:		041.0025/TP/4	
Status:	Original	Copy No:	
	Name	Signature	Date
Prepared by:	Beth Wilson		July 2016
Checked:	Mark Smith		July 2016
PBA Approved:	Mark Smith		July 2016

Revision Record					
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2	19.07.16	BW	Client Comments	MS	MS
3	21.07.16	BW	Finalised for Submission	MS	MS
4	25.07.16	BW	Client Comments	MS	MS


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RESIDENTIAL DEVELOPMENT HAVANT ROAD, EMSWORTH TRAVEL PLAN

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1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates (PBA) on behalf of Barratt Homes (BH) to support a full planning application for a residential development comprising 192 dwellings at Havant Road, Emsworth.
- 1.2 The application site covers 6.23 hectares in total and is located approximately 1.8km east of Havant town centre and 1.4km west of Emsworth's local centre. The application site is identified within **Figure 1**, with the site layout included as **Appendix A**.



Figure 1: Site Location Plan

Travel Plan Principles

- 1.3 A TP is a strategy for managing access demands to a development site by ensuring that the travel needs of its users are met by a range of modes of transport in order to;
- Reduce the impact of car travel;
 - Support a reduced need to travel; and
 - Increase sustainable travel practices where appropriate and possible.
- 1.4 A TP is an evolving process initiated through site visits and discussions between the main stakeholders and Hampshire County Council (HCC). This TP has been prepared alongside and should be read in conjunction with the application's Transport Assessment.

Travel Plan Objectives

- 1.5 In pursuit of reducing the impact of car travel, the need to travel by car and increasing sustainable travel practices, this TP will be supported by a number of objectives, as set out in Table 1.

Objective Number	Objective
1	To support the development on land at Havant Road, Emsworth as a sustainable community.
2	To facilitate and encourage the use of sustainable travel modes in preference to the use of the private car
3	Continually develop, implement, monitor, evaluate and review the progress of the travel plan towards achieving its targets.
4	To promote and improve awareness of the TP process

Table 1: Travel Plan Objectives

- 1.6 Meeting these objectives will help achieve a development that has good sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel. Continual evolution of the TP is necessary to ensure that it meets its targets and objectives. Promoting the TP process will better residents' understanding of the Travel Plan Co-Ordinator (TPC) work, which in turn should increase resident engagement with the TP.

Travel Plan Structure and Approach

- 1.7 This TP has been informed by Hampshire County Council's A Guide to Development Related Travel Plans (2009) and is broken down into the following structure:

- Chapter 2 -** Travel Plan Local Policy
- Chapter 3 -** Existing Local Conditions
- Chapter 4 -** Proposed Development
- Chapter 5 -** Indicative Baseline Target Travel Patterns
- Chapter 6 -** Travel Plan Strategy
- Chapter 7 -** Implementation and Monitoring
- Chapter 8 -** Conclusion and Summary

2. TRAVEL PLAN LOCAL POLICY

2.1 The objectives of the TP as outlined in Table 1 have been designed to work alongside those set at national, regional and local levels. In particular the aims relate to:

- National Planning Policy Framework (NPPF);
- Hampshire County Council Local Transport Plan 3 (2011-2031) (LTP3); and
- Havant Borough Local Plan (Core Strategy (2011-2026)).

National Policy

2.2 The NPPF (Paragraph 36) recognises that a TP acts as a "key tool for realising a number of The Framework's policies towards new developments, and is a requirement for developments which generate a significant amount of movement". The following NPPF paragraphs are relevant to the TP:

Pursuing sustainable development involves seeking positive improvements in the quality of the built environment...as well as in people's quality of life, including...

- Making it easier for jobs to be created in cities, towns and villages
- ...replacing poor design with better design
- Improving the conditions in which people live, work, travel and take leisure

(NPPF Para.9)

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

(NPPF Para.29)

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion... In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of travel.

(NPPF Para.30)

Plans and decisions should ensure developments that generate significant movement are located where the need of travel will be minimised and the use of sustainable transport modes can be maximised.

(NPPF Para.34)

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be designed and located where practical to

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport

facilities;

- Create safe and secure layouts which minimise conflicts between traffic and cyclists and pedestrians, avoiding street clutter and where appropriate establishing home zone;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

(NPPF Para.35)

Regional and Local Policy

- 2.3 LTP3 sets out Hampshire's transport strategy and identifies a range of policy objectives, with those most relevant to this TP stated below:

Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;

Policy Objective 9: Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;

Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives;

Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

Local Policies and Initiatives

- 2.4 Havant Borough Core Strategy is a long-term strategy which seeks to shape and guide development in Havant Borough to 2026. The Core Strategy proposes a policy framework that plans for new development to deliver the vision that has been developed alongside the Sustainable Community Strategy. The Core Strategy identifies the following as its mission:

In 2026 Havant Borough will be a cleaner, safer and more prosperous place. It will be a place where people of all ages and circumstances will want to live, visit or work. It will be a sought after location, well known as the home of

windsurfing and for its superb Solent coastline. It will be widely recognised for its sustainable, innovative and high quality design developments and the stewardship of its natural and built environment.

- 2.5 This Core Strategy identifies the importance of Travel Plans in association with Transport Assessments in supporting planning applications, as a way of supporting the above mission. This TP (and accompanying Transport Assessment) seek to ensure the proposed development supports and complements the following elements of Policy 'CN9- Housing and CS20- Transport and Access Strategy' along with 'DM12- Mitigating the Impacts of Travel' as set out within the Local Plan:

Policy CS9 Housing states:

- *Planning permission will be granted for housing proposals that will achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.*

Policy CS20 Transport and Access Strategy states development will be permitted that:

- *Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy;*
- *Does not increase congestion and promotes better use of existing transport networks;*
- *Improves accessibility to goods, services and employment and promotes equality in the transport system;*
- *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;*
- *Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users;*
- *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/ frequency buses and includes walking and cycling where appropriate; and*
- *Improves highway, cycling and pedestrian links between the western built up area of the Borough and the eastern area of the Borough to create a strong east/ west communication axis that passes through Dunsbury Hill Farm/ Leigh Park'.*

DM12 Mitigating the Impacts of Travel states:

- *New developments will be required to mitigate their travel impacts, including the*

environmental impacts of the travel (such as noise, air and visual pollution' and impacts on amenity, health and climate change.

3. EXISTING CONDITIONS

Local Conditions

- 3.1 The application site comprises arable farmland located to the north of Havant Road, with the northern and western boundaries comprising the A27 trunk road and the boundary to the east characterised by residential development. The site and its surroundings are shown in **Figure 2**, with the existing site use demonstrated in **Photograph 1**.



Figure 2: Site Context



Photograph 1: Existing Site Use

- 3.2 The existing fields are accessed to the east of the site via vehicle crossover leading to a gated entrance along Selangor Avenue. This access is demonstrated in **Photograph 2**.



Photograph 2: Existing Access along Selangor Avenue

- 3.3 The site is located 1.4km to the west of Emsworth's local centre and 1.8km to the east of the town of Havant. In addition, the site is located 13.4km to the north east of Portsmouth and 16.6km to the west of Chichester.
- 3.4 The site's proximity to existing local amenities, pedestrian, public transport and cycle networks presents an opportunity to encourage the use of sustainable transport and create a sustainable development, particularly by encouraging travel by bus and cycle. A summary of the local facilities and their associated walking and cycling distances from both the site access on Havant Road and the rear of the site is shown in **Table 2**.
- 3.5 An Accessibility Map, showing local facilities in relation to the proposed development, is contained in **Appendix B**.

Amenity	Approximate Walking Distance (site access)	Walking Time (minutes)	Cycle Time (minutes)	Approximate Walking Distance (rear of site)	Walking Time (minutes)	Cycle Time (minutes)
Local Primary School	900m	11	3	900m	11	3
Local Secondary School	1.5km	19	5	1.5km	19	5
Railway Station	1.9km	20	6	1.7km	21	6
Closest Post Office	1.5km	19	5	1.8km	23	6
Bank	1.6km	20	5	2km	25	8
Doctors	1.6km	20	5	2km	25	8
Dentist	1.4km	18	5	1.9km	20	6
Closest Bus Stop	160m	2	1	580m	7	2
Closest Convenience Store	400m	5	2	730m	9	2

Table 2: Distances to Local Facilities

3.6 The CIHT provides guidance for 'Providing for Journeys on Foot (2000)', which identifies 'desirable', 'acceptable' and 'preferred maximum' distances for certain locations. As demonstrated in Table 3 and referring to Table 2, each distance is considered to be within the 'preferred maximum', as recommended by the CIHT guidance.

	Town Centre (m)	Commuting/ School/ Sight-Seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 3: CIHT Guidance for Providing for Journeys on Foot

Pedestrian & Cycle Network

Havant Road

3.7 Pedestrian and cycle facilities within the vicinity of the site have recently been substantially upgraded, to provide a shared footway/ off road cycleway across the site frontage and an on-road cycleway adjacent to this on both sides of the carriageway. The footway/ cycleway provision on Havant Road is demonstrated in Photograph 3.



Photograph 3: Recently Improved Footway/ Cycle provision on Havant Road

- 3.8 As part of the recent improvements, the pedestrian refuge island 120m to the east of the site has been improved also, and now provides a crossing for both pedestrians and cyclists to the bus stop on the opposite side of the carriageway, as shown in **Photograph 4**.



Photograph 4: Recently Improved Pedestrian Crossing on Havant Road

- 3.9 To the west of the site, towards Havant, the pedestrian/cycle facilities have also been improved, to provide a more user-friendly link to the underpass, which takes users along a vehicle-free route to Havant under the A27. The improved facilities in this area are demonstrated in **Photograph 5**.



Photograph 5: Recently Improved Pedestrian/ Cycle facilities to the west of the site

Selangor Avenue

- 3.10 Selangor Avenue (onto which a separate footway/ cycleway access to the site is proposed) is supported by well-lit, continuous footways along the length of both sides of the carriageway, in a residential environment. The footways provide access to Emsworth Primary School and residential areas to the north, and Havant Road (and associated pedestrian/cycle infrastructure) to the south.
- 3.11 At the junction of Selangor Avenue with Havant Road, a recently upgraded dropped kerb/ pedestrian tactile paving arrangement is provided, with appropriate signage for cyclists to dismount. This arrangement is demonstrated in **Photograph 6**.



Photograph 6: Pedestrian/ Cycle arrangements at the end of Selangor Avenue

- 3.12 In the wider vicinity, the local highway network is conducive to walking/cycling activity with a gentle topography. National Cycle Route 2 passes along the southern site boundary along Havant Road on both sides of the carriageway, as demonstrated in **Photograph 3**. National Cycle Route 2 runs along the south coast between Emsworth town centre and Chichester to the east, and Havant Railway Station to the west (by way of an underpass under the A27).
- 3.13 Cycle routes on the wider road network are demonstrated in **Figure 3**, with green coloured routes representing off-road cycling facilities, purple coloured routes representing on-road cycle facilities, the yellow route representing National Cycle Route 2 and the red circle representing the site location.

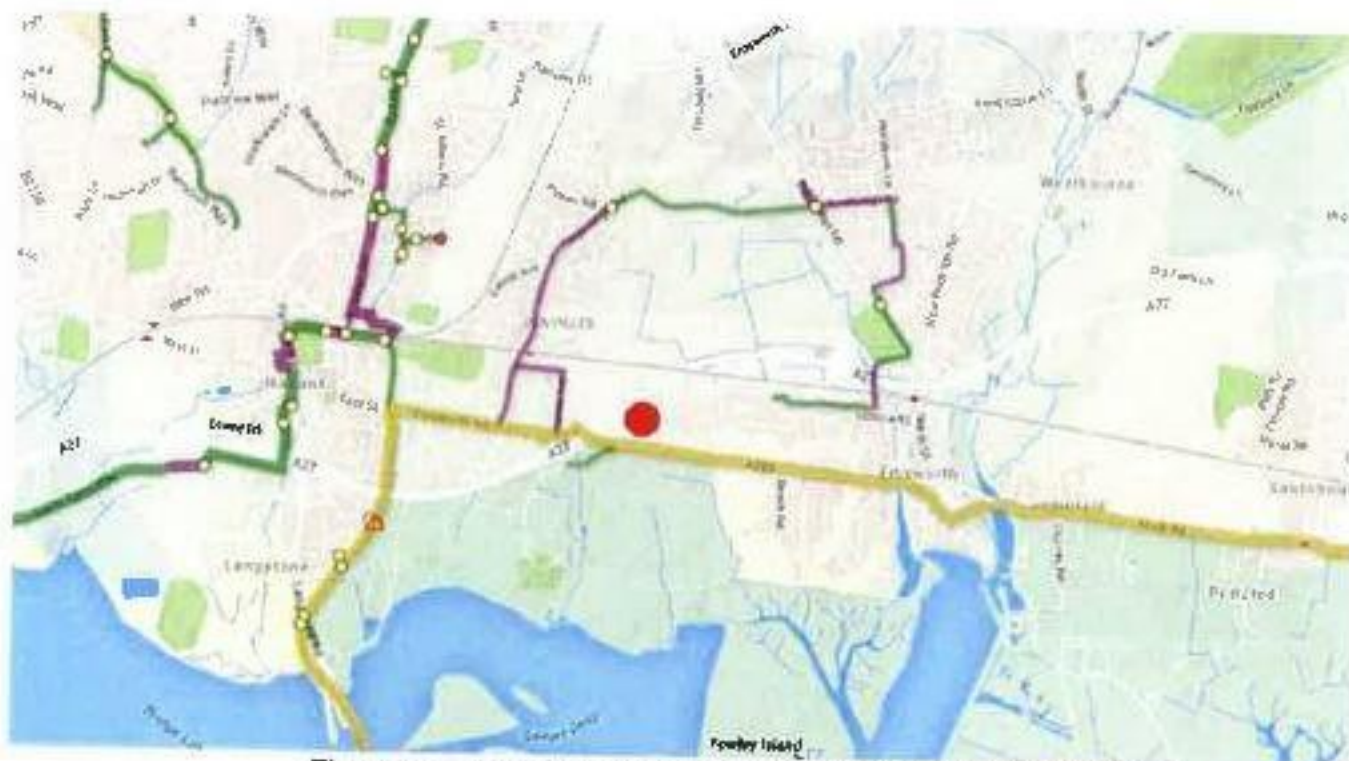


Figure 3: Local Cycle Routes (extract from www.sustrans.co.uk)

Bus Services

3.14 The site is supported by a pair of bus stops on Havant Road, approximately 280m from the site access, which are served by the Stagecoach Coastliner 700 bus service and two school buses; the 31A and the 145. A summary of these services is provided in Table 4.

Service	Route	Operator	Frequency		
			Monday - Friday	Saturday	Sunday and Public Holiday
700	Flansham Park – Bognor Regis – Chichester – Havant - Portsmouth	Stagecoach	Every 20 minutes	Every 20 minutes	Every 30 minutes
31A (School Bus)	Hayling Island – Southbourne – Chichester High School	Emsworth & District	Daily at 07:45	-	-
145 (School Bus)	Hambledon – Waterlooville – Havant – Emsworth	First	Daily at 16:15	-	-

Table 4: Summary of Local Bus Services

3.15 Both stops are supported by pole and flag signage with a covered, seated waiting area. The stop on the northern (site) side of the carriageway is demonstrated in Photograph 7, whilst the stop on the southern side can be easily accessed from the site via the pedestrian refuge island.



Photograph 7: Havant Road Bus Stop

Rail Services

- 3.16 Warblington Railway Station is located c.1.3km (15 minute walk/ 4 minute cycle) to the north west of the proposed site, with an underpass providing a safe route under the A27.
- 3.17 Warblington Railway Station is on the West Coast Way Line and provides direct access to destinations including Brighton (1h), Southampton Central (45m), Portsmouth Harbour (21m), Littlehampton (35m) and London Victoria (1h44m). Trains typically stop at a frequency of two per hour for services between Brighton and Southampton and at a frequency of one per hour for services to London.
- 3.18 The station can also be accessed via the Number 700 bus service (as previously described) which stops within 450m (6 minute walk) of Warblington Railway Station along Emsworth Road.
- 3.19 In addition, Emsworth Railway Station is located 1.9km to the east and is on the same line, whilst Havant Railway Station is located 2km to the west. Havant Railway station can also be accessed via the aforementioned bus service.

4. PROPOSED DEVELOPMENT

Accommodation Schedule

- 4.1 The proposed development comprises 192 dwellings, of which 30% would be affordable. The proposed accommodation schedule is summarised within **Table 5**, whilst the proposed site layout is included within **Appendix A**.

	Unit Type	Number of Dwellings
Affordable	1 Bedroom House/Flat	30
	2 Bedroom Flat	3
	2 Bedroom Coach House	6
	2 Bedroom House	6
	3 Bedroom House	11
	4 Bedroom House	1
	TOTAL	57
Private	1 Bedroom House/ Flat	33
	2 Bedroom Flat	11
	2 Bedroom Coach House	9
	2 Bedroom Bungalow	4
	2 Bedroom House	16
	3 Bedroom House	46
	4 Bedroom House	16
	TOTAL	135
	Total	192

Table 5: Accommodation Schedule

Car Parking Provision

- 4.2 Havant Borough Council's Draft Parking SPD (April 2015) will replace the previous standards which were based on guidance outlined in Planning Policy Guidance Note PPG13, which advised maximum standards. As PPG13 has now been superseded by the NPPF, (and minimum standards are now advised) the draft parking standards have been used to assess the level of car parking required at this development.
- 4.3 The draft parking standards demonstrate that, based on the accommodation schedule, 338 spaces should be provided to serve the development, with an additional 68 spaces (20%) unallocated parking provided for visitors. 360 spaces have been provided to serve the development, including 22 visitor spaces. Further justification of the parking allocation is detailed in the Transport Assessment, but clearly an overprovision of car parking can undermine efforts to encourage more sustainable travel.

Cycle Parking Provision

- 4.4 Havant Borough Council's Draft Parking SPD (April 2015) also identifies cycle parking

standards based on dwelling size, as outlined in Table 6 for reference.

Size of dwelling	Cycle Parking per Dwelling
	Long Stay
1 Bedroom	1 space per unit
2 Bedroom	2 spaces per unit
3 Bedroom	2 spaces per unit
4+ Bedroom	2 spaces per unit

Table 6: HBC Cycle Parking Standards

Additional 20% should be provided for short-stay cycle parking

- 4.5 Long-stay cycle parking will be provided for each unit within a dedicated cycle shed in the rear of each garden, or a garage (where provided and measuring at least 6m x 3m). For the flats, secure communal stores are proposed, which will be overlooked and well-lit to ensure that the stores are safe and user-friendly.

Pedestrian/ Cycle Accesses & Internal Layout

- 4.6 The vehicular site access onto Havant Road has been designed to include provision for pedestrians and cyclists, with a 2m wide footway on either side of the access road carriageway, and suitable links to the existing on and off-road cycle links along Havant Road.
- 4.7 In addition to the pedestrian/cycle access onto Havant Road, a further pedestrian/ cycle access will be provided to the east of the site onto Selangor Avenue. This separate access will measure 3m wide and will be supported by bollards and appropriate signage to improve safety for cyclists/ restrict vehicular access.
- 4.8 The parameters of the site layout have been designed to create an attractive and permeable pedestrian and cycle environment. The development site's spine road measures 5.5m in width, after which the carriageways become narrower and more reflective of Manual for Streets (MfS) design guidance principles, with 4.8m being sufficient for a car and larger vehicle to pass. The entire internal road network is provided with 2m wide footways on either side. As the internal road moves out towards the periphery of the site into quieter cul-de-sacs, there will be shared-surface carriageways adopting 'home zone' principles.
- 4.9 Traffic free pedestrian and cycle routes bisect areas of open space to provide shorter journey distances on desire lines and encourage pedestrians/ cyclists up to movement framework (see Appendix A).

5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

- 5.1 Indicative modal shares have been obtained from the 2011 Census: Method of Travel to Work data, published by the Office for National Statistics. Using data from the 'Emsworth' Ward to yield the most representative sample, percentage figures have been calculated for the different modes of travel included within the TP (discounting those that work from home). The resulting multimodal splits are demonstrated within Table 7.

Private Car	Private Car Passenger	Public Transport	Walking	Cycling	Total
75%	5%	9%	7%	4%	100%

Table 7: 2011 Census Data 'Journey to Work'

- 5.2 Table 7 indicates that approximately 75% of all trips are undertaken in a private vehicle without passengers, whilst 5% of trips are undertaken as a passenger. In comparison, 9% of people choose to travel by public transport, 7% of people walk and 4% of cycle. The Journey to Work Census Data output file is contained in Appendix C.

Targets

- 5.3 SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets are proposed to be met over the TP period, commencing from occupation of the 50th unit. These targets inform the measures and monitoring strategy and the Action Plan included as Appendix D, with the Travel Plan Co-Ordination period lasting 5 years from full occupation. Five year targets have therefore been applied to the indicative Census modal splits to determine the TP mode share targets, as shown in Table 8.

Target	Objective	Baseline Modal Share	End of Year 5 Target	Modal Share End of Travel Plan
TP1	Reduce single occupancy vehicles/ trips	75%	-10%	65%
TP2	Increase the number of residents choosing to Car-Share for commuting purposes	5%	+3%	8%
TP3	Increase the number of resident travelling by bus and train	9%	+3%	12%
TP4	Increase the number of residents walking and cycling to and from the site	11%	+4%	15%

Table 8: Baseline TP Modal Share Targets (based on Census data)

- 5.4 The baseline modal share would be determined through surveys completed at milestones relating to occupation of the development, with the baseline survey conducted at occupation of the 50th unit then again at 100% occupation, although this would need to be agreed with HCC's Travel Plan Officer. This survey will determine the actual baseline travel patterns for the development, which are expected to be similar to those outlined in Table 8 above. Details of the survey schedule are set out in Chapter 7: Implementation and Monitoring.

6. TRAVEL PLAN STRATEGY

6.1 The following section proposes a package of measures to be adopted and refined by the Travel Plan Co-ordinator (TPC) throughout the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP objectives and targets and by local and national policy. The measures chosen could also be continued by local residents beyond the monitoring period.

6.2 The overarching Action Plan, including indicative costs and timescales, is included within Appendix D.

Key Stages: Preliminary

6.3 In order to meet the key objectives of the TP, it is essential that a number of measures be implemented at an early stage. Completing the tasks set out within the Preliminary Action Plan would help to embed the TP and local awareness of it, as its success will ultimately be judged on the level of ownership amongst residents. Prior to first occupation, the TPC should complete preliminary tasks set out within Table 9.

Action Target	
Preliminary Year Measures	Travel Plan Co-ordinator (TPC) to be appointed
	TPC to Undertake a Site Visit
	BDWH to Implement Infrastructure (cycle links, pedestrian routes, crossing points)
	TPC to contact HCC TPO for information on local travel events and confirm Action Plan
	TPC to contact local TPCs including local schools
	TPC to develop a webpage for community information to residents
	TPC to prepare a Travel Welcome Pack Inc. a mechanism for providing financial incentives
	TPC to determine communication strategy inc. resident meetings, newsletters, online tool (to agree with HCC)
	Relevant Travel Plan 'logo' and identity to be established
	Encourage resident engagement in social media (initially run by the TPC for residents to then take ownership)
	TPC to prepare TP action database for logging/recording: Household details, Household Personal Travel Planning, Assistance/Communication Local Key Players, Contact Details, Survey Responses
	TPC to Liaise with house building Sales Representatives to introduce TP and incentives available.

Table 9: Preliminary Travel Plan Tasks

6.4 The TPC would be required to provide contact details and a finalised Action Plan; complete with dates, costs and measures to HCC's Travel Plan Officer (TPO) prior to occupation (and within the preliminary period). Throughout this process there should be dialogue between the

TPC and the TPO to give confidence to HCC that the preliminary works are being undertaken.

Key Stages: Five Years Following Full Occupation

- 6.5 The TP period would become fully active upon occupation of the 50th unit and the completion of the preliminary actions and residents survey, and would remain active for 5 years following that date. The ultimate aim of the TP is for residents to take over the day to day implementation of the TP and for it to become firmly embedded within the local community.
- 6.6 During this time, activities defined in the preliminary stage would be expanded upon. These measures would be determined by the TPC in conjunction with residents, local authorities and other stakeholders such as public transport operators and local cycle champions. These measures are discussed in further detail in the remainder of this section.

Physical Infrastructure

- 6.7 This package of measures primarily focuses on 'soft measures'. A number of 'hard measures' (infrastructure) are also proposed to support the development and wider network, focusing on site layout parameters and permeability to create a sustainable and integrated form of development.
- 6.8 As previously described, a number of 'hard' infrastructure measures have recently been implemented immediately across the development site boundary by Hampshire Constabulary, which will aid in the implementation of the soft measures outlined in this TP.
- 6.9 Within the site permeable footpaths will be provided improve links to public transport and public facilities, and cycle storage will be implemented in accordance with HBC requirements.

Modal Measures: Walking and Cycling

- 6.10 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. The accessibility review suggests that cycling and bus travel are an attractive option for shopping, school and commuter trips, due to the distances to the nearest retail, school and employment areas respectively and the recent improvements along Havant Road. With Warblington Rail Station located a 4 minute cycle ride away along the on and off-road cycle routes, cycle – rail – cycle commuter trips are a likely occurrence.
- 6.11 Encouraging residents to become familiar with local cycling routes early on –for example by working with local and national campaigns and events and with local stakeholders – whilst aiming to secure discounts at local stores, would maximise the potential for residents to

habituate cycling as part of a healthy and sustainable lifestyle. Potential measures for supporting local cycling (as well as walking) are set out within **Table 10**.

Promotional Measures: Walking and Cycling
Preparation and maintenance of local area accessibility map with residents adding further information and photograph contributions
Co-ordinate a Bike Doctor event/ Bikeability training
Publicise improvements along Havant Road/ NCR 2
Publicise local cycle facilities and negotiate special ongoing discounts for residents
Co-operation and co-ordination with local, regional or national campaigns and events such as Walk to Work Week (www.livingstreets.org.uk) Bike Week (www.bikeweek.org.uk) Sustrans Big Cycle and Walk Challenge (www.getmeactive.org.uk) Sustrans adult cycle training
Promote National Cycle Network Routes
Promote 'cycle to work' scheme

Table 10: Proposed Walking and Cycling Measures

Modal Measures: Public Transport

- 6.12 The regular frequency of the Stagecoach Coastliner 700 bus service which provides access to Havant, Chichester, Portsmouth and Bognor Regis is a major asset for encouraging this mode of transport, particularly as the bus stop is only a 2 minute walk from the proposed site access.
- 6.13 In addition, the comprehensive rail network, whilst outside of the recommended 800m walking distance, is easily accessible by bus, providing a further method of sustainable transport to wider areas.
- 6.14 Maximising residents' use of public transport would be supported through awareness-raising of the local bus and rail services whilst highlighting the costs and benefits in comparison to single occupancy vehicle use.
- 6.15 The attractiveness of the bus service would be further supported through tailored promotions and schemes resulting from dialogue with bus operators' commercial managers and listening to residents. Proposed public transport promotional measures are set out within **Table 11**.

Promotional Measures: Public Transport
Preparation and maintenance of local Public Transport network/facilities maps, timetables and information with residents, adding further information and photograph contributions from new residents
Keep abreast of bus service provision developments through dialogue with HCC passenger transport officer, Stagecoach, First and Emsworth & District bus operators and Southern Trains rail operator
Prepare a comparison cost table for Public Transport and Single Car Travel and parking charges
Negotiate special development discounts and season ticket rates
Maintain dialogue with local public transport service operators for service changes and promotions

Table 11: Proposed Public Transport Measures

Financial Incentives: Travel Gifts

- 6.16 The TPC will seek to negotiate a discount at a local cycle store offering residents discounted purchases on cycling equipment and services. Upon completion of a Baseline Travel Survey, each household would be offered the option to be sent a £50 'Travel Gift' towards purchases at a local cycle store.
- 6.17 An alternative option would be a free bus pass for a given period of time as negotiated with local bus or rail operator. A £50 budget per household would provide a negotiating tool with which operators would determine an appropriate season pass use time period (for example one month).
- 6.18 The voucher would be valid for 3 months from order to encourage cycle/bus use from the outset. Terms and conditions would be clearly stated on the voucher. An example voucher is included in **Appendix E**.
- 6.19 Provision of these incentives would be enabled by the completion a residents' travel survey in the form of a questionnaire. Subsequent travel surveys would be undertaken annually and could include an additional incentive for survey completion.

Modal Measures: Car Sharing

- 6.20 Car sharing is a simple and effective way to reduce the number of lone car trips, whilst bringing reductions in transport costs, congestion and pollution, and also social benefits including increasing resident interaction and co-operation. The nature and location of the proposed development between Havant and Emsworth and within close proximity of Portsmouth and Chichester via the A27 lends itself to car sharing.

6.21 When single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, the TPC should seek opportunities to promote sustainable driving practices.

6.22 The free <https://hants.liftshare.com/> website service, where members can find potential car-sharing partners, should be promoted by the TPC. Potential measures for supporting car-sharing are set out within Table 12.

Promotional Measures: Car Sharing
Promote benefits of car-sharing, including the hants.liftshare.com link.
Support residents in setting up forums through social media.
Provision of information on local road network routes- fastest journeys

Table 12: Proposed Car Sharing Measures

Modal Measures: Home/Remote Working and Other Modes

6.23 Options for working from home, utilising mobile technology to enable remote working in public locations, and teleconferencing, are becoming popular working practices for many companies.

6.24 Whilst this residential TP has limited scope to influence workplace practices, it can ensure that residents are aware of the developments in smarter working technology and encourage them to enquire with their employers regarding their application. Proposed home/remote working measures are set out within Table 13.

Promotional Measures: Home/Remote Working and Other Modes
Promote smarter working technologies
Consider and explore measures and targets for other travel modes if and when become relevant
Gathering "case study" stories of residents who use home working to promote in Newsletters and other residents communication techniques.

Table 13: Proposed Home/Remote Working and Other Modes

6.25 This TP has not identified specific targets for other travel modes such as motorcycle or taxi or potential future alternative options such as Electric/Alternatively Fuelled Vehicles. Should the monitoring exercises and communication with residents and stakeholders identify a strong interest in other travel modes, measures (and associated targets) should be explored by the TPC through dialogue with the HCC TPO.

Local Area and Other Site Users

6.26 The TP should not evolve in isolation to the local area and community as maximising the use

and enjoyment of the local area is essential to providing an effective TP. The TP should promote the local area's facilities whilst actively engaging with local residents, community groups, and local schools, at events such as open days and village fairs etc. Early engagement with other active residential TPs, would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

6.27 Local engagement measures are set out within Table 14.

Promotional Measures: Local Area and Other Site Users
Promotion of local area's key facilities and players through information/maps/photographs/details
Negotiate with local businesses to establish opportunities for long term interest/investment in the TP
Work with Local Community Groups; attend meetings, share communication platforms
Develop dialogue with local schools to share TP Initiatives, communication platforms and experiences
Encourage residents promotion of sustainable travel options to visitors
Promote and explore opportunities to co-ordinate deliveries

Table 14: Proposed Engagement with Local Area and Other Site Users

Visitors

6.28 TPs try to encourage and extend sustainable travel opportunities to any visitors travelling to and from the site. Residents' own positive sustainable travel experiences should have a knock-on effect to visitors. Visitors will have access to the Travel Plan Website similarly to local residents, and will be able to make an informed decision on how they travel to and from the site.

7. IMPLEMENTATION AND MONITORING

The Travel Plan Coordinator (TPC)

7.1 The TPC position would be part-time over the life of the TP which is at this stage anticipated to be the Preliminary Period followed by five years of full implementation, beginning on occupation of the 50th unit. The TP is likely to be operated by an external consultant, with initial support from Barratt Homes sales staff. The TPC would be responsible for the day to day implementation and monitoring of the TP to ensure targets are met. The early stages of a TP are relatively time intensive and the budget should be 'front-loaded' to take into account the work that is required to establish the TP.

7.2 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support;
- Designing and implementing an effective marketing strategy and raising awareness;
- Staying informed on campaigns, promotions, services and facilities;
- Setting up, co-ordinating/attending steering group/resident association meetings and travel based events such as 'Bike Doctors'/ bikeability training;
- Acting as the point of call for all TP enquiries; and
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

7.3 On appointment (at least three months prior to occupation), contact details for the TPC will be provided to HCC to ensure that clear dialogue is possible from first introduction of the TP and that the measures stated within this TP are being conducted in a satisfactory manner.

Travel Forums

7.4 The TPC would be required to attend any local Travel Forums and community group meetings where available, with these being a key element of ensuring the TP is well co-ordinated, remains relevant to and understood by future residents and local networks.

Surveys and Feedback

7.5 A consistent approach must be implemented with the following aims in mind:

- Co-ordinating the monitoring programme for the TP including organisation of surveys;
- All informed of TP's aims and objectives, including HCC, residents, and developer;
- A representative and informative account in accordance with development timescales;
- An understanding of local travel modal shares, perceptions and influencing factors;
- An understanding of the progress and impact (successes and obstacles) of the TP;
- Avoiding resident/respondee fatigue by securing a time-efficient, user-friendly and incentivised method of data collection which benefits subsequent TP implementation;
- Being adopted in some form by local residents beyond the TP's active life; and
- Co-ordinated questions with other local TPs.

7.6 This TP's approach to monitoring acknowledges the above requirements and is displayed within **Table 15**, and summarised in the subsequent paragraphs.

Pre iminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident survey (Initial 50 occupants)	Resident survey (remaining c.142 occupants) + TRICS SAM Survey	Resident Survey + Compare to Year 3 target	TRICS SAM Survey	Resident Survey	TRICS SAM Survey

Table 15: Travel Plan Monitoring Strategy

7.7 A TRICS survey will be undertaken at 100% occupation, which will be complemented by an online Resident Travel Survey at the end of Year 1 in order to ascertain the baseline conditions. Further TRICS SAM surveys will be completed at the end of years three and five, whilst a Resident Survey will be conducted in years two and four in order to confirm the development's modal share. An example resident survey is included in **Appendix F**.

7.8 The results of the survey will be available for residents to view on the developments dedicated Travel Plan website and also included within newsletters. These results will also be presented at resident associated meetings and displayed on the TP website.

7.9 After each annual travel survey has been conducted and an acceptable response rate from

residents has been reached, a monitoring/ progress report will be produced and submitted to HCC within 3 months of the survey taking place. This report will outline how the TP has been implemented for the year along with a presentation of survey results and analysis of the responses, information of voucher co-ordination to highlight which vouchers have been arranged and the number and reflective percentage of voucher take up and how residents intend to use to voucher. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/ applicable.

Marketing and Communication

7.10 The co-ordination of TP documentation within resident information / welcome packs and subsequent local communication opportunities (e.g. through resident groups, and community websites) adds a significant weight which would be added to the marketing campaign for the TP.

7.11 The TPC would develop a TP logo; an easily identifiable symbol synonymous with the TP. This would be used on all TP material and used within the co-ordinated marketing campaign and communication forms below;

- The travel welcome pack
- Six monthly newsletter
- Use of social media

Travel Planning Website

7.12 The TPC should also consider developing a website (such as PBA's Travel Planning website <http://pbatravelplan.com/>) providing access to information related to accessibility and sustainable travel opportunities. Such a website could further complement and form a part of the monitoring exercises. It could provide information on and promote the following and in the longer term may be maintained and developed further on a voluntary basis by residents:

- An introduction to the TP objectives and strategy
- Accessibility Map
- Online resident forum for sharing advice, tips and ideas promoting sustainable travel
- Link to walking, cycling and public transport timetables and journey planners
- Link to HCC's "My Journey" personal journey planning tool
- TP Newsletters
- TP Survey Results
- Local Travel Plan Forum meeting minutes and updates

- Relevant sustainable travel news and advertisements (e.g. cycling promotions, bus timetable changes, website articles)

Action Plan

- 7.13 An Action Plan has been developed that identifies all the measures to be implemented the person / organisation responsible for their implementation, and timescales for delivery. This Action Plan is attached in full as **Appendix D**.
- 7.14 Should the annual progress review identify shortfalls in the TP's progress (with consideration to any unforeseen circumstances beyond the control of the TPC), the TPC would work with the TPO to identify possible areas for improvement, new measures to try and the period in which such remedial actions should be complete. The evolution of the Travel Plan over Years One to Five would highlight aspects that were successful and those having little impact, and therefore guide the choice of remedial measures.

Community Embedding and Handover

- 7.15 Following the successful completion of the TP's full five -year strategy, the site should be operating in a sustainable fashion with opportunities for the TP's principles and practices to become embedded in the development and the wider local area. Local resident engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in the annual liaison with HCC's TPO as the TP draws to an end.

Overcoming Barriers to Success

- 7.16 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC's TPO will ensure that mismanagement does not occur.
- 7.17 This TP should be secured by a Section 106 Agreement with the Local Highway Authority to help ensure a successful TP. PBA propose a bond/cash deposit of £15,605 to HCC which equates to 20% of the total TPC cost for 192 units. This bond/cash deposit would roll over to subsequent phases/ years of development.

8. CONCLUSION AND SUMMARY

- 8.1 This Travel Plan (TP) has been prepared by Paul Basham Associates (PBA) on behalf of Barratt Homes to support a full planning application for residential development on land at Havant Road, Emsworth, Hampshire. The development proposals are for 192 dwellings, with associated vehicular and cycle/ footway access from Havant Road and a further cycle/ footway access from Selangor Avenue.
- 8.2 A TP is a strategy that supports National and Local policies through managing access to a development site and supporting an increase in sustainable travel. It is an evolving process which requires input of the TP authors, Hampshire County Council and the applicant.
- 8.3 The TP's primary objective is to support sustainable development by reducing the impact of the development's travel demands through raising awareness of and promoting more sustainable travel practices.
- 8.4 An indicative baseline travel modal split and targets have been established for the proposed development site, although all targets and measures would be reviewed and revised where necessary (including after the site-specific baseline survey has been completed at occupation of the 50th unit), and agreed with HCC. The overall target of the TP is to create a **10% shift** in modal choice away from single occupancy car trips towards more sustainable modes.
- 8.5 In order to meet the key objectives of this TP, a number of measures are proposed for implementation from an early stage. Such measures primarily focus on cycling and walking for shorter journeys and bus, rail travel and car sharing for longer distance journeys, commuter trips.
- 8.6 A Travel Plan Co-ordinator (TPC) would be appointed to oversee the implementation of all aspects of the TP. The TPC would raise awareness and encourage changes in travel behaviour through effective communication strategies. The TPC will organise surveys and subsequently liaise with HCC to ensure accurate baseline travel trends against which the TP targets are set. Survey results will be used to update and revise the content of the TP's Action Plan to ensure it remains an active process that becomes increasingly integrated into and adopted by the local community, and thus maximising available opportunities to increase levels of sustainable travel.



Havant Road EMS North Hampshire 192

[illegible]

Method of Travel to Work (Q5701EW)

All Usual Residents Aged 16 to 74

Work Mainly at or From Home

Underground, Metro, Light Rail, Tram

Train

Bus, Minibus or Coach

Taxi

Motorcycle, Scooter or Moped

Driving a Car or Van

Passenger in a Car or Van

Bicycle

On Foot

Other Method of Travel to Work

Not in Employment

Method of Travel to Work, 2011 (Q5701EW), Mar11

Method of Travel to Work, 2011 (Q5701EW), Mar11

Method of Travel to Work (Q5701EW)

Emsworth		Havant		South East England	
Count	Persons	Ward	Non-Metric Region	Country	
Count	Persons	Mar-11	6464	86247	6274341 38881374
Count	Persons	Mar-11	315	2392	279656 1349568
Count	Persons	Mar-11	9	41	15338 1027625
Count	Persons	Mar-11	276	1640	311895 1343684
Count	Persons	Mar-11	68	2556	189926 1886539
Count	Persons	Mar-11	16	352	16750 131465
Count	Persons	Mar-11	31	623	36467 206550
Count	Persons	Mar-11	2773	38040	2590701 14345882
Count	Persons	Mar-11	170	3477	200386 1264553
Count	Persons	Mar-11	154	1664	127614 742675
Count	Persons	Mar-11	274	4422	463662 2701453
Count	Persons	Mar-11	32	348	28328 162727
Count	Persons	Mar-11	2346	30692	2013618 13718653

LastUpdate 30-Jan-13

Source Office for National Statistics

National Statistics

[illegible][illegible][illegible]

Project Details	Project Number	Project Name	Project Location
1. Highway	101	Highway 101	Highway 101
2. Highway	102	Highway 102	Highway 102
3. Highway	103	Highway 103	Highway 103
4. Highway	104	Highway 104	Highway 104
5. Highway	105	Highway 105	Highway 105
6. Highway	106	Highway 106	Highway 106
7. Highway	107	Highway 107	Highway 107
8. Highway	108	Highway 108	Highway 108
9. Highway	109	Highway 109	Highway 109
10. Highway	110	Highway 110	Highway 110
11. Highway	111	Highway 111	Highway 111
12. Highway	112	Highway 112	Highway 112
13. Highway	113	Highway 113	Highway 113
14. Highway	114	Highway 114	Highway 114
15. Highway	115	Highway 115	Highway 115
16. Highway	116	Highway 116	Highway 116
17. Highway	117	Highway 117	Highway 117
18. Highway	118	Highway 118	Highway 118
19. Highway	119	Highway 119	Highway 119
20. Highway	120	Highway 120	Highway 120
21. Highway	121	Highway 121	Highway 121
22. Highway	122	Highway 122	Highway 122
23. Highway	123	Highway 123	Highway 123
24. Highway	124	Highway 124	Highway 124
25. Highway	125	Highway 125	Highway 125
26. Highway	126	Highway 126	Highway 126
27. Highway	127	Highway 127	Highway 127
28. Highway	128	Highway 128	Highway 128
29. Highway	129	Highway 129	Highway 129
30. Highway	130	Highway 130	Highway 130
31. Highway	131	Highway 131	Highway 131
32. Highway	132	Highway 132	Highway 132
33. Highway	133	Highway 133	Highway 133
34. Highway	134	Highway 134	Highway 134
35. Highway	135	Highway 135	Highway 135
36. Highway	136	Highway 136	Highway 136
37. Highway	137	Highway 137	Highway 137
38. Highway	138	Highway 138	Highway 138
39. Highway	139	Highway 139	Highway 139
40. Highway	140	Highway 140	Highway 140
41. Highway	141	Highway 141	Highway 141
42. Highway	142	Highway 142	Highway 142
43. Highway	143	Highway 143	Highway 143
44. Highway	144	Highway 144	Highway 144
45. Highway	145	Highway 145	Highway 145
46. Highway	146	Highway 146	Highway 146
47. Highway	147	Highway 147	Highway 147
48. Highway	148	Highway 148	Highway 148
49. Highway	149	Highway 149	Highway 149
50. Highway	150	Highway 150	Highway 150
51. Highway	151	Highway 151	Highway 151
52. Highway	152	Highway 152	Highway 152
53. Highway	153	Highway 153	Highway 153
54. Highway	154	Highway 154	Highway 154
55. Highway	155	Highway 155	Highway 155
56. Highway	156	Highway 156	Highway 156
57. Highway	157	Highway 157	Highway 157
58. Highway	158	Highway 158	Highway 158
59. Highway	159	Highway 159	Highway 159
60. Highway	160	Highway 160	Highway 160
61. Highway	161	Highway 161	Highway 161
62. Highway	162	Highway 162	Highway 162
63. Highway	163	Highway 163	Highway 163
64. Highway	164	Highway 164	Highway 164
65. Highway	165	Highway 165	Highway 165
66. Highway	166	Highway 166	Highway 166
67. Highway	167	Highway 167	Highway 167
68. Highway	168	Highway 168	Highway 168
69. Highway	169	Highway 169	Highway 169
70. Highway	170	Highway 170	Highway 170
71. Highway	171	Highway 171	Highway 171
72. Highway	172	Highway 172	Highway 172
73. Highway	173	Highway 173	Highway 173
74. Highway	174	Highway 174	Highway 174
75. Highway	175	Highway 175	Highway 175
76. Highway	176	Highway 176	Highway 176
77. Highway	177	Highway 177	Highway 177
78. Highway	178	Highway 178	Highway 178
79. Highway	179	Highway 179	Highway 179
80. Highway	180	Highway 180	Highway 180
81. Highway	181	Highway 181	Highway 181

Fixed Costs	
Net Total Costs	134,019
Variable Costs	119,566
Total Costs	253,585

[illegible]

Your Compass Point Travel Plan Voucher

SURNAME

Address: EXAMPLE

Reference Number: 064.0001/100

Expires: EG.EG.20EG

This Voucher entitles the above household address to goods and/or services to the value of £50 at The Hub Cycleworks, Southampton.

This Voucher is part of the Compass Point Travel Plan which aims to support access to your local area and help make your travel more affordable, enjoyable and healthy.

Terms & Conditions: The voucher can be used for one transaction only, in part or in full, and to cover the whole or part of a purchase. Proof of Address and I.D. must be provided at purchase. No change will be given for purchases under £50. The voucher can be used to cover costs for up to £50 towards any bicycle, equipment, and/or service provided by The Hub Cycleworks, Southampton. See Expiry Date.

How do I get to The Hub Cycleworks?

1. Walking? A 2 mile walk from Compass Point to The Hub Cycleworks, straight down Romsey Road and Shirley High street.
2. On your bike? See www.cyclestreets.net to map the 9 minute journey.
3. Or contact your Travel Plan Coordinator for more help

The Hub Cycleworks, 107-109 Shirley Road, Southampton, SO15 3FF Tel: 02380 226 969



pb paulbasham
ASSOCIATES



10 minute cycle
from Compass Point
to The Hub
Cycleworks



Contact your Travel Plan Coordinator for more information at: Lancaster Court, 8 Barnes Wallis Road, Fareham, Hampshire, PO15 5TU
Tel: 01489 668134 www.paulbashamassociates.com travelplan@paulbashamassociates.com

Thank you for taking the time to complete your travel survey. This will help us help you and your local travel facilities. Please complete all sections.
Don't forget to fill out your details at the end!
You can send your completed survey to:

- ☐ Post via the prepaid envelope: Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU
- ☐ Or you can fill this out via Survey Monkey on..... <https://www.surveymonkey.com/r/MertonRise>
- ☐ Email: travelplan@paulbashamassociates.com



Merton Rise Resident Travel Questionnaire

Welcome to your new home at Merton Rise! If you haven't already done so, by completing this survey we are able to issue you your FREE month's bus pass, or you can register for a cycling incentive. Please answer ALL questions, and fill out your details on the back page. Without this information we will be unable to process your travel gift. This survey will help us (your travel plan coordinators) understand a little more about your travel choices and your local travel.

Section A: Your journeys

A1. For the past 5 WEEKDAYS please indicate (with a tick) your household's main mode of travel (where longest distance/journey time was covered) for your primary journey (e.g. commute to work).

	Day 1	Day 2	Day 3	Day 4	Day 5
Public Bus					
Private Bus					
Cycle					
Car Alone					
Car Share (passenger/ driver)					
Motorcycle/scooter					
Taxi					
Train					
Underground					
Walk					

Other, Please specify: _____

A2. Please indicate how frequently an alternative form of travel is used for the household's primary journey to that indicated in Question 1.

	Never	Very Rarely/ Sometimes	1-2 times every 1-2 months	1 / Fortnight	1 / week	1-3 days/week	4-7 days per week
Public Bus							
Private Bus							
Cycle							
Car Alone							
Car Share (passenger/ driver)							
Motorcycle/scooter							
Taxi							
Train							
Underground							
Walk							

Other, Please specify: _____

If you wish to discuss any part of this survey further please do not hesitate to contact us at: Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU.
Tel: 01489 668134,
email: travelplan@paulbashamassociates.com
Thank you for your time, and we look forward to gaining your responses!

A3. Please describe your primary journey, from A to B

Start Postcode (A) _____
Time I leave start postcode (A) _____
Postcode (A) _____
Time I leave end postcode(B) _____

Section B: Travel Choices

B1. How many cars do your household own?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4+

B2. If you travel by car, why do you travel by car?
(Please tick all that are relevant)

- 1. ☐ I don't own a car
- 2. ☐ Car essential to perform job
- 3. ☐ Reliability/Quicker than alternatives
- 4. ☐ Health reason
- 5. ☐ Lack of alternative/Costs
- 6. ☐ Comfort/Personal safety
- 7. ☐ Things to do on way home
- 8. ☐ Other please specify _____

B3. Which of the above is the most important reason?
(Please enter the number associated to the reason e.g. 7)

Section C: Travel incentives

C1. Which of the following would most encourage you to walk (or walk more if you already do so)? (Please specify up to 3)

- ☐ More information and advice on walking and routes
- ☐ Safer routes/better footpaths
- ☐ Nothing would encourage me to walk more
- ☐ Other (please specify)

C2. Which of the following would most encourage you to cycle (or cycle more if you already do so)? (Please specify up to 3)

- ☐ Better cycle storage
- ☐ Cycle training/safety courses
- ☐ More information on cycle routes
- ☐ Better cycle equipment/maintenance
- ☐ Discounts
- ☐ Nothing would encourage me to cycle more
- ☐ Other (please specify)

C3. Which of the following would encourage you to travel by bus, train or car share (or do this more if you already do so)? (Please specify up to 3)

- ☐ More direct bus routes
- ☐ More frequent/reliable bus service
- ☐ Better facilities at stops/station
- ☐ Increased safety measures
- ☐ Discount tickets/passes
- ☐ More convenient bus drop off points/station
- ☐ Better connection from home to the station/bus stop
- ☐ Nothing would encourage me to use the bus/train more
- ☐ Other (please specify)

C4. Which of the following would most encourage you to car share (or more if you already do so)? (Please specify up to 3)

- ☐ Car share scheme at work
- ☐ If I knew people to car share with
- ☐ More similar journeys
- ☐ If it did not affect my daily routine (e.g. when to leave)
- ☐ Nothing
- ☐ Other (please specify)

Section D: Your FREE Travel Gift

D1. Which travel gift would you like claim (if you haven't done so already)?

- ☐ 1 month FREE bus pass
- ☐ Cycling Incentive: £25 back when you spend £25 on cycle equipment* at the following stores:
 - Winklebury Cycles; or
 - Basing Cycles



*Cycling Equipment: a bicycle, helmet, safety equipment or cycle lights

D2. Please tell us how you intend to use this travel voucher:

D3. We may send you a newsletter from time to time. What travel information in particular would you like to keep updated on?

Please complete

In order for us to process your voucher and get it sent to you we need the following information

Name: _____

Gender: Male/Female/Prefer not to say (please circle one)

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

Age: ☐ Under 20

☐ 21 - 40

☐ 41 - 60

☐ 60+

☐ Prefer not to say

Without these details we cannot process your request and you cannot receive your FREE travel gift courtesy of Charles Church/ Persimmon Homes.

If you wish to discuss any elements of the questionnaire, your travel plan or the travel gift please feel free to contact us via:

Post: Paul Basham Associates, 8 Barnes Wallis Rd, Fareham, PO15 5TU

Email: travelplan@paulbashamassociates.com

Tel: 01489668134

Thank you