FORTY ACRE FARM, BEDHAMPTON

FULL TRAVEL PLAN

September 2019

Barratt David Wilson Home

RESIDENTIAL DEVELOPMENT
FORTY ACRE FARM
BEDHAMPTON

FULL TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates (PBA) on behalf Barratt David Wilson Homes to support a full planning application for a residential development comprising 320 residential dwellings, a 66-bedroom care home, allotments, habitat mitigation zone, provision of public open space and associated infrastructure at Forty Acre Farm, Bedhampton. The location of the proposed site is shown in **Figure 1**, whilst a site layout is attached as **Appendix A**.

Figure 1: Site Location

1.2 Following pre-application discussions with Havant Borough Council (HBC) and Hampshire County Council (HCC) a site-specific TP and Transport Assessment (TA) have been drafted by Paul Basham Associates to support the planning application. This TP should be read in conjunction with the site's TA. This TP seeks to establish fundamental TP principles, objectives and targets, which are to be built upon following the lifetime of the TP.

1.3 As the proposed site includes the development of a care home this TP provides measure which could be implemented by all future site users, including care home staff and visitors.

Travel Plan Principles

1.4 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 transport modes in order to:

- Reduce the impact of car travel associated with the proposed development at Forty Acre Farm through the implementation of the Travel Plan;
- Support a reduced need of residents to travel by providing information on car sharing, home deliveries; and
- Increase sustainable travel practices where possible through the promotion of sustainable travel opportunities such as Stagecoach Bus Services and the promotion of local services along Havant Road.

1.5 In accordance with HCC's guidance, the benefits of the Travel Plan which are likely to be achieved by users of the development, the local community and the local global environment are identified below:

- Development Users
    - An attractive pedestrian environment with reduced car use
    - Opportunity to try new travel methods through travel vouchers
- Local Community (Including local global environment)
    - Reduced pollution on the local road network
    - Ability for residents of Forty Acre Farm to inform other residents of positive sustainable travel experiences
    - Reduced congestion if fewer vehicles are on the road due to sustainable travel habits

1.6 A TP is an evolving process initiated through site visits and discussions between key stakeholders, HBC and HCC.

1.7 A Transport Scoping Note was prepared by Paul Basham Associates in October 2016 to consider the potential site constraints and identify the scope of assessment required to sufficiently mitigate them. This Travel Plan is informed by the findings and dialogue between Paul Basham Associates and HCC arising from the Pre-Application stage.

Travel Plan Aim and Objectives

1.8 The TP strategy supports access to a wide range of local facilities and activities for future site-users whilst working alongside the local council and the local community to encourage a sustainable development. The TP follows an overarching aim to reduce the reliance on the private car whilst increasing the use of sustainable transport modes. The objectives that will support this aim are outlined below:

Objective Number	Objectives
1	To promote the use of Stagecoach 21 and 23 services for journeys towards Havant, Portsmouth, Southsea and Leigh Park
2	To encourage walking and cycling to local amenities along Havant Road which includes convenience store, eateries and a post office
3	To minimise private car dependence through the promotion of car sharing and understanding the typical journeys of residents at Forty Acre Farm

Table 1: Travel Plan Objectives

1.9 Meeting these objectives will help create a sustainable development with good travel practices and will help to encourage a decrease in the reliance on the use of private cars. The continuous development of these objectives and evaluation of the TP is necessary to make sure that objectives are realistic and achievable. A Travel Plan Coordinator (TPC) would be responsible for promoting the practices of the TP and reviewing its objectives.

Travel Plan Structure and Approach

1.10 This TP has been informed by HCC's A Guide to Development Related Travel Plans (2009) and will be broken down into the following structure:

Chapter 2: Travel Plan Local Policy

Chapter 3: Existing Local Conditions and Site Accessibility

Chapter 4: Proposed Development

Chapter 5: Indicative Baseline and Target Travel Patterns

Chapter 6: Travel Plan Strategy

Chapter 7: Travel Plan Implementation, Monitoring and Enforcement

Chapter 8: Conclusion and Summary

2. TRAVEL PLAN LOCAL POLICY

2.1 The objectives of this TP as outlined in **Table 1** are designed to work alongside those set at national, regional and local levels. In particular the objectives relate to the National Planning Policy Framework (NPPF), Hampshire County Council Local Transport Plan 3 (2011-2031) (LTP3); and Havant Borough Councils Adopted Core Strategy (2011-2026). These documents are also supported by HCC's Development Travel Plan Guidance (2009).

National Policy

2.2 The NPPF (Paragraph 36) recognises that a TP acts as a 'key tool' for realising a number of The Frameworks policies towards new developments, and is a key requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to this 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 zones;
- 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 (2011-2031) sets out Hampshire's transport strategy and identifies a range of policy objectives, with those most relevant to this Travel Plan 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 local 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 HBC's Core Strategy (2011) is a long-term strategy that seeks to shape and guide new developments in Havant Borough. The Core Strategy proposes a policy framework for new developments. The Core Strategy proposes the following:

"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 HBC's Core Strategy also identifies the importance of development Travel Plans and Transport Assessments as a way of supporting the above aim. This TP and the accompanying TA seek to ensure that the proposed development supports and complements the following policies:

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 travel (such as noise, air and visual pollution and impacts on amenity health and climate change).*

2.6 This TP has been written in accordance with these policies to meet the sustainable requirements for new developments within the Borough of Havant and increase the share of alternative transport options for the proposed development and wider community.

2.7 Seeking to maximise and build upon opportunities presented at all of the above scale, this TP's primary aim is to reduce the reliance on the private car whilst increasing the use of sustainable transport modes.

3. EXISTING LOCAL CONDITIONS AND SITE ACCESSIBILITY

Application Site

3.1 The site is c.9.67 hectares and currently operates as a farm with weekly car boot sales. The site is located on the western boundary of Bedhampton, within Havant Borough and is bound to the south by railway lines and the A27/A3(M), Havant Road to the north, residential developments to the west and the A3(M) to the east. The site has good access to local facilities, being within 1km of Drayton local centre and within 900m of the A27 and A3(M). The site and its surroundings are shown in **Figure 2**, whilst existing conditions on the site are shown in **Photograph 1.**

Figure 2: Site Context

Photograph 1: Existing Site Conditions

3.2 The existing site is accessible via a priority junction on Havant Road (A2030) (see P**hotograph 2**). Opposite the existing site access a right-turn lane is provided to facilitate access into the residential development on Auriol Drive.

Photograph 2: Existing Site Access

3.3 To help achieve the TP's objectives it is crucial to consider the site in relation to the local context in which it will evolve.

Local Conditions

3.4 The application site is approximately 1km east of Drayton Local Centre and approximately 2km west from the centre of Bedhampton. Drayton Local Centre is approximately a 7-minute journey by bus and is host to numerous local facilitates including restaurants, shops, a doctors surgery and two pharmacies whilst Bedhampton offers site users a train station and facilities such as a GP Surgery, preschools, pharmacies, supermarkets, eateries and public houses.

3.5 The site's proximity to existing local amenities, pedestrian links, public transport and cycle networks presents an opportunity to encourage the use of sustainable travel modes, particularly for public transport. A summary of walking, cycling and bus times from the centre of the site is shown in **Table 2**, with an accessibility map attached as **Appendix B**.

Amenity	Approximate Walking Distance (m)	Approximate Walking Time (Minutes)	Approximate Cycle Time (Minutes)	Approximate time by bus (Minutes)
Local Primary School (Bidbury)	1.8km	24	7	7
Post Office	1.2km	13	5	6
Closest Bus Stop	400m	2	1	-
Closest Convenience Store	1km	12	4	5
Bedhampton Train Station	2km	25	8	8
Bedhampton Local Centre	2km	25	8	6
Supermarket	2.4km	27	10	12
Cycle shop	2.4km	28	10	12

Table 2: Distances to Local Facilities

3.6 The Chartered Institution of Highways and Transportation (CIHT) provides guidance for 'Providing for Journeys on Foot' (2000), which identifies desirable, acceptable and preferred maximum walking distances for local amenities. **Table 2** demonstrates local amenities and their distances from site via various travel methods, whilst **Table 3** highlights the guidance proposed by CIHT.

	Local 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 Journeys on Foot

3.7 As demonstrated in **Table 2** and **Table 3**, many of the local amenities are considered to be within the 'preferred maximum' as recommended by CIHT guidance, with Drayton Local Centre just over the recommended 800m distance. As such walking to local amenities may not be realistic for all site occupants and therefore this TP should focus on encouraging the use of local bus and cycle networks.

Local Pedestrian Network

3.8 Within the vicinity of the site there are currently footways on the northern side of Havant Road, which are approximately 1.5-2m wide. These footways are facilitated by dropped kerbs, tactile paving and formal crossing points to the east and west. Approximately 170m to the east of the existing site access is a formal crossing point, which currently provides access from the northern footway to the bus stop located on the southern side of the carriageway. Existing conditions for pedestrians on Havant Road is demonstrated in **Photograph 3.**

Photograph 3: Existing Pedestrian Conditions

3.9 Havant Road benefits from street lighting, which promotes an aspect of safety for night users. This would help encourage the use of the local footways by future residents. This is evident in **Photograph 3**. As part of the development a footway/cycleway would be implemented along the southern boundary of Havant Road along the northern site boundary to provide a continuous connection with the footway/cycleway to the east of the site to the junction with Westways to the west. The existing informal crossing point to the west of the site would also be upgraded as part of the development proposals to include dropped kerbs, tactile paving and a formal refuge island.

3.10 To the east the development borders the southwestern edge of the roundabout between the A3(M), A27, B2177 and the A0230 known as the 'Rusty Cutter'. There is a footway approximately 2m wide on the northern side of the Rusty Cutter roundabout which is facilitated by tactile paving and dropped kerbs. The footway continues around the roundabout to the A27 arm. The pedestrian environment on the 'Rusty Cutter is shown in **Photographs 4** and **5**.

Photograph 4: Pedestrian crossing A3(M) on-slip

Photograph 5: A3(M) off-slip

3.11 The route into Drayton benefits from continuous footways with dropped kerbs and tactile paving at key junctions. At the junction of Gant Road and Havant Road there is a signalised pelican crossing to aid pedestrian movements to and from the local facilities.

Local Cycle Network

3.12 Havant Road has a gentle gradient which makes it an attractive environment for cyclists. An off-road footway/cycleway currently runs along the northern side of Havant Road from the bus stop to the east of the site. An on-road cycle lane is also present along part of Havant Road along the northern carriageway to the junction with Rectory Avenue for vehicles travelling eastbound.

3.13 To the west of the site a signpost network link and partly off-road cycle track is available around the north of the Rusty Cutter Roundabout and onto the A27 and Teardrop junction connecting towards the Harts Farm Way Industrial Estate. From the Rusty Cutter roundabout, a signposted network link is also available along Lower Road to connect towards Bedhampton Local Centre. A snapshot of the Havant Borough Cycle Network 2017 in vicinity of the site is provided in **Figure 3**.

Figure 3: Havant Borough Cycle Network 2017

3.14 Furthermore, there are several local cycle routes both on and off road within close proximity to the site. The national cycling route 22 is an on-road route from Banstead to Portsmouth and the Isle of Wight. There is also national cycling route 222 to the west of the site which is mostly a traffic free route between Guildford and Shoreham.

3.15 The local cycle environment within the vicinity of the site are summarised in **Figure 4**, with purple lines representing on-road routes and green representing traffic free routes and the site outlined in red.

Figure 4: Local Cycle Routes (Map from www.sutrans.org.uk)

3.16 The local area benefits from an active cycling network, with several cycle stores in close proximity to the site. The closest cycle store is Drayton Cycles which is located approximately 8 minutes cycling distance from the site. There is also a Halfords in Havant which is approximately 3.2km (13 minute cycle) east of the site.

Bus Services

3.17 The site exhibits good accessibility for public transport, with two high frequency Stagecoach bus services and one First Group bus service within the vicinity of the site on Havant Road (A0230). These services operate Monday to Sunday and connect to Portsmouth, Farlington, Leigh Park, Cosham and Highbury. The local bus services operating close to the application site are summarised within **Table 4**.

Service	Route	Stop	Operator	Frequency		
				Monday - Friday	Saturday	Sunday and Public Holiday
21	Havant – Portsmouth	Forty Acres	Stagecoach	Every 10 minutes from 06:00 am - 23:30 pm	Every 10 minutes from 06:50 am - 23:30 pm	Every 20 minutes from 07:54 am - 22:16 pm
22	Highbury-Cosham-Drayton-Farlington	Sunshine Inn	First Group	10 services a day from 07:10 am - 18:09 pm	10 services a day from 07:10 am - 18:09 pm	12 services a day from 09:30 am - 16:59 pm
23	Leigh Park-Southsea	Forty Acres	Stagecoach	Every 10 minutes from 05:17 am – 00:20 am	Every 10 minutes from 0653 am - 00:20 am	Every 20 minutes from 07:41 am - 23:57 pm

Table 4: Summary of Local Bus Services

3.18 The site is supported by two pairs of bus stops on Havant Road both within 200m either side of the site accesses. Both sets of stops benefit from shelters (except the eastern eastbound bus stop), seating, timetables and are served by Stagecoach 21 and 23 which operate approximately every 10 minutes Monday to Saturday and every 20 minutes on Sundays. An example of the one bus stop without the shelter is evident in **Photograph 6**.

Photograph 6: 'Forty Acre' (Eastbound) bus stop

3.19 A further service operated by First is available from the 'Sunshine Inn E bound' bus stop approximately 800m west of the proposed developments western access. This operates to Farlington 10 times per day Monday to Friday. Services at this stop typically run once per hour from 9am to 5pm.

3.20 Stagecoach have been approached regarding rerouting their services through the site, they have confirmed that is not a viable option, as seen in **Appendix C.** However, the bus stops remain in close proximity to the site and provide a very realistic opportunity for local commuters who may work in Portsmouth, Cosham, Havant or the intermediary stops.

Rail Network

3.21 Bedhampton Railway Station is located approximately 2km to the east of the proposed development (an 8-minute cycle) and is approximately 8 minutes on the Number 23 bus service.

3.22 Bedhampton Railway Station offers users with 20 sheltered bicycle storage spaces, customer help points and CCTV. As the station does not provide users with a car park this acts as an additional incentive for people to cycle, walk or use public transport to access the train station.

3.23 Bedhampton Railway Station provides an attractive option for local commuters with direct access to Portsmouth and Southsea, Portsmouth Harbour, Littlehampton and London Waterloo. Trains operating to Portsmouth typically operate once per hour from 4:43am – 00:24am, with higher frequency during peak periods and journeys taking approximately 15 minutes. Services to London Waterloo run every hour from 4:43am – 23:37pm with journeys lasting approximately 1 hour and 40 minutes. Journeys to Littlehampton run approximately every hour from 4:43am – 16:37pm, with journeys lasting approximately 40 minutes.

Key Travel Resources

3.24 Sustainable travel opportunities are supported locally. **Table 5** provides a summary of key travel resources available for residents, staff and visitors.

Resource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.co.uk
Fix My Transport	Online facility for resolving local transport infrastructure problems	www.fixmytransport.com
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online Journey Planner	www.traveline.info
My Journey	Local Online Journey Planner	www.myjourneyhampshire.com

Table 5: Key Travel Resources

4. PROPOSED DEVELOPMENT

Accommodation Schedule

4.1 The proposed development would comprise of 320 residential dwelling and a 66-bed care home. The site accommodation schedule is summarised in **Table 6**, with a site layout included as **Appendix A**.

Unit Type	Quantity
1 Bedroom	20
2 Bedroom	105
3 Bedroom	167
4 Bedroom	28
Care Home	66 Bedrooms

Table 6: Site Accommodation Schedule

4.2 The site would be served by two vehicular access points onto Havant Road both of adequate dimensions to ensure large vehicles can enter and exit the site. Both accesses would be flanked by 2.0m wide pedestrian footways either side which would connect to a 3m wide footway/cycleway creating a continuous footway/cycleway along the southern side of Havant Road from the Forty Acres W-bound bus stop and Havant Road NE-bound bus stop.

Parking Provision

4.3 The level of parking for the proposed development has been informed by HBC's Parking Supplementary Document (2015) for both residential dwellings and care/rest homes. With this in mind the development proposed a total of 541 allocated spaces, 97 garage spaces and 56 unallocated parking spaces for the proposed residential units. In addition, 64 formal visitor parking spaces are provided on site in accordance with HBC's standards.

4.4 The 66-bedroom care home is provided with 28 vehicle parking spaces including 2 disabled spaces located close to the building entrance. Gates would be provided upon the entrance into the care home's parking court in order to prevent unauthorised use of the parking spaces provided. The care home would also be provided with its own delivery layby to ensure the parking area is not restricted when larger vehicles visit the care home.

4.5 The parking provision of the development is such that the demands of the site can be fully catered on site without overspill parking onto the local road network. Further details of the site's parking strategy are provided within the TA also prepared by PBA.

Cycle Parking Provision

4.6 Cycle parking for the residential developments would be provided in garages (where provided), sheds in rear gardens or cycle stores for flatted development, with an internal cycle store (for 8 bicycles) also provided for the care home.

4.7 The TPC should undertake regular site visits and if demand is shown for additional parking (e.g. bicycles locked to railings), opportunities to provide further cycle parking could be explored.

Internal Layout

4.8 The proposed layout is based around a series of cul-de-sacs. The sites spine road measures 5.5m in width with roads decreasing to 4.8m in width in areas with a minimum width of 3.7m at shared drives serving smaller pockets of development. For the care home the access road measures 4.8m in width with a 6m wide car parking aisle width ensuring all spaces are accessible.

4.9 Within the site the spine road connects to the east and west with pedestrian footways through the site.

4.10 The site layout ensures larger vehicles such as refuse vehicles, delivery vehicles or Fire appliances are able to enter and navigate the sites internal roads.

4.11 Segregated pedestrian routes are provided through the site taking pedestrians to a large attractive area of park and open space along with footpaths for leisure or dog walking.

5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

General Residential

5.1 In order to establish the modal split of trips generated by the site indicative modal shares have been calculated for each land use. For the general residential use the modal split has been derived from Census 'Method of travel to work by distance travelled to work' data. The 'Havant 018' Mid Super Output Area (MSOA) is considered to the most representative of the proposed development which includes the proposed development site. The modal split proposed to be generated by the general residential element of the site is outlined in **Table 7**.

Distance travelled to work	Work mainly at or from home	Public Transport	Single Occupancy Car	Bicycle	On foot	Other	All categories
Less than 2km	0%	4%	50%	5%	27%	13%	25%
2km to less than 5km	0%	8%	65%	4%	7%	16%	24%
5km to less than 10km	0%	11%	73%	4%	1%	11%	16%
10km to less than 20km	0%	6%	84%	2%	2%	6%	6%
20km and over	0%	11%	78%	0%	4%	7%	3%
Work mainly at or from home	100%	0%	0%	0%	0%	0%	12%
No fixed place	0%	4%	80%	1%	2%	14%	14%
All categories	12%	6%	59%	3%	9%	11%	100%

Table 7: General Residential Modal Split by Distance Travelled to work

5.2 The results in **Table 7** anticipate that 59% of trips would be taken by single occupancy vehicles, with 6% of trips undertaken as a passenger and 6% of residents using public transport. When the active transport modes are reviewed it is anticipated that 9% of trips would be on foot and 3% by bicycle. The modal split indicates that after single occupancy vehicle trips and working from home, walking seems to be the most popular travel mode and therefore should be promoted throughout the TP. It also shows that 50% of those travelling less than 2km to work are currently doing so in single occupancy cars, so emphasis should be placed on promoting walking and cycling to locations within 2km.

5.3 Whilst HCC's response to the Travel Plan outlined the need to identify the purpose of travel and where residents travel to work this information is not available as one data set through the Census database. When the results of the TRICS SAM baseline survey are obtained the TPC should review trip rates and the National Travel Survey data to understand the split between journey purposes and use such data in the preliminary report. Instead, for this Travel Plan, by reviewing the method of travel work over distance, likely destinations can be identified. A review of the data provided in **Table 7** identifies that the majority of 'travel to work' trips are under 5km in distance, with 25% under 2km. In accordance with CIHT guidance, 2km is considered as a preferred maximum walking distance, meaning 25% of residents' travel to work trips could be via foot, whereas currently 50% of these short distance trips are via single occupancy vehicles. Within 2km, destinations include Drayton, Farlington, Widley, Bedhampton and Langstone.

5.4 In accordance with the Department for Transport's Local Transport Note 1/04 'Policy, Planning and Design for Walking and Cycling' the mean average length for cycling journeys is approximately 4km, with journeys often up to three times these distances. Approximately 24% of likely residents' journeys are between 2km-5km with 65% of these journeys being as single occupancy vehicles. Such journeys should therefore be promoted as cycle options with destinations including Havant, Cosham, Waterlooville, Warblington, Leigh Park and Hilsea.

5.5 The Journey to Work Census Data is contained in **Appendix D**.

Care Home

5.6 In order to establish the indicative modal split for the Care Home element an assessment of the multimodal trip rates using the TRICS data has been used for 'Care Home (Elderly Residential)' with the following criteria:

- England and Wales (excluding Greater London);
- Sites with no Travel Plan;
- 'Suburban' and 'Edge of Town' Locations;
- Weekday Surveys only; and
- Sites between 17 and 100 units.

5.7 The results of this assessment are outlined below for trips over a 12-hour period (in %). Consideration must be given into the percentage of trips that are most likely to be visitors and staff rather than residents of the care home. All outputs of this assessment are also attached in **Appendix D**, with the results summarised in **Table 8**.

Mode of Travel	Percentage
Single Occupancy Vehicle	47%
Passenger in vehicle	27%
Walk	18%
Bike	0%
Public Transport	8%

Table 8: Care Home Modal Split

5.8 The results in **Table 8** show that the travel needs of the care home units are different to the general residential units with a lower percentage of single occupancy vehicle trips at 46.5% with higher percentages of passenger and walking trips (27.1% and 18.4% respectively). The modal split suggests that no trips would be via bicycle and only 8% by public transport. It is worth noting that whilst only 3 sites were included within the TRICS outputs, a baseline survey would be completed to validate these modal splits and revise targets if deemed necessary.

Targets

5.9 This TP proposes SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets for the general residential units and the care home. Overall, a 10% target modal shift away from Single Occupancy Vehicle trips is sought through the implementation of the Travel Plan. Modal split targets (including interim targets) for the general residential element are shown in **Table 9**, although the interim targets and end of year 5 target should be review following the baseline travel survey.

Target	Objective	Baseline Modal Share	Year 1	Year 3	Year 5	Target
TP1	To reduce the number of single occupancy private car trips.	59%	56%	53%	49%	-10%
TP2	To increase the number of residents travelling via public transport.	6%	8%	10%	12%	+6%
TP3	To increase the number of residents walking and cycling.	12%	14%	14%	16%	+4%

Table 9: Interim Modal Split Residential Targets Based on Census Data

5.10 The largest percentage increase for the targets has been allocated to public transport given that this percentage modal split is currently low at 6% and with the site being located adjacent to a high frequency bus corridor operated by Stagecoach which connects to key local centres public transport should provide a key sustainable travel mode. A year on year increase of 2% has been allocated to the interim targets for year 1, 3 and 5 which is considered a realistic target.

5.11 The end of year 5 target for walking and cycling is an increase of 4%, this is based on the modal split currently being at 12%. This target should be evaluated following the baseline travel surveys given that as identified in **Table 7** a large percentage of trips are below 5km in distance and are therefore suitable for walking and cycling travel modes. A 4% increase is seen as a realistic and achievable target.

5.12 No target has been provided for car sharing to date given that the revised Census data split by travel distance does not specify car sharing as a mode, and is instead collated with 'other' which also includes taxis and motorcycle. Through the baseline travel survey modal shares should also include by Car Sharing where specific targets for car sharing can be created.

5.13 A 5% reduction in single occupancy vehicle trips for the care home is currently proposed based on the indicative modal split demonstrated in **Table 10**. A lower target is proposed for the care home given the smaller target audience and that staff will be on a rota system and are unlikely to travel via sustainable modes at all time such as late at night where travelling can be deemed less safe.

Target	Objective	Baseline Modal Share	Year 1	Year 3	Year 5	Target
TP1	To reduce the number of single occupancy private car trips.	47%	46%	44%	42%	-5%
TP2	To increase the number of staff car sharing.	27%	27%	28%	29%	+2%
TP3	To increase the number of staff using public transport, walking and cycling.	26%	27%	28%	29%	+3%

Table 10: Interim Modal Split Care Home Targets Based on TRICS Data

5.14 Once the care home is operational and following the baseline travel survey these targets should be evaluated to ensure they are relevant, realistic and achievable given that a number of staff members will be on a shift pattern working through the night, finishing early in the morning or late at night where public transport, walking or cycling may not be suitable.

5.15 The baseline modal split would be determined through a TRICS Standard Assessment Methodology (SAM) Survey undertaken at a key milestone relating to the development's occupation. For both the general residential element and the care home, the baseline surveys would be conducted within 3 to 6 months of the occupation of the first unit. This survey would help to establish accurate site-specific baseline travel patterns for the development, which are anticipated to be similar to those outlined in **Tables 7** and **8**. Details of the survey schedule are outlined in **Section 7**. This trigger point (3-6 months) is in accordance with HCC's latest comments on this Travel Plan, and this survey will therefore take place within this time frame regardless of how many units are occupied and could therefore result in a small sample size. Timings of the survey would be confirmed on review of occupancy rates within this timeframe.

6. TRAVEL PLAN STRATEGY

6.1 In order to present a robust TP strategy, the measures proposed are influenced by the site's location, the TP objectives and targets and local and national policy. Whilst there will be no formal monitoring of the care home a number of measures proposed within this TP would be applicable to the care home and therefore should be promoted by the care home TPC. The measures chosen could also be continued by residents, visitors and staff beyond the official monitoring period.

6.2 Whilst the large majority of measures outlined in this TP would focus primarily upon the promotion and awareness of local infrastructure, a number of hard measures are proposed as part of the development. This includes the following:

- A 3m wide footway/cycleway along the southern boundary of Havant Road complete with pedestrian crossing to the west of the development;
- On site pedestrian infrastructure;
- A permeable site layout;
- A footway link connecting to Westways; and
- Cycle parking for each unit.

Action Plan

6.3 To accompany this TP two TP Action Plans have been developed. The first outlines the TP strategy for the C3 residential development and the second a strategy for the care home. Both of these TP Action Plans are attached in full as **Appendix E**. These TP Action Plans identify all proposed measures and sets them out in accordance with time-scales. Before the start of the TP the TPC would seek to approve the Action Plan with HCC's TPO if revisions are made to the action plans submitted as part of this Travel Plan.

Key Stages Pre-Occupation

6.4 In order to meet the key objectives of this TP, it is essential that a number of measures are implemented at an early stage. The objectives set out within this TP should be reviewed annually by the TPC of each respected use to ensure that targets remain relevant and achievable. Prior to first occupation the TPC should complete all preliminary tasks identified in the Action Plan included as **Appendix E**.

6.5 Barratt David Wilson Homes and the care home operator would be required to appoint a TPC at least 3 months before first occupation, who's details would be provided to HCC's TPO. The TPC would implement the preliminary tasks agreed within the approved TP Action Plan and prepare a database for holding important contact details (residents, staff, TPO, forums etc.) alongside liaison with other local TPCs. The monitoring for the Care Home element of the development will be the responsibility of the Care Operator.

6.6 If Residents Association Meetings (RAMs) are set up by the developer, the TPC will attend these to gather information from residents to help tailor the Travel Plan Co-ordination. If these are not set up it will be the responsibility of the TPC to attempt to create a steering group to discuss travel planning within the development with the residents. Experience has found that this type of group is not popular and does not gather many attendees, therefore RAMs are preferable.

6.7 A baseline travel survey would be completed within the preliminary period which would last from prior to occupation to 50% occupation. It is proposed that a TRICS SAM survey would be completed within 3 to 6 months after first occupation of the general residential element (regardless of how many units are occupied by this deadline) to ensure baseline travel patterns are captured. Completing a survey at this point allows TP targets to be revised if necessary before the start of the TP.

Key Stages: Following 50% Occupation

6.8 The TP for the general residential element would become fully active following first occupation and would remain active for a period of 5 years following 50% occupation. Given the size of the general residential development this is likely that full occupation would take approximately 24 months from first occupation. The ultimate aim of the TP is for residents and staff of the care home to take over the day to day implementation of the TP and for it to become firmly embedded within the local community once the official monitoring period is finished. This ensures residents who move in early still receive the TP promotion material and have the opportunity to change their travel habits early.

6.9 The Action Plan agreed with HCC's TPO at the preliminary stage would be expanded upon over the lifetime of the TP, thorough the implementation of a variety of measures. These measures would be determined through liaison with residents, staff, HCC's TPO and other key players (for example other local TPC's). These measures are discussed in further detail in the remainder of this section, and are included in the Action Plan; contained as **Appendix E**.

6.10 The TPC for each use would also provide contact details and a finalised action plan; complete with dates, costs and measures to HCC TPO prior to occupation. Throughout this process the TPC should be in direct contact with HCC's TPO, to give confidence to HCC that preliminary tasks are being completed.

Modal Measures: Walking and Cycling

6.11 This TP has previously summarised the local walking and cycling networks and facilities that would be promoted to residents and staff throughout TP works. The accessibility review suggests that cycling and walking are attractive travel modes for short journeys towards Drayton Local Centre, and could be used to access local facilities surrounding the site.

6.12 The TPC would encourage the use of local walking and cycling routes/facilities through promoting local and national walking/cycling campaigns and events e.g. Cycle to Work Day. To further encourage cycling the TPC would seek to secure discounts at local stores, with information on local cycling routes provided on the community notice board (if available) or as part of the Travel Plan Welcome Pack. This would maximise the potential for residents/staff to take-up cycling or walking as their main transport mode.

Modal Measures: Public Transport

6.13 Within 200m from the site accesses there are two pairs of bus stops (to the east and west) equipped with seating, timetables and shelters (except the eastern E-Bound bus stop). The services which are provided from the these stops present a good opportunity for residents and staff to travel sustainably to local amenities such as the GP surgery, post office and supermarkets as well as amenities within Bedhampton Town Centre, Portsmouth, Southsea and Havant. Public Transport services within the site vicinity also present an opportunity to staff and visitors who wish to commute within the local and wider area.

6.14 Although the nearest railway station is 2km away from the site, it is accessible by bus and bike. Bedhampton Railway Station is an 8-minute cycle or approximately an 8-minute journey on the Number 23 bus service. Therefore, those travelling by train would be encouraged to cycle or take the bus to the train station.

6.15 Maximising residents, visitors and staff's use of local public transport would be further supported through ensuring awareness of these facilities, highlighting the costs and benefits in comparison to single occupancy vehicle use and providing information on bus times and services along with train timetables. The TPC would also maintain dialogue with local transport operators, seeking development discounts and promotions where appropriate.

Modal Measures: Car Sharing

6.16 On occasions where car use is unavoidable the TPC would seek to promote car sharing through the use websites such as https://hants.liftshare.com. Promoting sustainable driving practices such as car sharing helps to reduce pollution and congestion. The Hants Lift Share website provides information about car sharing and helps members to find potential car sharing partners.

6.17 The TPC would provide residents with information of fuel efficient practices and the benefits of car sharing.

Modal Measures: Home/ Remote Working

6.18 Working from home and utilising mobile technology would be promoted across the residential development within the site. Working from home/ remote working has become a popular way to work for many companies. Whilst the 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.

6.19 This TP has not identified specific targets for other modes such as motorcycle or taxis. Should the monitoring exercises and communication with residents, staff and visitors identify a strong interest in other travel modes, the TPC would seek to explore these through dialogue with local key players such as HCC's TPO.

Sustainable Route to School

6.20 Information packs would be provided for families with school age children detailing information on the sustainable routes to catchment schools (Bidbury Infants and Juniors and Warblington School). This will include targets and incentives (such as stickers, wall charts etc) to help encourage the uptake of sustainable travel to school.

Local Area and Other Site Users

6.21 This TP should not develop in isolation from the local community and therefore the TPC would seek to maximise liaison and communication between local resident groups and community groups. The TPC would also promote local facilities and encourage the promotion of sustainable travel options to visitors and work alongside other local TPC's.

Visitors

6.22 Travel Plans should also encourage and extend sustainable travel opportunities to site visitors who may travel to or from the site. Visitors will have access to the TP's website and will be able to make an informed decision about how they may travel to/from the site. Resident and staff's own positive sustainable travel experiences should have a knock-on effect to visitors.

Financial Incentives: Travel Gifts

6.23 The TPC would seek to negotiate a 'Travel' Gift' incentive in the form of a bus or cycle voucher for the residents of the site's C3 residential development. This incentive would be negotiated with local bus operators and local cycle shops. The TPC would aim to secure a £50 voucher towards cycling equipment or bus tickets and once issued the voucher would be valid for 3 months.

6.24 Whilst this 'Travel Gift' would only be provided for the C3 residential development the TPC would seek to negotiate a discount or incentives for residents and/or staff of the care home. The incentives for the care home would be investigated by the TPC however, many residents of the care home would likely qualify for concessionary bus passes also.

7. TRAVEL PLAN IMPLEMENTATION, MONITORING AND ENFORCEMENT

The Travel Plan Coordinator (TPC)

7.1 The role of the TPC would be part-time over the course of the TP with mutual support from Barratt David Wilson Homes, residents and staff. For the general residential element of the site the TP would be operated by an external consultant whilst the TP for the care home would be coordinated by an internal member of staff, most likely the practice manager. The TPC is responsible for implementing and monitoring the TP through collaboration with residents and staff to ensure that they are included at every stage.

7.2 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP;
- Obtaining and maintaining commitment and support of the TP;
- Designing and implementing an effective marketing strategy and raising awareness;
- Staying informed on policy changes, campaigns, promotions, services, facilities and information/promotional material;
- Acting as the point of call for all TP enquiries;
- Maintenance of local area walking/cycling information;
- Promotion of local and national events e.g. walk to work week;
- Co-ordinating the monitoring programme for the TP including organisation of surveys; and
- Liaising with HCC, HBC, the care home operator and Barratt David Wilson Homes.

7.3 On appointment (3 months prior to occupation) contact details of the TPC for each use would be provided to HCC's TPO, to ensure that a clear dialogue is possible from the first introduction of the TP.

Travel Forums

7.4 The TPCs would be required to attend any local Travel Forums and community group or resident association meetings. These will be used as a technique to make sure that the TP is well coordinated and remains relevant and understood by residents, staff and local networks.

Surveys and Feedback

7.5 The TPCs would undertake a consistent monitoring approach for the implementation of the TP, with the following aims in mind:

- Ensuring that surveys are undertaken at defined intervals;
- Ensuring that all are informed of the TP's aims and objectives including the HCC TPO, residents and the developer; and
- That the TP is being adopted, at least in part by the local community/residents beyond the life of the monitoring period.

7.6 This TP's approach acknowledges the above and the proposed monitoring approach for the general residential development is displayed in **Table 11** and summarised in the subsequent paragraphs.

Baseline Survey	End of Year 1	End of Year 3	End of Year 5
Site Baseline TRICS SAM Survey (3-6 months after first occupation)	TRICS SAM Survey (1 year after 50% occupation)	TRICS SAM Survey	TRICS SAM Survey

Table 11: Travel Plan Strategy

7.7 Within 3 to 6 months of first occupation of the general residential element a baseline survey would be conducted in accordance with the TRICS SAM Survey methodology to identify accurate site-specific travel patterns for residents and staff. Following 1 year after 50% occupation TRICS SAM surveys would be undertaken biennially at the end of years one, three and five in order to confirm the developments modal shares.

7.8 The proposed care home element of the scheme would follow the same timescales as the general residential monitoring strategy. Baseline travel surveys would be obtained within 3-6 months after first occupation, at the end of year 1, 3 and 5 instead of TRICS SAM surveys to ensure all movements of that of staff, visitors and residents are accurately recorded. An example travel survey is included within **Appendix F**.

7.9 The results of the surveys would be made available for all general residents to view on the developments dedicated TP website and should also be included in all newsletters and on any community notice boards. Information of care home survey results would be displayed on a notice board within the care home.

7.10 After each survey has been completed a monitoring/progress report would be produced and submitted to HCC within 3 months of the survey taking place. The report would include information on the following:

- Percentage of occupation;
- Survey Results;
- Review of targets and position to achieve targets;
- Summary of measures implemented during the year; and
- Evidence of communication and marketing.

7.11 The TPCs, once appointed, should liaise with HCC's Travel Plan Adviser for information on iTrace and review whether this online survey facility should be used to support the monitoring of the Travel Plans.

7.12 Whist the minimum response rate for such surveys is 35% (as requested by HCC Travel guidance), experience of other sites within the county suggests that response rates can vary significantly and that a rate of 10% is more realistic. Therefore, the target response rate for the questionnaire surveys in year 1 associated with the care home only would be 35%, with an 'aspirational' response rate of 35% for years 2 and 4, with a minimum response rate of 10% for years 2 and 4.

Marketing and Communication

7.13 The creation of a recognisable and identifiable TP logo would be completed by the TPC. This would be used on all TP material and used within the coordinated marking campaign meeting and communication forms listed below:

- Travel Plan Welcome Pack (Biannually) (for general residential only);
- Newsletter (6 monthly);
- Sustainable routes to school newsletters (Biannually) (for general residential only);
- Posters for community notice boards; and
- Social Media Pages.

7.14 Specific Welcome Packs have not been provided for the care home element given the intended end users of the development and the fact that such residents are less able and are unlikely to travel unaided. Instead travel information would be provided on a noticeboard where staff, visitors and residents could view.

Travel Planning Website

7.15 The TPC would provide a site-specific website (such as Paul Basham Associates' Travel Planning Website: pbatravelplan.com/), which would provide information on site accessibility and sustainable travel opportunities. The website should be updated at least twice a year. It could also provide information on and promote the following and in the long term it could be maintained by local residents:

- Introduction to the TP;
- Accessibility Map;
- Links to Walking, cycling and public transport journey planners;
- Link to HCC's 'My Journey' personal planning tool;
- TP Newsletters;
- TP Welcome Pack;
- TP survey results;
- Local travel plan forum minutes; and
- Local travel news/ advertisements.

Overcoming Barriers to Success

7.16 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 completed. The evolution of the TP would highlight aspects that were successful and those having little impact and this would guide the choice in any remedial measures.

7.17 Potential barriers may be created by mismanagement of the TP. To prevent these barriers from being created the TPC should have ongoing coordination with HCC.

7.18 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with HCC Travel Plan Officers. The 5 year budget for implementing the Travel Plan Coordination works would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in Year 1, there would be budget in Year 2 to rectify this and change to new measures if needed.

7.19 The developer would also be committed to paying the following HCC travel plan monitoring and evaluation fees based on the size of the development:

- £1,500 Initial Evaluation Fee
- £3,000 Annual Monitoring Fee (£15,000 total cost over 5 active years)

7.20 This Travel Plan should be secured by a Section 106 Agreement with HCC to help ensure a successful Travel Plan. A separate bond value for each land use (Residential and Care Home) would be agreed through the Section 106 process based on the Costed Action Plans provided within this Travel Plan. A portion of the bond value would be returned to BDW and the care operator following the successful implementation of the Travel Plan Coordination works.

Community Handover

7.21 Following the completion of the TP, the site should be operating in a sustainable manner with the promotion of sustainable travel methods embedded in the community's practices. The handover strategy should from a key subject in annual liaison with HCC's TPO and the developments residential association as the TP draws to an end. As normal, and through the liaison with HCC's Travel Plan monitoring team it is expected that the Travel Plan would last and be funded for 5 years, as outlined within this Travel Plan. Through attendance at Resident Association Meetings or Steering Groups local residents should have the necessary tools and experience to continue the Travel Plan on a voluntary basis.

8. CONCLUSION AND SUMMARY

8.1 This Travel Plan has been prepared by Paul Basham Associates to support a full planning application for the development of 320 general residential units and a 66-bed care home at Forty Acre Farm, Bedhampton.

8.2 A Travel Plan is a strategy that aims to manage the access demands of a site by ensuring that the travel needs of its users are met by a range of transport modes. A Travel Plan is an evolving process informed by site visits and discussions between key stakeholders including HCC to ensure that targets remain relevant and achievable.

8.3 This TP's primary aim is to reduce the reliance on the private car whilst increasing the use of sustainable transport modes thus creating a sustainable development by reducing the impact of the developments travel demands, and by raising awareness of sustainable travel practices available to residents, staff and visitors.

8.4 This TP has proposed indicative TP targets and measures that have been based on modal splits calculated from 2011 Census data. These targets and measures would be reviewed, revised and agreed with HCC's TPO before the start of the TP. A baseline TRICS SAM survey would be undertaken between 3-6 months after first occupation to establish baseline modal splits. The overall aim of the general residential TP would be to decrease single occupancy vehicle trips by 10% over the course of 5 years. Indicative targets have been set for the care home element at a 5% reduction although such targets should be reviewed following the baseline surveys to understand if these targets are realistic and achievable given the end user.

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 initial infrastructure improvements and establishment of the TP within the site and informing residents and staff of the site's TP. Meeting these measures at an early stage will help the travel plans targets to be achieved in the long-term, supported financially by travel vouchers.

8.6 A baseline TRICS SAM survey would be undertaken between 3 to 6 months of first occupation to help establish targets and site specific modal shares. The TP for the general residential element would become fully active following first occupation and would remain active for a period of 5 years following 50% occupation.

8.7 The TP would require the appointment of a TPC for each site use. Once appointed they would be responsible for each element of the TP's development. The TPC would oversee the implementation of all aspects of the TP and would liaise with HBC, HCC, Barratt David Wilson Homes, the care home operator, residents and staff. The TPC would raise awareness and encourage the use of more sustainable transport modes.

Appendix A

FORTY ACRE FARM

idP PARTNERSHIP NORTHERN

BDW SOUTHAMPTON

	ha	acres
GROSS SITE AREA	23.05	56.96
NETT SITE AREA	7.77	19.21

4-Jun-2018

HOUSE TYPE	BED ROOM	CONFIG	STOREYS	NO	HOC	SQ FT	SQ M	TOTAL SQ FT	TOTAL SQ M
BARRATT									
ANSELEY/HAD	2	Apartment	3	6	1.9	684	64.3	3604	326.58
MALCOM	2	Apartment	3	6	1.9	878	82.8	4066	378.80
ROSEBERRY	2	Terrisemi	2	25	7.8	978	82.1	18975	1577.80
KENLEY	2	Terrisemi	2	24	7.5	814	87.1	14738	1370.40
ALVER/TOR V1	2	Apartment	2	2	0.6	687	63.8	1374	127.60
HADSTONE	3	Terrisemi	2	28	8.8	830	77.1	23240	2158.80
MORESBY	3	Terrisemi	2	23	7.2	858	79.4	19660	1826.20
KINGSVILLE	3	Terrisemi	2.5	19	5.9	1073	99.8	20387	1892.40
DWH									
WILFORD P204-ECT/OT	2	Terrisemi	2	4	1.3	820	67.00	2450	230.40
HADLEY P341-E/P341--2/T	3	Semi/Detached	2	20	6.3	1001	93.00	20020	1860.90
HADLEY P341-W/DT	3	Detached	2	5	1.6	1001	93.00	5005	465.00
ARCHFORD P382-E/-T	3	Semi	2	24	7.5	832	77.30	19968	1855.20
KENNETT T310-E/-T	3	Semi	2.5	8	2.5	1069	101.21	8712	809.68
BATEWATER H408---7	4	Detached	2.5	7	2.2	1342	124.70	9394	872.90
EXETER H418---7	4	Detached	2	10	3.1	1484	137.80	14840	1378.00
CORNWELL H433--7	4	Detached	2	9	2.8	1374	127.65	12366	1148.85
HOLDEN H489--X7	4	Detached	2	4	1.3	1838	142.70	6144	570.80
BARRATT AFFORDABLE									
TYPE 9B - FLAT 1	1	Apartment	3	6	1.9	466	43.26	2796	259.58
TYPE 9B - FLAT 2	1	Apartment	3	6	1.9	466	43.26	2796	259.58
TYPE 9B - FLAT 3	2	Apartment	3	6	1.9	698	62.62	3386	315.79
TYPE 60	1	Apartment	2	4	1.3	466	43.16	1864	180.64
TYPE 61	1	Apartment	2	4	1.3	468	43.60	1872	174.00
TYPE 64	3	Terrisemi	2	9	2.8	938	89.00	8822	801.00
TYPE 85	4	Semi	2	4	1.3	979	90.98	3916	363.92
TYPE 86	3	Terrisemi	2.5	13	4.1	926	86.10	12038	1119.30
TYPE 87	2	Terrisemi	2	16	5.0	701	65.14	11216	1042.24
TYPE 72	2	Apartment	2	1	0.3	704	65.43	704	65.43
TYPE 72 V1	2	Apartment	2	2	0.6	704	65.43	1408	130.86
TYPE 73	2	Apartment	2	1	0.3	704	65.43	704	65.43
DWH AFFORDABLE									
SH56	3	Terrisemi	2	3	0.9	828	76.98	2484	230.94
SH57	2	Terrisemi	2	5	1.6	701	65.14	3505	325.70
SH50	2	Semi	2	5	1.6	750	69.70	3750	348.50
SH74	3	Semi	2	7	2.2	805	74.86	5635	524.02
SH58	3	Semi	2.5	4	1.3	926	86.10	3704	344.40
		TOTAL		320	100			273356	25398.43
		OVERALL TOTALS		320				273356	25398.43

OVERALL DENSITY	
UNITS / ha	41.18
UNITS / ACRE	16.66
SQ M / ha	3269
SQ FT / ACRE	14230

SHMA PRIVATE MIX	TOTAL	%
1 BED APARTMENT	0	0.00
2 BED HOUSE/APARTMENT	97	29.91
3 BED HOUSE	127	56.70
4 BED HOUSE	30	13.39
	224	100.00

SHMA AFFORDABLE MIX	TOTAL	%
1 BED APARTMENT	20	20.83
2 BED HOUSE/APARTMENT	36	37.50
3 BED HOUSE	36	37.50
4 BED HOUSE	4	4.17
	96	100.00

NOTE: Nett area excludes all public open space and associated structural landscaping / buffer planting / half roads adjacent green etc

DO NOT SCALE
All dimensions to be checked on site and Architect to be notified of any discrepancies prior to commencement

DESIGNER'S RISK ASSESSMENT
Construction (Design and Management) Regulations 2015
RESIDUAL RISKS:

REF:	DESCRIPTION	DATE:

Existing farm access to be closed off

HAVANT ROAD (A3090)

CARE HOME DEVELOPMENT SITE

Existing Westways Estate

LANGSTONE BRIDLEWAY

NATURE PARK

PLAY AREA

Landscaping and SUDs - indicative only

For landscaping and drainage proposals refer to separate landscape (drawing numbers D2434-L 120 - D2434 T 129 latest revisions) and engineering (overall plan BSG/E4519/007 latest revision) drawings.

N
W E
S

KEY

- SITE BOUNDARY
- CARE HOME SITE BOUNDARY
- SALES AREA - DWH
- SALES AREA - BARRATT
- GRASSCRETE AREAS - CONSTRUCTION TO BE CAPABLE OF ALLOWING EMERGENCY VEHICLE ACCESS
- HEAVY DUTY CONSTRUCTION FOOTPATH OR DRIVE - CONSTRUCTION TO BE CAPABLE OF ALLOWING EMERGENCY VEHICLE ACCESS
- DENOTES TREES TO BE REMOVED
- SHARED OWNERSHIP
- AFFORDABLE RENT

BARRATT HOMES
DAVID WILSON HOMES WHERE QUALITY LIVES

REVISION	DATE	DESCRIPTION	CHECKED

idP PARTNERSHIP NORTHERN

ARCHITECTURE | MASTERPLANNING | URBAN DESIGN

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JOB / CLIENT: Forty Acre Farm for BDW Southampton

DRAWING TITLE: Proposed Residential Site Layout Plan

PROJECT ARCHITECT	DRAWN BY	CHECKED
KD	FY	
SCALE: 1:500 at A0	PROJECT NO: N81:2393	DRAWING NO: PL06U
DATE: April 2018		

DRWG. STATUS: DRAFT | CONSULTATION | TENDER | CONSTRUCTION | RECORD

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