Dated: 1st May 2025

THE COUNCIL OF THE BOROUGH OF HAVANT

and

HAMPSHIRE COUNTY COUNCIL

and

BRITISH OVERSEAS BANK NOMINEES LIMITED

and

W G T C NOMINEES LIMITED

AGREEMENT
pursuant to Section 106 of the Town and Country Planning Act 1990 and other powers relating to 8 Downley Road, Havant PO9 2JD

Southampton, Fareham & Havant Legal Partnership
Southampton City Council
Civic Offices
Southampton
SO14 7LY

Ref: HBC-063444

THIS DEED is made on 1st May 2025

BETWEEN:

(1) **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza, Civic Centre Road, Havant PO9 2AX ("the Borough Council")

(2) **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire SO23 8UJ ("the County Council")

(3) **BRITISH OVERSEAS BANK NOMINEES LIMITED** (Company Registration Number 00220905) and **W G T C NOMINEES LIMITED** (Company Registration Number 01255218) whose registered address is at 250 Bishopsgate, London EC2M 4AA in their capacity as nominees for and on behalf of NatWest Trustee and Depositary Services Limited as depositary (and not otherwise) of Royal London Property Fund (together "the Owners")

RECITALS

A The Borough Council is the local planning authority for the purposes of the Act for the area in which the Land is situated.

B The County Council is the highway authority (save in respect of truck roads and special roads) for the purposes of the 1980 Act for the area in which the Land is situated.

C The Owners are the freehold owners of the Land registered with title absolute at the Land Registry under Title Number HP16633.

D The Owners are acting in their capacity as nominees for and on behalf of Natwest Trustee and Depositary Services Limited (Company Registration Number 11194605) as depositary (and not otherwise) of the Royal London Property Fund (Company Registration Number IC000822).

E The Application has been submitted to the Council on behalf of the Owners and the parties have agreed to enter into this Deed in order to secure the planning obligations contained in this Deed.

F The Borough Council has resolved to grant the Permission subject to the prior completion of this Deed.

G The Owners have agreed that the Development shall be carried out only in accordance with the rights and obligations set out in this Deed.

H The Owners have agreed to be party to this Deed and consent to this Deed being entered into and to the obligations becoming binding on the Land.

IT IS AGREED AS FOLLOWS:

1 DEFINITIONS

1.1 In addition to the definitions set out below, a series of specific definitions are included in each of the Schedules to this Deed giving further defined terms and expressions to facilitate interpretation and unless stated to the contrary the specific definitions in the Schedules shall apply throughout this Deed where the relevant terms and expressions are used.

1.2 In this Deed the following expressions shall have the meanings indicated:

"1980 Act"	The Highways Act 1980
"Act"	The Town and Country Planning Act 1990 (as amended)
"Application"	The application for planning permission allocated reference number APP/24/00606 for demolition of existing buildings and redevelopment of the industrial site comprising of a single industrial building, split into three units having a flexible set of mixed industrial uses. This includes use classes E(g) (iii), B2 and B8 along with ancillary offices, car parking, yard areas, soft landscaping and associated infrastructure
"Borough Council's Legal Costs"	The Borough Council's legal costs in connection with the preparation and completion of this Deed
"Borough Council's Monitoring Charge"	The sum of £3,656 (three thousand six hundred and fifty-six pounds) towards the costs incurred by the Borough Council in the provision of a suitably qualified and experienced person whose function is to monitor and enforce compliance with the terms of this Deed
"Commence"	The carrying out of a "material operation" (as defined in section 56(4) of the Act) in connection with the Development save that 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 shall not be included (and "Commencement" and "Commenced" shall be construed accordingly)
"Contributions"	Any one or number of the financial contributions required to be made pursuant to this Deed (including, for the avoidance of doubt, the Borough Council's and the County Council's Monitoring Charges) each of which shall be Index Linked
"County Council's Development Control Fee"	The sum of £1,479.16 (one thousand four hundred and seventy nine pounds and sixteen pence) towards the costs incurred by the County Council in assessing the Application, including reviewing technical details of the obligations to be secured by this Deed
"County Council's Legal Costs"	The County Council's legal costs in connection with the preparation and completion of this Deed
"County Council's Monitoring Charge"	The sum of £5,280 (Five thousand two hundred and eighty pounds) towards the costs incurred by the County Council in the provision of a suitably qualified and experienced person whose function is to monitor and enforce compliance with the terms of this Deed
"Deed"	This agreement made by deed

"Development"	The development of the Land in accordance with the Permission
"Enabling Powers"	Section 111 of the Local Government Act 1972 (as amended) Section 1 of the Localism Act 2011 and all other enabling powers which may be relevant for the purpose of giving validity to or facilitating the enforcement of the obligations created by this Deed
"Index Linked"	For the purposes of any payment or financial contribution payable to the County Council, due under this Deed means adjusted in accordance with the Inflationary Index by multiplying in each case the payment due by a fraction whose denominator shall be the last Inflationary Index monthly figure published for January 2025 and whose numerator shall be the last published Inflationary Index monthly figure available before the date on which payment is due but which for the avoidance of doubt shall not fall below the original payment figure For the purposes of any other payment or financial contribution payable to the Borough Council, due under this Deed means adjusted in accordance with the Inflationary Index by multiplying in each case the payment due by a fraction whose denominator shall be the last Inflationary Index monthly figure published before the date of this Deed and whose numerator shall be the last published Inflationary Index monthly figure available before the date on which payment is due but which for the avoidance of doubt shall not fall below the original payment figure
"Inflationary Index"	For the purposes of the any Contribution payable to the County Council, the Retail Prices Index all items excluding mortgage interest payments (RPIX) issued by the Office for National Statistics during any period when no such index exists the index which replaces the same or is the nearest equivalent thereto as the County Council shall reasonably nominate taking into account any official reconciliation of changes in its basis of calculation For the purposes of any Contribution payable to the Borough Council the Consumer Prices Index issued by the Office for National Statistics or during any period when no such index exists the index which replaces the same or is the nearest equivalent thereto as the Borough Council or County Council shall reasonably nominate taking into account any official reconciliation of changes in its basis of calculation
"Interest"	Interest at 4 per cent above the base lending rate of Barclays Bank Plc (calculated on a daily basis from the date on which it fell due until the actual date of payment)
"Land"	The land known as 8 Downley Road, Havant PO9 2JD shown for identification purposes only edged with a red line on Plan 1

"Occupation""	Occupation for the purposes permitted by the Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations and "Occupy" and "Occupied" shall be construed accordingly
"Permission"	The full planning permission subject to conditions to be granted by the Borough Council pursuant to the Application
"Plan 1"	The plan annexed hereto at Appendix 1 bearing drawing number PL001 and marked "Plan 1" showing the Land edged red
"Statutory Undertakers"	Organisations licensed by the government which include (but not limited to) all utilities electricity, gas, water, telephone, cable telephone and television and other telecommunication companies
"Working Day(s)"	Any day which is not a Saturday, a Sunday, a bank holiday or a public holiday in England

2 INTERPRETATION

2.1 Where in this Deed reference is made to any clause, paragraph, schedule or recital such reference (unless the context otherwise requires) is a reference to a clause, paragraph, schedule or recital in this Deed.

2.2 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all words shall be construed interchangeably in that manner.

2.3 Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and severally unless there is an express provision otherwise.

2.4 Any reference to a statute or other legislation shall include any modification, extension or re-enactment of that statute or legislation for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that Act or deriving validity from it.

2.5 References to any party to this Deed (save in respect of clause 26) shall include the successors in title to that party and to any person deriving title through or under that party and in the case of the Borough Council or the County Council the successors to their respective statutory functions.

2.6 References to "the parties" shall mean the parties to this Deed and reference to a "party" shall mean any one of the parties.

2.7 The headings are for reference only and shall not affect construction.

2.8 Words importing the singular meaning where the context so admits include the plural meaning and vice versa.

2.9 Obligations not to do something under this Deed shall be deemed to be obligations not to permit or suffer such thing to be done.

3 STATUTORY AUTHORITY

3.1 This Deed is made pursuant to Section 106 of the Act and the Enabling Powers.

3.2 The covenants, restrictions and requirements imposed upon the Owners under this Deed create planning obligations pursuant to Section 106 of the Act and are enforceable by the Borough Council and County Council as local planning and highway authority against the Owners, their successors in title and any person deriving title in the Land or any part of it from the Owners.

4 EFFECT OF THE AGREEMENT

4.1 This Deed shall take effect on the day and year first before written save for clauses 5, 6 and the Schedules to this Deed which shall take effect on the grant of the Permission.

5 THE OWNERS' COVENANTS

5.1 The Owners hereby covenant with the Borough Council and the County Council that they will observe and perform the covenants on their part contained in Schedules One to Three (inclusive).

6 THE BOROUGH COUNCIL'S AND COUNTY COUNCIL'S COVENANTS

6.1 Subject to the performance by the Owners of their obligations under this Deed the Borough Council and County Council hereby separately covenant with the Owners that they will observe and perform the covenants on their respective part set out in Schedule Four.

7 RELEASE AND LAPSE

7.1 It is hereby agreed that the Owners shall not be liable for a breach of any of their obligations under this Deed (save for antecedent breaches) after they shall have parted with all of their respective interests in the Land.

7.2 It is further agreed that this Deed shall lapse and be of no further effect if:

7.2.1 the Permission expires; or

7.2.2 the Permission shall be varied or revoked other than with the consent of the Owners; or

7.2.3 the Permission is quashed following a successful legal challenge.

7.3 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 Permission) granted (whether or not on appeal) after the date of this Deed.

7.4 This Deed shall not be enforceable against Statutory Undertakers who have an interest in or arising purely in connection with their apparatus or operational land situated within the Land.

8 LOCAL LAND CHARGE

8.1 This Deed is a local land charge and shall be registered as such by the Borough Council.

8.2 Upon the full satisfaction of all the terms of this Deed the Owners may request that the Borough Council procure that all entries in the register of local land charges relating to it other than those obligations which are of continuing effect be removed as soon as reasonably practicable.

9 DUTY TO ACT REASONABLY

9.1 All parties to this Deed acknowledge that they are under a duty to act reasonably and (without prejudice to generality) if any deed consent approval or expression of satisfaction is due from one party to another under the terms of this Deed the same shall not be unreasonably withheld or delayed.

10 NO FETTER ON DISCRETION OR WAIVER

10.1 Nothing contained or implied in this Deed shall prejudice or affect the rights discretions powers duties and obligations of the Borough Council or the County Council under all statutes by-laws statutory instruments orders and regulations in the exercise of their functions as a local authority.

10.2 Nothing in this Deed shall impose any contractual or other obligations on the Borough Council to grant the Permission.

10.3 No waiver (whether expressed or implied) by the Borough Council or the County Council of any breach or default 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 Borough Council or County Council from enforcing any of the relevant terms or conditions or from acting upon any subsequent breach or default.

11 COVENANT AS TO TITLE

11.1 The Owners hereby covenant with the Borough Council and the County Council that no person other than the parties to this Deed has any interest in the Land for the purposes of Section 106 of the Act.

12 SEVERABILITY

12.1 It is agreed that if any part of this Deed shall be declared unlawful or invalid by a court of competent jurisdiction then (to the extent possible) the remainder of this Deed shall continue in full force and effect.

13 THE BOROUGH COUNCIL'S AND COUNTY COUNCIL'S COSTS

13.1 The Owners hereby covenant with the Borough Council that they will on or before the date of this Deed pay the Borough Council's Legal Costs to the Borough Council.

13.2 The Owners hereby covenant with the Borough Council:

13.2.1 that prior to the Commencement of the Development they will pay the Borough Council's Monitoring Charge to the Borough Council; and

13.2.2 not Commence the Development unless the Borough Council's Monitoring Charge has been paid to the Borough Council.

13.3 The Owners hereby covenant with the County Council that they will on or before the date of this Deed pay the County Council's Legal Costs and the County Council's Development Control Fee to the County Council.

13.4 The Owners hereby covenant with the County Council that they will on or before the date of this Deed pay the County Council's Monitoring Charge to the County Council.

14 CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999

14.1 Notwithstanding the provisions of the Contracts (Rights of Third Parties) Act 1999 no part of this Deed shall be enforceable by a third party who is not a party to the Deed and for the avoidance of doubt the terms of this Deed may be varied by Deed between the parties without the consent of any such third party.

15 NOTIFICATION OF COMMENCEMENT/OCCUPATION

15.1 The Owners covenant with the Borough Council and the County Council that they will:

15.1.1 notify the Borough Council and County Council in writing of the date of Commencement of the Development within ten Working Days of it occurring; and

15.1.2 notify the Borough Council and County Council in writing of the date of Occupation for the first time of any part of the Development within ten Working Days of it occurring; and

15.1.3 pay to the Borough Council and the County Council upon written demand their reasonable fees for additional monitoring caused by the Owner's non-compliance with clauses 15.1.1 or 15.1.2.

16 NOTICES

16.1 Any notices required to be served by one party on another under this Deed shall be served by First Class prepaid post or by email in the following manner:

16.1.1 on the Borough Council at the address shown above or by email to cil@havant.gov.uk marked "for the attention of the Executive Head of Place" and bearing the reference "s106-APP/24/00606 - 8 Downley Road, Havant PO9 2JD";

16.1.2 on the County Council at the address as detailed above and marked "for the attention of the Head of Legal Services" and bearing the reference CAO/EDOC/0095; and

16.1.3 on the Owners at the address as detailed above or as notified by the Owners in writing to the Borough Council and the County Council.

17 INDEX LINKING

17.1 Each and every one of the Contributions which are to be paid under the terms of this Deed shall be Index Linked.

18 PAYMENT OF THE CONTRIBUTIONS

18.1 The Contributions shall be payable to the Borough Council and/or the County Council (as the case may be) by either:

18.1.1 BACS, online banking or telegraphic transfer; or

18.1.2 cheque made payable to Havant Borough Council or Hampshire County Council as appropriate.

18.2 All payments must state the Application reference number and the address to which this Deed relates.

18.3 Payment by cheque shall be sent to the Borough Council or the County Council (as the case may be) in accordance with the details set out in clause 16.1.1 identifying the obligation to which the payment relates.

19 INTEREST ON LATE PAYMENTS

19.1 Any amount due from the Owners under this Deed which is not paid on the due date shall be payable with Interest.

20 CONSENT OF THE MORTGAGEE CLAUSE

20.1 Notwithstanding clause 3.2, no obligation in this Deed shall be binding on or enforceable against any other chargee or mortgagee from time to time who shall have the benefit of a charge or mortgage of or on any part or parts of the Land or any receiver appointed by such chargee or mortgagee or any person deriving title through such charge, mortgage or receiver unless and until such chargee, mortgagee, receiver or person has entered into possession of the Land or part thereof to which such obligation relates.

21 NOTIFICATION OF SUCCESSORS IN TITLE

21.1 The Owners covenant with the Borough Council and the County Council that they will give immediate written notice to the Borough Council and County Council of any change of ownership of the Land if at such time the obligations contained within this Deed have not fully been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Land or unit of occupation purchased by reference to a plan.

22 VAT

22.1 All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable.

23 DISPUTE RESOLUTION

23.1 Where it is provided in this Deed that a matter is to be approved (or another cognate expression is used) by the Borough Council or County Council and such approval has been

refused or given conditionally in accordance with the provisions of this Deed and the Owners wish to dispute such refusal or conditions, then the Owners may notify the Borough Council or County Council as appropriate that the matter is in dispute and:

23.1.1 the parties to the dispute shall first attempt to resolve that dispute or difference amicably including holding a meeting attended by at least one senior representative from each party within 10 Working Days of receipt of notice that a matter is in dispute;

23.1.2 if after a further 5 Working Days the parties are unable to resolve the dispute amicably pursuant to clause 23.1.1, one party may serve notice on the other party or parties (as the case may be) to the dispute of their intention to refer the dispute in accordance with clause 23.2 specifying in such notice:

23.1.2.1 the nature, basis and brief description of the dispute; and

23.1.2.2 the clause or paragraph of this Deed pursuant to which the dispute has arisen; and

23.1.2.3 a written request to concur as to the appropriateness of the professional qualifications of the person (or body) they propose to be appointed pursuant to clause 23.2.

23.2 Any such dispute or difference notified pursuant to clause 23.1.2 shall be referred to an independent and suitable person holding appropriate professional qualifications, in light of the subject matter in dispute, and such person shall act as an expert whose decision shall be final and binding on the parties in the absence of manifest error and any costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares.

23.3 In the absence of agreement as to the appointment or suitability of the person to be appointed pursuant to clause 23.2 or as to the appropriateness of the professional body within 10 Working Days after any party has given the other parties to the dispute or difference a written request to concur as to the appropriateness of the professional qualifications of the person (or body) to be appointed pursuant to clause 23.2 then such question may be referred by any party to the President for the time being of the Law Society for them to appoint a solicitor to determine the appropriate professional body or person to resolve the dispute such solicitor acting as an expert and their decision shall be final and binding on all parties in the absence of manifest error and their costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares.

23.4 Any expert howsoever appointed ("the Expert") shall be subject to the express requirement that a decision is reached and communicated to the relevant parties within the minimum practical timescale allowing for the nature and complexity of the dispute and in any event not more than twenty Working Days after the conclusion of any hearing that takes place or twenty Working Days after they have received any final written representation pursuant to clause 23.5.

23.5 The Expert shall be required to give notice to any of the said parties requiring them to submit to the Expert within 10 Working Days of notification of the Expert's appointment written

submissions and supporting material and the other parties will be entitled to make a counter written submission within a further 10 Working Days.

23.6 Nothing in this clause 23 shall be taken to fetter the ability of the Borough Council or County Council to carry out their statutory functions as local planning authority or highway authority with power to enforce any breach of the obligations entered into by the Owners in this Deed or any other planning breach in respect of the Development.

24 SECTION 73 PERMISSION

24. 1 Unless otherwise required by the Borough Council if any future planning permission is granted pursuant to section 73 of the Act for development of the Land without compliance with conditions or subject to conditions differing from those granted pursuant to the Permission ("a Section 73 Permission") then with effect from the date that any such Section 73 Permission is granted the obligations in this Deed shall (in addition to continuing to bind the Land in respect of the Permission) apply to and bind each such Section 73 Permission and the Land itself without the need for any further act by the parties and the definition of "Permission" in this Deed shall be construed to include reference respectively to the Section 73 Permission granted pursuant to any such application PROVIDED THAT nothing in this clause shall fetter the discretion of the Borough Council in determining any application under section 73 of the Act and for the avoidance of doubt any such further permission may be the subject of additional obligations.

25 GOVERNING LAW AND JURISDICTION

25.1 This Deed is governed by and interpreted in accordance with the law of England and the parties submit to the non-exclusive jurisdiction of the courts of England and Wales.

26 LIMITATION OF LIABILITY

26.1 The Owners and any affiliated or group entity succeeding them enter into this Deed in their capacity as nominees for and on behalf of NatWest Trustee and Depositary Services Limited ("NatWest") and as such any liability on their part pursuant to this Deed or connected to this Deed is limited to the assets held by them for the time being as nominees for and on behalf of NatWest.

26.2 NatWest and any party succeeding them act solely in their capacity as depositary of the Royal London Property Fund (the "Fund") and as such any liability on their part pursuant to this Deed or connected to this Deed is limited to the extent that NatWest or such party has recourse to the assets held by them for the time being for the Fund.

26.3 Notwithstanding any provisions of this Deed neither the Owners nor NatWest have any obligation to meet any claim or liability under this Deed or connected to this Deed except to the extent that they can properly meet this claim or liability out of the assets of the Fund.

26.4 The provisions of clauses 26.1, 26.2 and 26.3 above shall cease to apply (save for any antecedent breaches) in the event that the Owners and any affiliated or group entity succeeding them cease to hold an interest in the Land.

27 DELIVERY

27.1 This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

SCHEDULE ONE

EMPLOYMENT AND SKILLS OBLIGATIONS

DEFINITIONS

In this Schedule the following terms have the following meanings:

"Employment and Skills Plan"	The plan submitted as part of the Application dated November 2024 and annexed hereto at Appendix 2

The Owners covenants with the Borough Council as follows:

1 Employment and Skills Plan

1.1 Prior to the Commencement of the Development the Owners or their agent shall attend a meeting with the Borough Council to specify the provision for employment and training opportunities and other initiatives for the Development.

1.2 To implement the Employment and Skills Plan and promote the objectives of the Employment and Skills Plan and ensure that the targets are met.

SCHEDULE TWO

ENVIRONMENTAL OBLIGATIONS

DEFINITIONS

In this Schedule the following terms have the following meanings:

"HMMP Contribution"	The sum of £3,327 (three thousand, three hundred and twenty-seven pounds) Index Linked towards the Borough Council's costs of monitoring compliance with the HMMP
"HMMP"	The habitat management and monitoring plan approved pursuant to condition 5 of the Permission

The Owners covenants with the Borough Council as follows:

1 HMMP Contribution

1.1. To pay the HMMP Contribution to the Borough Council prior to the Commencement of Development.

1.2. Not to Commence the Development unless the HMMP Contribution has been paid to the Borough Council.

SCHEDULE THREE

HIGHWAYS AND TRANSPORT OBLIGATIONS

DEFINITIONS

In this Schedule the following terms have the following meanings:

"Design Check Submission"	The County Council's technical approval process under S278 of the Highways Act 1980 whereby the Owners must apply for technical approval under the requirements of a minor works agreement in respect of the Highway Works and for that application to have been accepted by the County Council to be suitable to progress the required approval process, including the cost associated with such approval.
"Framework Travel Plan"	The framework travel plan dated 15 October 2024 prepared by SLR Consulting Ltd (SLR Project No: 425 5.065366.00001) and attached to this Deed as Appendix 3
"Highway Works"	The northern and southern site access works along Downley Road as shown indicatively principle on drawing 425.065366.00001_AT_SK04 Rev D attached to this Deed at Appendix 4
"Highway Works Agreement"	An agreement or agreements with the County Council under either or both of Sections 38 and 278 of the Highways Act 1980 for the Highway Works
"Highway Works Completion Certificate Standard"	The completion of the Highway Works to the satisfaction of the County Council in accordance with the Highway Works Agreement as evidenced by the issue of a certificate of completion or part 2 certificate in accordance with the terms of the relevant Highways Works Agreement
"Sustainable Transport Contribution"	The sum of £50,544 (fifty thousand five hundred and forty four pounds) (Index Linked) to be used for sustainable transport improvements in the vicinity of the Development being the following (in no priority order): a) bus stop improvements along Bartons Road; b) wayfinding provision; c) pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction; d) crossing improvements at New Lane/Eastern Road junction; and e) provision of tactile paving at Littlegreen Avenue junction

"Travel Plan"	The final and full travel plan based on the Framework Travel Plan
"Travel Plan Approval Fee"	The sum of £1,500 (one thousand five hundred pounds) in respect of the costs incurred or to be incurred by the County Council in approving the Travel Plan
"Travel Plan Bond"	An on demand bond on terms and from a surety acceptable to the County Council in the sum of £11,000 (eleven thousand pounds) being the cost of implementation and compliance with the targets/measures of the Travel Plan (as estimated by the County Council) plus 10%
"Travel Plan Cash Deposit"	A cash deposit in the sum £11,000 (eleven thousand pounds) being the cost of implementation and compliance with the targets/measures of the Travel Plan (as estimated by the County Council) plus 10%
"Travel Plan Co-ordinator"	A suitably qualified and experienced person employed or appointed pursuant to the Travel Plan who has responsibility for developing implementing monitoring progress reporting and reviewing the Travel Plan in order to ensure that the Travel Plan achieves its stated targets and objectives
"Travel Plan Monitoring Fee"	The sum of £15,000 (fifteen thousand pounds) towards the costs to be incurred by the County Council in monitoring the implementation of the Travel Plan

The Owners covenant with the County Council as follows:

1 Highways Works

1.1. To enter into the Design Check Submission process with the County Council in respect of the Highway Works within 3 months of the date of this Deed.

1.2. To enter into the Highways Works Agreement and to complete the Highways Works to Highway Works Completion Certificate Standard prior to Occupation.

1.3. Not to Occupy or permit Occupation of the Development until the Highway Works Agreement has been entered into and the Highway Works have been completed to Highway Works Completion Certificate Standard.

2 Sustainable Transport Contribution

2.1. To pay the Sustainable Transport Contribution to the County Council prior to the Commencement of the Development.

2.2. Not to Commence or permit Commencement of the Development until the Sustainable Transport Contribution has been paid to the County Council.

3 Travel Plan

3.1. To submit and agree the Travel Plan with the County Council prior to Occupation of any part of the Development.

3.2. Not to Occupy or permit Occupation of any part of the Development until the Owners have submitted and agreed the Travel Plan with the County Council.

3.3. Not to Occupy or permit Occupation of the Development until the Travel Plan Approval Fee has been paid to the County Council.

3.4. From approval of the Travel Plan to implement and comply with the requirements and measures of the Travel Plan for the duration of the Travel Plan in order to achieve the targets and objectives of the Travel Plan.

3.5. Not to Occupy or permit Occupation of any part of the Development until it has appointed a Travel Plan Co-Ordinator to implement the Travel Plan and notified the County Council in writing of that appointment and the Owner shall thereafter retain the Travel Plan Co-Ordinator for the duration of the Travel Plan.

3.6. Not to Occupy or permit Occupation of any part of the Development until it has implemented all requirements and measures of the Travel Plan in so far as such requirements and measures are required by Travel Plan to be implemented before Occupation.

3.7. Not to Occupy or permit Occupation of the Development until it has paid to the County Council the Travel Plan Monitoring Fee.

3.8. Not to Occupy or permit Occupation of any part of the Development until the Owners have provided to the County Council with either;

3.8.1. the Travel Plan Bond on terms and from a surety approved by the County Council that if in the opinion of the County Council the Owners fail at any time within five years of Occupation of the Development to deliver the agreed measures/targets and/or comply with any/all of the measures/targets contained within the Travel Plan or immediately in the event of an individual Owner becoming bankrupt or a corporate Owner going into liquidation, administration or administrative receivership or, in either case, entering into a deed of arrangement for the benefit of their creditors (or being subject to any analogous procedures) the surety shall pay to the County Council on demand such sum as may be certified by the County Council to be required up to the total value of the Travel Plan Bond in order to remedy the failure to achieve and implement the agreed measures/targets contained within the Travel Plan or such alternative measures as the County Council in its absolute discretion determines will achieve the overall aims of the Travel Plan for the Development; or

3.8.2. the Travel Plan Cash Deposit which the County Council shall hold so that if in the opinion of the County Council the Owners fail at any time within five years of Occupation of the Development to deliver the agreed measures/targets and/or comply with any/all of the measures/targets contained within the Travel Plan or immediately in the event of an individual Owner becoming bankrupt or a corporate Owner going into liquidation, administration or administrative receivership or, in either case, entering into a deed of arrangement for the benefit of their creditors (or being subject to any analogous procedure) the County Council will use such money from the Travel Plan Cash Deposit as the County Council considers necessary in order to remedy the failure to achieve and implement the agreed measures/targets contained

within the Travel Plan or such alternative measures as the County Council in its absolute discretion determines will achieve the overall aims of the Travel Plan for the Development.

SCHEDULE FOUR

BOROUGH COUNCIL'S AND COUNTY COUNCIL'S COVENANTS

1. The Borough Council and County Council covenant with the Owners as follows:

    1.1 Where any payment referred to in this Deed is paid for a particular purpose it will not be used by the Borough Council or the County Council otherwise than for that purpose or for such other purpose for the benefit of the Development as the Owners and the Borough Council and/or the County Council shall agree in writing.

    1.2 In the event that the Contributions or any element or part of the Contributions remains unspent or committed unconditionally to be spent within 10 years after the date on which it is paid to the Borough Council or the County Council then the Borough Council or the County Council shall on written demand return to the Owners the unexpended or uncommitted (as the case may be) part of the Contributions.

IN WITNESS whereof the parties hereto have executed this Deed on the day and year first before written

THE COMMON SEAL OF
THE COUNCIL OF THE BOROUGH
OF HAVANT
was affixed in the presence of:

[redacted]

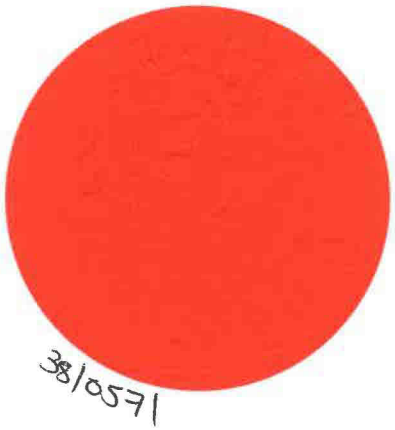
Authorised Signatory:



Executed as a Deed by affixing the Common Seal of
HAMPSHIRE COUNTY COUNCIL
in the presence of:

[redacted]

Authorised Signatory:



EXECUTED AS A DEED by [redacted]

[Full name of Attorney]

AS ATTORNEY FOR

BRITISH OVERSEAS BANK NOMINEES LIMITED

in the presence of:

[redacted]

Signature of witness: [redacted]

Name (in block capitals): CHLOE GEORGE

Address: [redacted]

EXECUTED AS A DEED by [redacted]

[Full name of Attorney]

AS ATTORNEY FOR

WGTC NOMINEES LIMITED

in the presence of:

[redacted]

Signature of witness: [redacted]

Name (in block capitals): CHLOE GEORGE

Address: [redacted]

Appendix 1 – Site Location Plan



Disclaimer:
Subject to survey.

N

SCALE
0 25 50m

Notes:

KEY

Site Boundary
(16,970m^2 / 4.19acres / 1.70ha)

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Ordnance Survey 0100031673

Rev:	Notes:	Date:	Dwn:	Iss:
-	First Issue	10.11.23	TM	HA

Suitability Code:
PLANNING

Client:
CANMOOR

hale
ARCHITECTURE
22c Leathermarket Street, London, SE1 3HP

Project:
Dunham Bush Site, Downley Road
Havant

Drawing Title:
Site Location Plan

Project No:	Scale @ A1 / A3	Revision:
23076	1:1250 /1:2500	-

Drawing No:
PL001

Appendix 2 – Employment and Skills Plan

EMPLOYMENT & SKILLS PLAN

SITE: Land 8 Downley Road, Havant PO9 2JD

PROPOSAL: Proposed new development seeks to demolish the existing vacant commercial buildings, car parking and service areas within the site and replace with a single industrial building, totalling 9,424 sqm gross internal floor area (101,430 sq ft), split into three units having a flexible set of mixed industrial uses. This includes use classes E (g) (iii), B2 and B8 along with ancillary offices, car parking, service areas and soft landscaping.

Lead Contact: Natalie Fellows
Email: natalie@fellowsplanning.co.uk

Build value: Band 3, £6.1 – 10m
NSAfC Benchmark: Benchmark 5.0
Factories
Planned Start: Spring 2025
Planned Completion: September 2025

Applicants: Royal London Property Fund

Date: November 2024

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5	Conclusion	11

Prepared by:

Natalie Fellows, Director at Fellows Planning Ltd

1. Introduction

1.1 This Employment and Skills Framework Plan has been prepared on behalf of Royal London Property Fund Ltd, in support of the redevelopment of the commercial premises and land at 8 Downley Road, Havant.

1.2 The new development seeks to demolish the existing vacant buildings, car parking and service areas within the site and replace with a single industrial building, totalling 9,424m2 gross internal floor area (101,430ft2), split into three units having a flexible set of mixed industrial uses. This includes use classes E (g) (iii), B2 and B8 along with ancillary offices, car parking, service areas and soft landscaping. This building replaces the existing old, outdated and vacant building with three modern industrial units which respond to modern day business needs both now and in the future.

1.3 The proposed application site is 1.7 hectares (4.19 acres) in the area shown within the red boundary on the adjacent site plan. The site currently consists of a mixture of outdated 1960s industrial buildings and associated two storey offices, along with service yard, car parking areas and limited soft landscaping. The total existing floor area is 9,933m2 (106,923ft2).

1.4 The site was last occupied by Dunham-Bush (HVAC), who were manufacturers of air conditioning and heating products. This would have fallen within a B2 General Industrial and manufacturing use class. The company went into administration in April this year where the majority of the company's estimated 87 employees were made redundant. It is clear though the current building has been deteriorating for some time, especially in the main factory areas to the rear where the sawtooth roof is failing. There are large areas that have been poorly repaired in the past and it is clear large areas of the roof are leaking. The building is poorly insulated and highly inefficient, reflecting a building of its time.

1.5 The site is located within an established employment area, with commercial buildings to the immediate north, south and west. There are many recent examples of redevelopment that have taken place to bring commercial premises up to modern day standards. This includes Spring Business Park on the corner of New Lane to the west of the site, Velocity on the corner of Downley Road and Stanbridge Road and the last-mile distribution facility that has recently opened at 32 New Lane, a short distance to the south. There is lots of inward investment into the area which is exciting given many of the surrounding premises are quite dated given they were built in the 1960s.

1.6 The principle of redevelopment of the site with new commercial premises which retains the current employment uses is considered to be acceptable in planning terms due to its location within the designated urban area boundary and well-established North Havant and New Lane Industrial Estate.

1.7 The site is sustainably located for employment use and will contribute positively to the aspirations of the Havant Local Plan to regenerate this well-established employment area. The redevelopment also offers an opportunity to make use of an underutilised brownfield site, the principle of which is fully supported by the NPPF.

1.8 The proposed development has the ability to create numerous jobs, benefiting from its location along the south coast for its wider labour pool and an attractive environment, assisting in job creation and reducing out-commuting.

1.9 The statement has been produced to set-out the economic benefits the proposals will bring, including site-specific measures that it can deliver in terms of potential jobs and training for local people. It broadly follows the National Skills Academy for Construction suggested guidance for this type of project, and discussions held with the Economic Team.

1.10 It should be noted that Havant Borough Council does not currently require an Employment and Skills Plan in the current or emerging Local Plan policies for Commercial Development. It focuses primarily on significant residential schemes to support local people in accessing employment and skills training either through a financial contribution or a site-specific skills and employment plan (as discussed in emerging Policy DR2 relating to Regeneration). This requirement only applies to developments of over 100 dwellings, which often has a longer build out programme and various trades involved in construction when compared to commercial premises. The assumption being that commercial development by default creates job opportunities by its very nature both in during construction and this continues once premises are occupied. The requirement was removed for commercial schemes in an earlier draft version of the emerging Local Plan. That said, the developer is keen to work with the council on bringing long-term benefits to both local residents and businesses.

1.11 When reviewing the proposed floorspace for the new commercial premises, some 9,424 sqm in total using Gross Internal Area (GIA), we have looked at the likely number of employees that could be accommodated utilising Employment Densities Guide (3rd Edition) 2015, produced by the Homes and Communities Agency (HCA). Depending on the type of uses specified, employment density calculations are based on external footprint, internal footprints or net internal areas.

1.12 The estimated number of jobs that could be created within the 3 commercial premises have also been calculated using likely scenarios utilising the same Employment Densities Guide[1]. Scenario one is based on all units purely being occupied by B8 storage or logistics companies. The job density of B8 uses is approximately one person per 70 Gross External Area (GEA) sqm ranging to one person per 95 GEA (but can be lower depending on the type of business and their operations). This indicates that jobs generated from B8 uses on across all three units could range from 102-139 jobs.

1.13 If all units were used for B2 industrial and manufacturing uses, at a density of one person per every 36 sqm, this would equate to approximately 260 jobs (but it is more likely to have a higher mix of light industry uses given its location and configuration of the units proposed or only one unit at any one time being in B2 use). If two units were occupied as B8 use and one as B2, the job density figures indicates 144 - 171 jobs would be provided if all units were occupied.

1.14 When the floorspace is converted into likely Net Internal Area (NIA) based on likely number of employees per every sqm (one every 12 sqm based on 15-20% ratios) this equates to 149-190 staff anticipated utilising Employment Densities Guide (3rd Edition) 2015. Net Internal Area (NIA) - this is commonly referred to as the net lettable or 'usable' area of offices and retail units. It includes entrance halls, kitchens and cleaners' cupboards, but excludes corridors, internal walls, stairwells, lifts, WCs and other communal areas. The NIA floorspace calculations are used for B1c light industrial or B1b research and development uses now falling within Class E (g)(iii-ii). They have a job density of one person per 47 sqm or one person per 60 sqm using NIA. If all

[1] Employment Densities Guide (3rd Edition) 2015, produced by the Homes and Communities Agency (HCA).

units were occupied as B1 (now Class E(g)(iii)) light industrial units, the job density figures indicates 149 - 190 jobs.

1.15 Overall, the above supporting characteristics indicate that the proposals could create between 54-149 number of jobs in association with all three commercial units, all within the Borough, which should be given significant weight when assessing the proposals. This is a conservative range of jobs and could be much higher than this as calculated above if flexibility of the b-uses is granted permission. Ultimately the above depends on the occupiers, which is to be made flexible to make it easier for occupiers to choose to locate here and the premises are then ultimately attractive to a broader range of businesses.

1.16 We also understand that every £1 of investment in construction generates £2.92 of economic benefit (Fine Margins: Delivering financial sustainability in the UK Construction, 2020 CBI) so this is a significant project for the Borough, on what would be a new key employment site. Given this construction project is estimated to cost in the region of £9.5m, this would equate to £26.28m of economic benefit.

1.17 Given the above, the proposed development will make a positive socio-economic contribution to Havant both in the construction and operational phases. The proposal will also represent an inward investment to the wider area, with net benefits arising for its residents and local businesses.

1.18 Furthermore, the principle of development is considered acceptable in planning terms given the site is located within the defined urban area and seeks to provide new employment uses within an established employment area since the former landowner and its business went into administration last year.

1.19 The proposal replaces poor quality building stock on previously developed land to the north that has become not fit for purpose, strengthens an existing business cluster in this area and helps to support jobs and growth. It also contributes to the supply of employment floorspace in a sustainable location, maintaining a diverse and successful economy in accordance with Policy CS2 Employment, Policy CS3 Skills and Employability, Policy CS17 Concentration and Distribution of Development within the Urban Areas and Policy DM10 Protection of Existing Employment Sites in conformity with the NPPF.

2 Royal London Property Fund

2.1 Royal London Property Fund is part of the UK's largest mutually owned Royal London Group which is a pension and investment company which was established in 1988. They help a wide range of clients across the globe achieve their investment goals, with a commitment to managing our clients' assets in the right way. As part of their remit, they have a development arm alongside managing £169.3 billion assets for investors, intermediaries and institutions.

2.2 At Royal London, their social impact work is really important to them. They have a Corporate and Social Responsibility CSR programme which supports the communities in which they work in. As well as at the 'Group' level, there a number local initiatives as well. Notably their work to support East London Business Alliance, an organisation that helps build connections between businesses and communities in east London and beyond, to create a positive impact, strengthen

communities and help tackle the issues that determine social mobility. This is how they help drive meaningful change for wider society.

2.3 They also have their Changemakers Programme, they have now supported a total of 20 social enterprises focused on their Purpose impact areas of helping to build financial resilience or moving fairly to a sustainable world.

2.4 Working with their partner, the School for Social Entrepreneurs, Royal London deliver social value by developing and investing in bold ideas and sustainable solutions from ambitious social enterprises across the UK and Ireland through their Changemakers Programme.

2.5 The School for Social Entrepreneurs (SSE) know they can't fix issues like poverty, climate change and poor health alone. That's why they exist – to help 1,000 leaders of social change every year to develop the skills, strengths and networks they need to tackle society's biggest problems. The leaders they support help millions of people in need while creating meaningful jobs, often for the most disadvantaged.

2.6 SSE run programmes that equip people to start, scale and strengthen social enterprises and organisations that make a positive difference. But they're not a traditional school. Learning with SSE is inspiring, action-based and accessible. Their programmes are highly tailored to the specific needs of participating organisations, offering a blend of learning, funding and mentoring.

2.7 Lord Michael Young founded SSE in 1997 and today they work internationally, with teams across the UK, Canada and India. The School for Social Entrepreneurs are groups which is known to have been active in Hampshire (through the Action Hampshire charity) in previous years.

3 Canmoor – Developer responsible for the Construction Phase & Future Management

3.1 Royal London is partnering with Canmoor Ltd, who are responsible for building out the scheme and managing the proposed commercial premises.

3.2 The business is a warehouse, logistics and office developer and asset manager that operates nationwide. Based in London, Manchester and Glasgow the team has national coverage with local expertise.

3.3 Currently the business currently manages a portfolio in excess of 15,000,000 sq ft with over 800 tenants across the UK. Therefore has a great deal of experience of construction projects and attracting inward investment into communities as a result of development.

3.4 The proposals are an opportunity to bring new industrial/warehouse units to this commercial area. The design and location of the premises are very likely to attract SMEs or those wishing to occupy purpose-built, modern premises.

3.5 The site is in a sustainable Town Centre location with good access to the A27 and M3, alongside walking and cycling distances of the Havant and Warblington train stations and central bus station.

3.6 The three units ranging from 27,395 sq ft / 2,545 sqm to 38,500 sq ft / 3,577 sqm (GIA) and are suitable for a range of occupiers, including SMEs looking for purpose-built premises if considering

longer-term expansion plans. This is often challenging given Havant has a history of old industrial stock within the Borough, often not suitable for modern business needs due to its age.

3.7 Subject to receiving planning consent in 2024, it is hoped that the build will commence within 3 months (enabling works prior to this) with completion anticipated in 2025.

3.8 It is hoped in advance of the decision being made that a prior approval to demolish the buildings will occur first. This will create a relatively short build programme of nine months following demolition.

3.9 Unlike residential schemes which have longer timeframes and more trades involved in the construction and fit-out process, it is hard to follow all CITB benchmarks for a scheme of this nature. The commercial units are speculative and whilst there have been some enquiries from possible future occupiers, the complete fit-out of the premises won't be completed until each commercial let is confirmed and it will be done by the future occupier themselves. This is also slightly challenging given it is hard to secure contractors in the current climate, with availability of materials becoming ever more challenging. Given this uncertainty around delivery of some of the usual key performance indicators, a financial donation would be offered in its place to assist with training in the local area. The amount will be proportionate to the scale and kind of the development/the performance indicator which either the developer or fund are unable to contribute too (which is set-out in the following section).

4 Key Performance Indicators

4.1 The proposed development will generate jobs both in the construction and the operation phases. The project team have produced an Employment and Skills Framework Plan for the construction and occupation phases following Havant's template of using key performance indicators based on the CITB and NSAfC benchmarks where they can make a firm commitment. This has taken into account the short build programme of 9 months.

Construction Phase	
KPI 1	**Work Placements**
	CITB Industry Priority: Image and Recruitment
Activity	**2 x Work Experience placements initiated within 3 months of commencement (anticipated to be late in early 2025)** The Appointed Contractor will provide work experience placements to local people potentially from colleges such as Havant South Downs College, Portsmouth City College, Fareham College or Job Centre Plus. Typically, placements are 5 working days each. This target describes work experience attendance on the projects for students from schools, colleges and Universities (14 years plus) who undertake a work-experience placement for a minimum of 5 working days. 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. **To be completed prior to construction being completed (anticipated by the end of the Summer 2025 subject to programme).**
Partner/Contact	**Havant Borough Council:** James Maw, Economic Development Manager Mobile: [redacted] Email: James.maw@havant.gov.uk **DWP/JCP:** Matthew Leopold, Employment and Partnership Manager Email: matthew.leopold@dwp.gov.uk **Havant South Downs College (HSDC):** Will Sparrow, Leads the Construction T Levels Courses Email: will.sparrow@hsdc.ac.uk & HSDC Supported Internship Programme: Helen Robinson helen.robinson@hsdc.ac.uk **City of Portsmouth College (CoPC)** T Level Construction: Louise Threapleton Lou.Threapleton@copc.ac.uk **HCC SIP:** Elinor Harvey Elinor.harvey@hants.gov.uk **Fareham College** CTEC: David Richardson

KPI 2	**Construction Careers Information, Advice and Guidance (CCIAG) Events**
	CITB Industry Priority: Image and Recruitment
Activity	**1 x site visit, providing careers information and experience of a live construction site, target date Summer 2025.** The applicant will arrange a site visit for a group of young people from one of the local schools or College's listed below to provide an insight into the day-to-day activities on a busy construction site. It will also be aimed at young people with an interest in a career in the construction industry. **Secondary Schools** – Havant Academy, Warblington School or Park Community School **Colleges** – Havant and South Downs College (HSDC), City of Portsmouth College (CoPC) **1 x School Visit or attendance at a Careers Event, providing information and promoting careers within the construction industry to school/college students, target date Summer 2025.** The Developer will arrange a site visit for a group of students from one of the local schools or College's listed below to give them idea of the day-to-day activities on a busy construction site. It will also be aimed at students with an interest in construction

	related careers. Alternatively they will attend a school or college listed below (or organise a virtual presentation) or attend a careers fair. **Secondary Schools** – Havant Academy, Warblington School or Park Community School **Colleges** – Havant and South Downs College (HSDC), City of Portsmouth College 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. NEETs, school students, school leavers, college students) • Undergraduates Influencers (e.g. school / university / adult influencers, careers advisers, careers school staff, other providers, community groups).
Partner/Contact	**Havant Borough Council:** James Maw, Economic Development Manager Mobile: 07827070644 Email: James.maw@havant.gov.uk **Havant South Downs College (HSDC):** Will Sparrow, Leads the Construction T Levels Courses Email: will.sparrow@hsdc.ac.uk HSDC Supported Internship Programme: Helen Robinson helen.robinson@hsdc.ac.uk **City of Portsmouth College (CoPC)** T Level Construction: Louise Threapleton Lou.Threapleton@copc.ac.uk **Park Community School:** Susan Parish, Business and Community Manager Email: s.parish@pcs.hants.sch.uk **Warblington School**: Lucy Fletcher, Careers officer Email: l.fletcher@warblington.ac.uk **Havant Academy:** Emma Bagnall, Advice and Guidance Practitioner from EBP (Employment & Business Partnership) supports their careers offer and the school Email: ebagnall@EBPsouth.co.uk

Occupation Phase	
KPI 3	**Recruitment**
	Havant Borough Council's Priority: Encouraging Local Recruitment
Activity	**Through lease agreements/sale contracts with end occupiers:** **a) Encourage and support them to fill any new FTE jobs created with local residents;** **b) Advertise all vacancies using a multi-media campaign targeting key locations within the borough in order to attract local candidates where**

	possible, by partnering with Job Centre Plus and other similar organisations, with the assistance of the Havant's Economic Team. The developer's representatives will also continue to liaise with the Havant Economy and Regeneration Teams to identify opportunities to work together to promote employment opportunities for local people. The occupiers are unknown at this stage. Enquires for the premises usually occur just before or on completion.
Partner/Contact	**Havant Borough Council:** James Maw, Economic Development Manager Mobile: [redacted] Email: James.maw@havant.gov.uk **DWP/JCP:** Employment and Partnership Manager Jamie Buchanan Jamie.buchanan@dwp.gov.uk

KPI 4	**Future Recruitment**
	Havant Borough Council's Priority: Encouraging Local Recruitment
Activity	**On invite, the developer or one of its development partners will attend at least 1 local career fair, assist in careers programmes including participating in mock interviews, and reviewing of students' CVs.** The above activities help promote employment opportunities for local people.
Partner/Contact	**Havant Borough Council:** James Maw, Economic Development Manager Mobile: 07827070644 Email: James.maw@havant.gov.uk **Havant Youth Hub:** Hannah Haynes hannah.haynes@havant.gov.uk

Additional Commitments	
KPI 5	**General Commitments by Royal London and Developer Canmoor:**
	Havant Borough Council's Priority: Encouraging Training of Local Residents
Activity	**Through their Corporate and Social Responsibility CSR programme they make a donation of a minimum of £1,000 will be made to a charitable initiative in the field of education as guided by Havant Borough Council.**
Partner/Contact	**Havant Borough Council:** James Maw, Economic Development Manager Mobile: 07827070644 Email: James.maw@havant.gov.uk

4.2 Given there is no planning policy requirement to carry out an Employment and Skills Plan currently for commercial schemes, it is hoped that the above measurable KPIs make a positive contribution to Havant's key ambition to tackle high unemployment and worklessness, low job density and low resident skills base particularly for 16-24 years in key areas of the Borough. This is alongside the key economic benefits identified in earlier sections of this statement.

5 Conclusion

5.1 The proposals provide the following planning benefits:

- Purpose built, modern commercial premises;
- Provision of much needed and growing demand for modern commercial space;
- Location assists in reducing out-commuting;
- Additional new employment opportunities for local businesses and people, particularly important given the previous company who owned the site went into administration and previously employed 87 people;
- Replaces poor quality building stock on previously developed land that has become not fit for purpose, strengthens an existing business cluster in this area and helps to support jobs and growth.
- It also contributes to the supply of employment floorspace in a sustainable location, maintaining a diverse and successful economy;
- Provision of additional landscaping and new trees;
- A net gain in biodiversity on site.

5.2 Given the above, the proposed development will make a positive socio-economic contribution to Havant both in the construction and operational phases. The proposal will also represent an inward investment to the wider area, with net benefits arising for its residents and local businesses.

Appendix 3 – Framework Travel Plan

Framework Travel Plan

Dunham Bush Site, Downley Road, Havant

Canmoor Developments Limited

Dover House
34 Dover Street
London
W1S 4NG

Prepared by:

SLR Consulting Limited

3rd Floor, Summit House, 12 Red Lion Square,
London, WC1R 4QH

SLR Project No.: 425.065366.00001

Client Reference No: VS0625

15 October 2024

Revision: 04

Making Sustainability Happen

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	5 July 2024	BW	KL	SE
02	11 October 2024	ESS	KL	SE
03	11 October 2024		KL	SE
04	15 October 2024		KL	SE
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Canmoor Developments Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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1.0 Introduction

1.1 SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.

1.2 The site is situated in the northeast of Havant, a small town in the southeast corner of Hampshire. As such, it is within the jurisdiction of Havant Borough Council (HBC) and Hampshire County Council (HCC) who act as the local planning and highway authorities respectively. HCC will be responsible for monitoring this document.

1.3 At present, the site is occupied by a single building which comprises 9,933 sqm of B2 floorspace. A total of 81 car parking spaces are provided to the north of this building.

1.4 The development proposals comprise the demolition of the existing building and the construction of three buildings comprising a total of 9,424 sqm of flexible E(g)(iii)/B2/B8 use floorspace. The individual units will be split into 3,577sqm, 3,3101sqm and 2,545sqm and supported by a total of 136 car parking spaces, of which 5% will be designated for disabled users.

1.5 It is proposed that a total of 60 cycle parking spaces be implemented on-site from the onset.

1.6 Space to park six motorcycles will be provided. An indicative Site layout plan is contained at **Appendix A**.

Travel Plan Scope

1.7 This Travel Plan (TP) contains a strategy which sets out a range of sustainable travel options and measures to encourage the use of these options by Site users.

1.8 This TP is a live document, and as such, will be updated once occupiers have been identified for the proposed units. A Travel Plan Co-ordinator (TPC) will be appointed to implement the measures outlined within this TP.

1.9 This TP is primarily aimed at all staff working on the Site, as they will be undertaking regular journeys to / from the development. However, the benefits of travelling by sustainable and active modes, will also be promoted to any visitors.

1.10 The benefits of having a TP include improved health associated with increased walking and cycling trips, better uptake of public transport services, reducing congestion on local highway network, and minimising traffic related pollution in the local area.

Travel Plan Aim

1.11 The aim of the TP is to support future staff to make informed decisions about their travel and provide them with the necessary tools to enable them to choose sustainable modes of travel to/from the Site. In doing so, the adverse impacts of travel on the environment and the local highway network will be mitigated. This is a framework TP.

1.12 The TP aim will be achieved by setting out a strategy for eliminating the barriers which prevent people from using sustainable travel modes, which in effect can self-manage single-occupancy vehicular use. Such a strategy needs to be long term, as changing travel behaviour takes time and is only likely to occur through a combination of incentives, improved facilities, government initiatives, as well as changes in individual attitudes.

1.13 Canmoor Developments Limited are committed to achieving the aim of the TP

1.14 As mentioned above, the TP is a live document and as such, will develop further with input from the Travel Plan Co-ordinator, the occupiers, as well as other necessary key stakeholders.

Report Structure

1.15 This TP has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the TP.

1.16 The remainder of this document has been structured as follows:

- **Section 2**: outlines policy guidance relevant to this report
- **Section 3**: describes the baseline conditions and accessibility of the Site;
- **Section 4**: explains the development proposals
- **Section 5**: sets out the objectives and benefits of the Travel Plan;
- **Section 6**: sets out the Travel Plan strategy;
- **Section 7**: sets out the sustainability measures that could be implemented to help achieve the objectives and targets of the full Travel Plan;
- **Section 8**: outlines how the monitoring and review programme will ensure the Travel Plan to continue to progress; and
- **Section 9**: sets out the Action Plan for the Travel Plan.

2.0 Policy and Guidance

National Guidance

National Planning Policy Framework (December 2023)

2.1 Paragraph 117 of the NPPF states that *"All developments that will generate significant amounts of movement should be required to provide a travel plan…".*

Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' 2014

2.2 The guidance states that *"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process"* and requires Travel Plans to *"identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements."*

Local Planning Policy

Havant Borough Council Adopted Local Plan (2011)

2.3 Policy DM12 of the Core Strategy requires *"the submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications".*

Hampshire County Council Local Transport Plan 4 (2024)

2.4 This document plans how the transport system within the County should develop over the next 30 years. The vision of the LTP is:

"A carbon neutral, resilient and inclusive transport system designed around - and with - people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment.".

2.5 Policy C6 is in relation to encouraging sustainable travel behaviour. The policy notes of the importance of working with local businesses to deliver travel planning and safety advice and other evidence-based interventions to encourage walking, cycling, scooting, use of public transport and care sharing.

Policy DM2 states that *"we will ensure that planning applications are supported by Transport Statements/ Assessments and Travel Plans in accordance with the County Council's guidance".'*

Hampshire County Council A Guide to Development Related Travel Plans (2009

2.6 HCC have developed guidance to ensure effective use of travel plans and assist in preparing high quality travel plans. The document notes that securing a travel plan has three main purposes:

Ensuring that development takes place in locations and in ways that minimise the impact of this additional demand;

Increasing accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways;

Reducing dependence on the use of the car.

2.7 The guidance notes the principles of an effective travel plan, as replicated in **Figure 2-1** below.

Figure 2-1: HCC Travel Plan Pyramid



2.8 The document further explains what is required in a travel plan document, including explaining why a travel plan is required, what the main elements are of a travel plan and how to manage and monitor a travel plan.

Canmoor's ESG Approach

2.9 With regard to transport Canmoor Developments Limited ESG Approach to Sustainability in Developments is to provide:

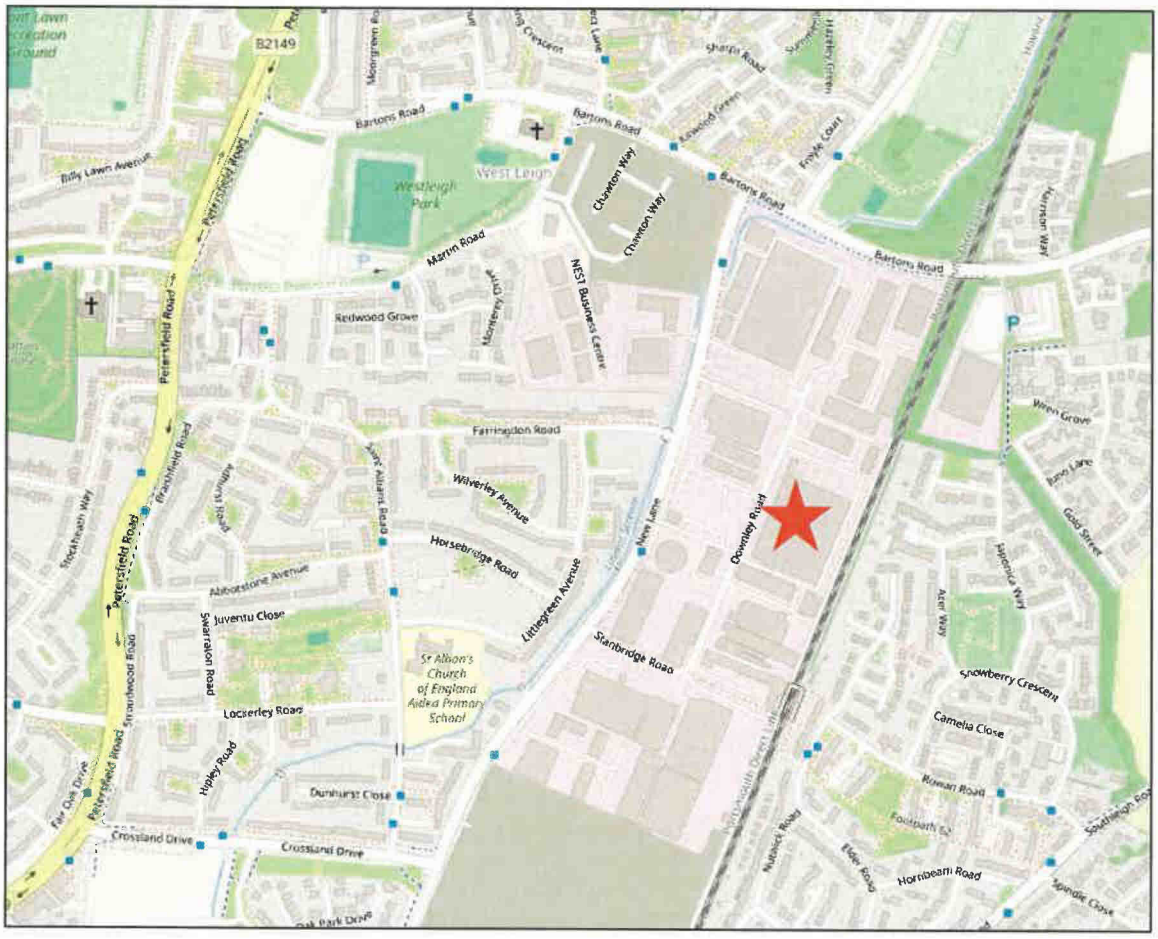
- Active and passive EV charging points on site;
- Secure cycle parking and complimentary facilities (e.g. showers and changing rooms);
- Improvements to cycling infrastructure and walking routes to public transport where needed.

3.0 Baseline Conditions

Existing Site

3.1 The location of the Site is indicated by the red star in **Figure 3-1** below.

Figure 3-1 Site Location (Local Context) and Surrounding Highway Network



3.2 The site is located 2km northeast of Havant Town Centre, and approximately 12km northeast of the city of Portsmouth. It is bound by a railway line to the east, and numerous commercial / industrial developments to the north, south and west. It is accessed solely from Downley Road, which runs along its western boundary.

Accessibility on Foot

3.3 The Institution of Highways and Transportation (IHT) document 'Planning for Walking' (2015) states that most people will make journeys of less than 1 mile on foot and 26% will do the same of journeys for 1-2 miles.

3.4 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 2km catchment which is illustrated in **Appendix B**. The 2km walking catchment encompasses the majority of Havant including the outskirts of the Town Centre,

and it can be seen that there are a number of public rights of way (PRoW) within this catchment.

3.5 The site is embedded within an established urban area, and benefits from a highly accessible network of existing pedestrian infrastructure. To support pedestrian movements, there are street lit footways along both sides of all roads in the vicinity of the site, including both sides of Downley Road, Stanbridge Road and New Lane. Dropped kerbs and typically tactile paving is provided at junctions.

3.6 At the eastern end of Stanbridge Road, there is a PRoW which crosses over the railway line in the form of a footbridge. This route provides access to the eastern suburbs of Havant.

3.7 A walking and cycling assessment has been undertaken. The routes assessed walking and cycling route from the site to Havant Railway Station and to bus stops in Bartons Road and St Albans Road. This found that the bus stops at Bartons Road could be improved with a bus shelter, seating and live journey time updates. It also found that tactile paving could be installed at the crossing point on Littlegreen Avenue to help pedestrians reach the bus stop on St Albans Road. Wayfinding could also be improved along New Lane. A financial contribution has been offered to support these identified works, to be secured via a s.106 agreement.

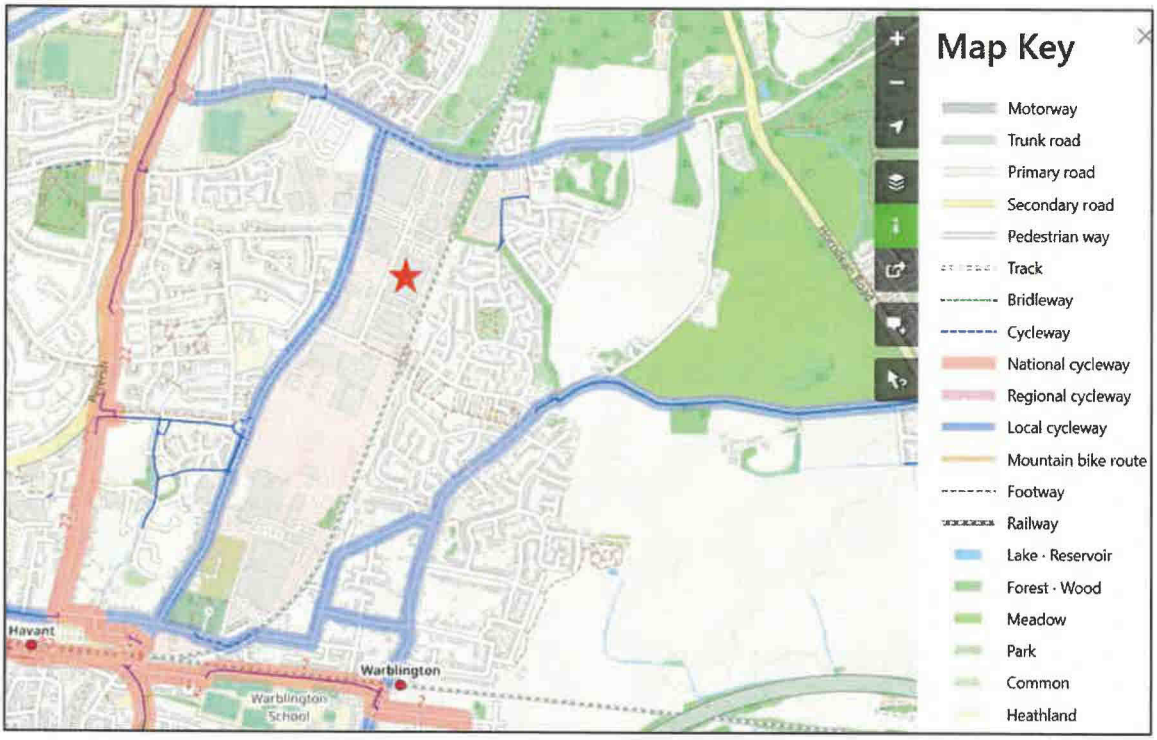
Accessibility by Cycle

3.8 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph).

3.9 **Appendix C** shows the 5km and 10km cycle catchment from the site. The 5km cycle catchment includes all of Havant as well as the town of Emsworth to the southeast, and the 10km encompasses the town of Waterlooville to the northwest, Hayling Island and the northern suburbs of Portsmouth.

3.10 The cycle infrastructure in the vicinity of the site is shown in **Figure 3-2** below, with the site location is again indicated by the red star.

Figure 3-2: Cycle Infrastructure



3.11 As illustrated in **Figure 3-2**, New Lane and Bartons Road are both designated local cycleways. On-road cycle lanes are provided along both sides of New Lane in the vicinity of its junction with Stanbridge Road. Further afield, National Cycle Network (NCN) routes 2 and 22 run through Havant and provide connections to local destinations such as Emsworth, Hayling Island and Portsmouth. NCN 22 can be most easily accessed via New Lane and a cycleway which is provided along Crosslands Drive.

Local Facilities

3.12 **Table 3-1** shows the walking and cycling times to key local facilities useful for employees within the area.

Table 3-1: Local Facilities

3.13 Amenity	3.14 Walking Time (mins)	3.15 Cycling Time (mins)
3.16 Supermarket: Co-operative	3.17 10mins	3.18 2mins
3.19 Bus Stops: St Albans Lane	3.20 11mins	3.21 2mins

3.13 Amenity	3.14 Walking Time (mins)	3.15 Cycling Time (mins)
3.22 Leisure: Havant and Waterlooville Football Club	3.23 11mins	3.24 2mins
3.25 Café: Dobbies Garden Centre Havant	3.26 13mins	3.27 4mins
3.28 Havant Railway Station	3.29 24mins	3.30 6mins

3.31 Key facilities for employees are in a close proximity to the site, with bus stops and food options within a suitable walking distance.

Accessibility by Bus

3.32 There are a number of bus stops situated within the pedestrian catchment of the site. The first of these are 900m to the southwest on St Albans Road, which runs parallel to New Lane and can be accessed from Crosslands Drive. These have recently been upgraded to include a shelter and seating. The second pair are on Southleigh Road approximately 950m to the southeast of the site, and can be accessed via the footbridge over the railway line. Both sets of bus stops comprise a flag post, with the St Albans Road stops also comprising bus box markings and the Southleigh Road stops comprising bus shelters with seating. A third set are located on Bartons Road which is 1km to the northeast of the Site. These are served by the same services as the stop on St Albans Road but maybe chosen by those heading in a

3.33 There are additional bus stops along Bartons Road to the north of the Site.

3.34 A summary of the bus services which serve the bus stops on St Albans Road and Southleigh Road is provided in **Table 3-2** below.

Table 3-2 Bus Services Summary

Service No.	Route	Frequency					
		Weekdays				Sat.	Sun.
		AM Peak	Day.	PM Peak	Eve.		
St Albans Road and Bartons Road							
20	**Havant to Portsmouth,** via Bedhampton and Cosham	2	2	2	0	2	0
21	**Havant to Portsmouth,** via Bedhampton and Farlington	6	6	6	2	6	3
621	**Havant to Portsmouth College**	1	-	1	-	-	-
Southleigh Road							
27	**Rowlands Castle to Emsworth,** via Havant	4 times a day every 3 hours, weekdays only					

3.35 It can be seen in **Table 3-2** that the bus stops on St Albans Road and Bartons Road are frequently served on all days of the week, which up to 8 services per hour heading towards Havant Town Centre on Portsmouth in both the AM and PM weekday peaks. Whilst the Southleigh Road bus stops are served less frequently, they do provide access to a service which directly connects to Rowlands Castle and Emsworth.

Accessibility by Rail

3.36 The closest railway station to the site is Havant, which is located approximately 1.8km to the south. This station is served by Southwestern Railway and Southern services, with frequent services to local destinations such as Portsmouth Harbour and destinations further afield such as Southampton Central, Brighton and London Victoria. The average travel time between Havant and Portsmouth Harbour on this service is 17 minutes. The station provides ramps for step-free access. There is a seating area to wait at the station.

3.37 Havant Railway Station benefits from being within a 2km cycling catchment, and it is situated approximately 450m to the north of Havant Bus Station which is served by all of the aforementioned bus services. As such, there are opportunities for multi-modal trips to the site by rail and walk / cycle / bus. To further support intermodal rail and cycling trips, 92 cycle parking spaces in the form of compounds and racks are provided at Havant Railway Station, and bikes can be stored on both Southwestern Railway and Southern services.

3.38 There are 492 car parking spaces at the station, including accessible spaces. Parking charges apply, and therefore private car use is discouraged.

4.0 Proposed Development

Overview

4.1 In summary, the development proposals comprise the demolition of the existing building and the construction of a new building providing 9,423 sqm of flexible E(g)(iii)/B2/B8 use floorspace.

4.2 The building will be split into three individual units comprising approximately 3,577sqm, 3,310sqm and 2,545sqm of floorspace respectively. The units will each provide both warehouse and ancillary office space.

4.3 An indicative site layout plan is contained within **Appendix A**.

Access Strategy

4.4 The proposed site will benefit from an upgrade to the existing vehicular access points situated in the northwestern and southwestern corners from Downley Road.

4.5 They will operate one way with vehicles entering using the northern access and exiting onto Downley Road via the southern egress.

4.6 The internal layout of the site contains three zebra crossings from the Downley Road side of the Site, leading to segregated pedestrian paved surfaces leading to unit entrances. This provides pedestrian priority and demonstrates sufficient segregated footway provision internal to the site, linking the access to the units proposed.

4.7 A walking and cycling assessment has been undertaken as part of the proposal to assess the routes from the site to Havant Railway Station and to bus stops in Bartons Road and St Albans Road. This has lead to the recommendations that:

- Improvements be made to the bus stops at Bartons Road to include a bus shelter, seating and live journey time updates;
- Tactile paving be installed at the crossing point on Littlegreen Avenue to help pedestrians reach the bus stop on St Albans Road; and
- Improvements to wayfinding along New Lane.

4.8 A financial contribution has been offered to support these identified works, to be secured via a s.106 agreement.

Parking Provision

4.9 The car parking requirements are shown in **Table 4-1** below, as per HBC standards;

Table 4-1: Car Parking Standards

LAND USE	PARKING STANDARD	APPLICATION SITE AREA (TOTAL)	APPLICATION OF STANDARD
E(g)(iii) (formerly B1(c) Light Industry	1 space per 45 sqm	9424 sqm	209 spaces
B2 General Industry	1 space per 45 sqm		209 spaces
B8 Warehouse	1 space per 90 sqm		105 spaces

4.10 The proposed development will be supported by a total of 136 car parking spaces for use by staff and visitors, of which 5% will be designated for disabled users. Electric vehicle charging facilities will be provided for 20% of the parking spaces with seven of the spaces also to be dedicated to those car sharing.

4.11 In terms of cycle parking, if all units were in E(g)(iii) use, 38 long stay spaces and 19 short stay spaces would need to be provided to meet the adopted HBC standards. If all units were in B8 use, 19 long stay and 10 short stay spaces would be needed to meet the HBC standards. It is proposed that 60 spaces will be provided for the Site which is above the 57 required by E(g)(iii) use.

4.12 Space to park six motorcycles will be provided which is above the five required by HBC standards.

5.0 Travel Plan Objectives and Targets

5.1 This chapter sets out the TP objectives and targets by which progress in meeting the aim of the TP will be measured against, with the success of the TP measured by whether the objectives and targets are met over the TP timeframe. The occupiers at the Site will make every effort to meet the objectives and targets within the timeframe covered by this TP.

5.2 The TP objectives are set out below, while the targets will be identified following a baseline travel survey and will account for any advice provided by HCC.

5.3 Until such a time as the occupiers of the units is known and baseline travel surveys are undertaken, interim targets will be identified later in this section. The interim targets will be reviewed and updated/confirmed as the TP targets once the units are occupied, and the results of the baseline surveys reviewed.

Objectives

5.4 The overriding TP objectives are to:

- Engage with and encourage staff to use sustainable travel modes to travel to / from the Site through effective promotion of sustainable transport; and
- Reduce the amount of single occupied vehicles arriving and departing the Site.

5.5 These objectives will minimise the impact of the development on the surrounding road and public transport network during peak hours.

5.6 To help meet the overriding objectives, several sub-objectives have been identified, which are as follows:

- To maximise the accessibility of the Site by sustainable travel modes, including facilitating the use of non-car modes where reasonably practical;
- To actively promote sustainable travel options for travel to/from the Site to enable Site users to make informed decisions about how to travel;
- To raise awareness of the impacts of employees' travel choices on their health and the local environment etc;
- To encourage staff to build active travel into their everyday routines to support and contribute to wider health initiatives; and
- To increase the use of sustainable travel modes by staff, particularly for shorter trips.

Targets

5.7 All TP targets are SMART (Specific, Measurable, Achievable, Realistic, Time-bound).

5.8 The targets will either form Action Targets or Aim Targets:

- **Action Targets**: are non-quantifiable actions that need to be achieved by a certain time.
- **Aim Targets**: are quantifiable and in the case of this TP relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

5.9 The Action Targets for this TP are to:

- Appoint a TPC prior to occupation of the Site;
- Launch the TP on occupation of the Site;
- Undertake the baseline travel survey within six months of the first occupation; and
- Submit a full TP to HCC once the baseline travel survey has been undertaken.

Aim Targets

5.10 The aim targets of this TP are focused on staff travel to/from the Site with the objective of reducing single-occupancy car travel and increase travel by sustainable modes.

5.11 As the occupiers of the units are unknown, the mode split of staff travel at this Site is also unknown, therefore, in the absence of this data 2011 Census journey to work data has been used as a proxy for the Site to establish typical travel behaviour of workers in the local area. Data from the 2021 Census has not been used as this data is skewed by the Covid-19 pandemic, with a high proportion of people working from home on the day of the Census.

5.12 Existing 'journey to work' data taken from the 2011 Census has been reviewed for the Havant local authority, which contains the Site and the nearby surrounding area.

5.13 A summary of this data is set out in **Table 5-1.**

Table 5-1: 2011 Method of Travel to Work Census Data

Method of Travel to Work	Mode Split
Work mainly at or from home	0%
Underground, metro, light rail or tram	0%
Train	2%
Bus	5%
Taxi	1%
Motorcycle	1%
Driving a car or van	69%
Passenger in a car or van	7%
Bicycle	4%
On Foot	10%
Other	0%
Total	**100%**

5.14 **Table 5-1** shows the mode split for those working in the area for car driver is 69%.

5.15 For this Travel Plan, targets are set over a five-year period from the time of the initial baseline travel survey. The final target for this Travel Plan should be achieved by the fifth anniversary of this travel survey. There will be an interim review of the progress towards targets on the third anniversary of the initial baseline travel surveys.

5.16 The reduction of car driver mode share by 10% percentage points would lead to an increase in the use of non-car modes of transport.

5.17 **Table 5-2** below summarises the total target for employees.

Table 5-2: Travel Plan Aim Target

Mode	Baseline (Year 0)	Year 1	Year 3	Year 5
Train	2%	3%	3%	4%
Bus, minibus or coach	5%	6%	7%	8%
Taxi	1%	1%	0%	0%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	69%	65%	63%	59%
Passenger in a car or van	7%	8%	9%	10%
Bicycle	4%	5%	6%	6%
On foot	10%	11%	11%	12%
Total	**100%**	**100%**	**100%**	**100%**

5.18 The target listed in **Table 5-2** is based on preliminary data and therefore may need to be adjusted once an accurate baseline modal share has been established from the baseline (Year 0) questionnaire surveys. An example survey can be found in **Appendix E**. Any adjustments to the targets will be discussed and agreed with HCC.

5.19 The targets are based on:

- Provision of cycle parking, showers and locker on site encouraging cycle use;
- Improvements made to walking facilities to the site as a result of the Walking and Cycling Audit, including wayfinding improvements;
- Encouraging the use free apps to track walking and cycling benefits as well as introducing a BUG;
- Promotion of use of public transport through travel planning measures i.e working with local providers to provide reduction in travel costs; and
- Car sharing initiative being provided on site.

5.20 Indicators are the elements which will be measured in order to assess progress towards meeting the final target. For the most part this will be the main mode listed by employees in the monitoring questionnaire surveys conducted annually up to and including year five. A minimum response rate of 35% will be guaranteed by the TPC.

6.0 Travel Plan Strategy

Management

6.1 A TPC will be appointed who will have responsibility for implementing the TP. Their contact details are:

- Name:
- Job title:
- Organisation:
- Email address
- Work address
- Phone number

6.2 The TPC is likely to be a staff member of the company responsible for managing the site once it is operational. The TPC will be appointed prior to first occupation and will be able to devote the time and resources needed to achieve the TP aim and target.

Travel Plan Co-ordinator Responsibilities

6.3 The TPC will administer the TP. . They will have overall responsibility for ensuring that measures are successfully delivered on time and to budget.

6.4 The TPC will liaise with stakeholders such as employees, staff associations (if applicable) and HCC regarding the implementation and progression of the TP.

6.5 The duties of the TPC will therefore include:

- Communicating information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
- Taking responsibility for data collection and review of the TP;
- Designing and implementing effective marketing and awareness-raising campaigns to promote the TP;
- Liaising with external organisations;
- Co-ordinating the monitoring programme for the TP, including target setting and make necessary changes if the targets are not being met; and
- Establishing and maintain a filing system for recording all correspondence relating to the TP.

Reporting

6.6 The TPC will prepare a monitoring report on an annual basis on the progress of the TP for the first five years from the first occupation of the Site. The reports will include the following information:

- Progress updates regarding the implementation of measures and initiatives to provide sustainable transport use;
- Latest survey results; and
- Any revisions to targets and measures.

6.7 The report will be provided to HCC's Travel Plan officers within three months of completion of the survey.

6.8 The monitoring of the TP is set out in more detail in **Section 8.**

Marketing Strategy

6.9 Staff will be made aware of the existence of the TP upon commencement of their employment. The following methods may be used as a means of disseminating information to staff and promote events/campaigns/promotions:

- Staff notice boards;
- Staff newsletters;
- The company intranet; and
- E-groups and forums.

7.0 Measures

7.1 This section of the TP outlines the specific physical and management measures to be implemented at the Site. The implementation of these measures, which include awareness initiatives and infrastructure provision, is the core of the TP.

Travel Information Boards

7.2 Travel information boards will advertise travel information and will be provided on Site. These boards will share:

- Name and contact details of the TPC and their availability to speak with staff about travel queries;
- An overview of the TP, its purpose, and a summary document;
- Information about the health benefits of using active modes of transport;
- Public Transport information including bus route maps and timetables;
- Maps showing walking and cycling routes close to the Site;
- Any relevant company policies related to travel; and
- Details of any cycle discounts and local schemes.

Public Transport

7.3 Details of local bus and rail services will be made available to staff where possible via information boards located in prominent positions. This will include public transport operator, journey planner and sustainable transport websites and contact details being advertised through all relevant means.

7.4 The TPC will negotiate with local public transport providers to try to provide discounts and trial initiatives.

7.5 The TPC will investigate the viability of providing interest free loans to purchase season tickets (up to £5,000 can be provided without tax implications) for employees of the Site.

Walking and Cycling

7.6 The following measures are proposed to promote walking and cycling to and from the Site:

- Improvements to the walking network and wayfinding following the Walking and Cycling Audit;
- All staff will be informed about the Travel Information Boards which will include maps of local walking and cycle routes and information;
- High quality cycle parking will be provided at convenient and visible locations within the Site and uptake will be monitored;
- Provision of shower and changing facilities on Site;
- The TPC will investigate the viability of employers providing an interest free loan for the purchase of bicycles (up to £5,000 can be provided without tax implications)

- The TPC will raise awareness of the health benefits of walking and cycling;
- Health apps will be promoted by the TPC/ step challenges will be encouraged;
- A bicycle user group can be set up if there is enough demand; and
- Events such as cycle to work week will be promoted.

7.7 Access to each of the units will be designed to accommodate all users including those with visual and mobility impairments.

Cycle Parking

7.8 The TPC will monitor the use of cycle parking provided to ensure the supply is sufficient to meet demand.

7.9 In terms of cycle parking, if all units were in E(g)(iii) use, 38 long stay spaces and 19 short stay spaces would need to be provided to meet the adopted HBC standards. If all units were in B8 use, 19 long stay and 10 short stay spaces would be needed to meet the HBC standards.

7.10 It is proposed to provide 40 long stay and 20 short stay cycle parking spaces from the onset.

7.11 A bike repair station will be located within the Site to allow bike owners to perform basic maintenance and repairs on their bicycles. Showers and changing facilities will be provided on site.

Car Sharing

7.12 The TPC will work closely with HCC to promote lift share schemes. The TPC will also encourage staff to find car share partners/ and operate a car sharing scheme.

7.13 The TPC is to monitor the use of the staff car park and whether many staff are car sharing. Seven spaces are to be dedicated to car sharers. If deemed appropriate going forward additional spaces could be marked in the car park to further encourage car sharing.

Measures and Initiatives

7.14 Where possible, opportunities to work from home will be encouraged amongst staff and the TPC will ensure the necessary equipment can be made available to staff to permit working from home.

7.15 Measures to raise travel awareness will be promoted by the TPC, with these including national events such as those listed below:

- National Liftshare Week;
- Walk to Work Day; and
- National Bike Week.

8.0 Monitoring and Review

8.1 The TP is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the units and its occupiers. This chapter sets out the proposals for monitoring and review of the TP.

8.2 Monitoring surveys will be undertaken within six months of occupation, and after the first baseline travel survey. The baseline survey represents the start of the TP for monitoring purposes and is known as Year 0. The baseline and monitoring surveys will take the form of questionnaire surveys. A 35% response rate must be achieved; an incentive may be provided to help reach this target (such as a prize draw for staff). If the response rate is not met, the survey period will be extended.

8.3 The process of monitoring will be repeated on an annual basis for the first five years after first occupation at the Site.

8.4 The TPC will prepare a TP Monitoring Report after the completion of each annual travel survey. This will include an update on the travel measures in place, the results of the travel surveys and comparison against targets set. **Table 8-1** below sets out the monitoring reporting timetable up to year 5.

Table 8-1: Monitoring Timetable

Year 0	Year 1	Year 2	Year 3	Year 4	Year 5
Baseline surveys within 6 months of occupation – amend mode targets	Full updated surveys submitted one year after occupation, with mode targets/updates	Monitoring report	Full updated surveys submitted three years after occupation, with mode targets/updates	Monitoring report	Full updated surveys submitted five years after occupation, with mode targets/updates

8.5 The TPC will also continually monitor the use of the following, and liaise with management whether facilities can be added to as required, such as:

- Cycle parking;
- Additional showers, lockers and changing facilities; and
- Take up of cycle to work scheme if applicable.

9.0 Action Plan

9.1 The timetable of the measures proposed and the timescale for implementation is set out below:

Table 9-1: Action Plan

Measures	Timescale	Implemented By	How to Measure Success	Cost Estimate
Appoint a TPC	Prior to occupation	Asset Manager guided by SLR consultant	NA	nil
Cycle Parking	Prior to occupation	Developer	Monitoring proportion of cycle parking spaces used	Included in build costs
Travel Boards	Upon occupation & ongoing updates	TPC	Monitoring non private car travel to the site	Part of TPC costs
Annual Surveys (years 0, 1, 3 and 5))	Within 6 months occupation	TPC	Mode surveys meet targets	Part of TPC costs (£1,000 per year)
Review/update targets	Following initial survey	TPC	NA	Part of TPC costs
Travel Plan Monitoring Report	Following completion of staff travel survey in years 0, 1, 3 and 5.	TPC	Mode surveys meet targets	£1,500 per year
Additional Travel measures	Following Travel Surveys if needed	TPC	Depending on survey outcomes	Will depend on outcomes of surveys
Increase cycle parking	Annual Review	TPC/Occupier's Management	Monitoring proportion of cycle parking spaces used	Will depend on outcomes of surveys

9.2 The estimated travel plan delivery cost is £10,000. HCC monitoring costs are £15,000 and approval costs are £1,500 over the delivery of the travel plan period (5 years). £16,500 in total for the five year life span of the travel plan.

9.3 This TP is expected to come forward as S106 obligation, for a full TP. The developer is committed to paying HCCs monitoring and evaluation fees and a travel plan cash deposit. The Travel Plan Cash deposit plus 10% surety would be £11,550.

10.0 Conclusion

10.1 SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.

10.2 The development proposals comprise the demolition of the existing building and the construction of three buildings comprising a total of 9,424 sqm of flexible E(g)(iii)/B2/B8 use floorspace. The individual units will be split into 3,577sqm, 3,3101sqm and 2,545sqm and supported by a total of 136 car parking spaces, of which 5% will be designated for disabled users.

10.3 It is proposed that a total of 60 cycle parking spaces be implemented on-site from the onset.

10.4 This TP has been prepared to support future staff to make informed decisions about their travel and provide them with the necessary tools to enable them to choose sustainable modes of travel to/from the Site. In doing so, the adverse impacts of travel on the environment and the local highway network will be mitigated. This is a framework document and will come forward as a full document as a S106 obligation.

10.5 The following is conclusions are made from this document;

- Section 2: a TP is a policy requirement, the development aligns with policy by encouraging sustainable travel use;
- Section 3: explains that the site is located close to a number of key facilities for employees, which can be accessed by foot, cycle and using public transport;
- Section 4: outlines the full development proposals including the provision of 60 cycle parking stands;
- Section 5: sets out the objectives and benefits of the Travel Plan- a 10% mode shift away from private car use is targeted over a 5 year period;
- Section 6: explains that a TPC will be allocated to the site to encourage sustainable travel use and ensure TP compliance;
- Section 7: sets out the walking, cycling, public transport and car sharing measures that could be implemented to help achieve the mode share targets;
- Section 8: explains that a baseline survey will be undertaken on 6 months of occupation to understand mode share; monitoring will take place yearly;

10.6 Section 9: summarises the TP measures through an action plan and outlines that the developer is committed to supporting sustainable travel.

Appendix A Site Layout

Framework Travel Plan

Dunham Bush Site, Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

15 October 2024



Disclaimer:
Subject to survey.

N

0 5 10 15 20 25

Notes:

KEY

- Ownership Boundary
- Site Boundary (16,970m² / 4.19acres / 1.70ha)

GENERAL KEY

- Unit Entrance
- Site Access Route
- (1) Cycle Stands
- (2) Car Share Spaces
- (3) EV Charging Bays
- (R) Refuse
- (D) Disabled Parking Bays
- (SS) Sub-Station
- Existing Steel Palisade Fence
- Proposed Steel Palisade Fence

AREA SCHEDULE (GIA)

UNIT 1 (GIA)	**27,395ft²**
Warehouse (Incl. office Undercroft)	23,725ft²
Office (FF)	3,670ft²
Car Parking (Including 2 accessible bays)	40
EV charging spaces	*8*
Car Share	*2*
Cycle parking spaces	*20*
Motor bike spaces	*2*
UNIT 2 (GIA)	**35,535ft²**
Warehouse (Incl. office Undercroft)	32,540ft²
Office (FF)	2,995ft²
Car Parking (Including 2 accessible bays)	45
EV charging spaces	*10*
Car Share	*2*
Cycle parking spaces	*20*
UNIT 3 (GIA)	**38,500ft²**
Warehouse (Incl. office Undercroft)	33,400ft²
Office (FF)	5,100ft²
Car Parking (Including 2 accessible bays)	51
EV charging spaces	*10*
Car Share	*3*
Cycle parking spaces	*20*
Motor bike spaces	*3*
TOTAL (GIA)	**101,430ft²**
Total Parking	**136**

Rev:	Notes:	Date:	Dwn:	Iss:
J	Motorbike parking	15.10.24	HT	HA
K	Site access changed to one way north/south + refuse enclosures moved to adjoin units	14.10.24	HT	HA
J	Landscaping updated	04.0724	HT	HA
I	Car Sharing	26.06.24	HT	HA
A-H	See previous issues for notes	13.11.23	TM	HA
-	First Issue	10.11.23	TM	HA

Suitability Code:

PLANNING

Client:

CANMOOR

hale
ARCHITECTURE
22c Leathermarket Street, London, SE1 3HP

Project:
Dunham Bush Site, Downley Road
Havant

Drawing Title:
Proposed Site Plan

Project No:	Scale @ A1 / A3	Revision:
23076	1:500 / 1:1000	L

Drawing No:
PL004

Appendix B Walking Catchment

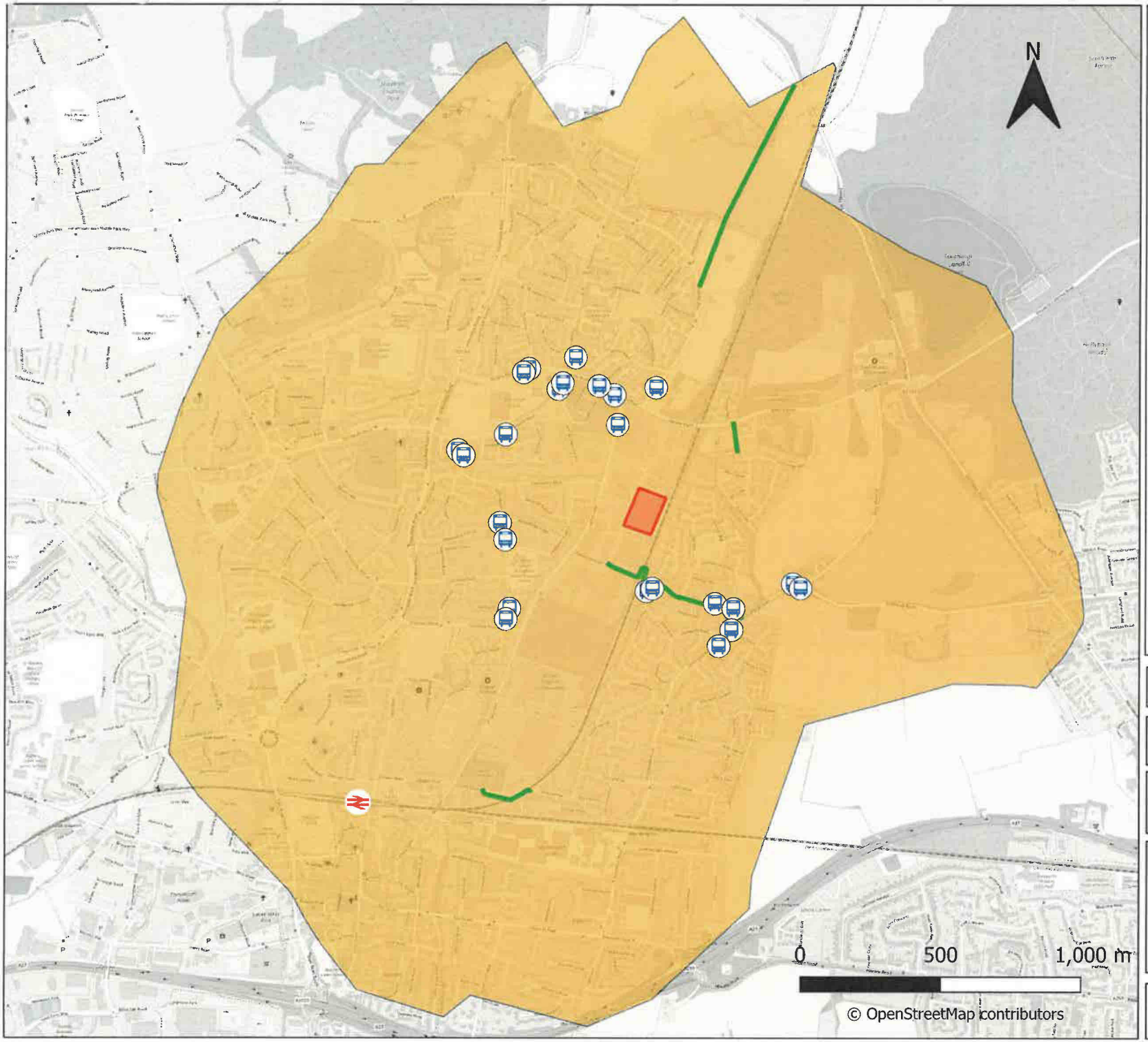
Framework Travel Plan

Dunham Bush Site, Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

15 October 2024



Key:

- Site Location
- Havant Station
- Bus Stops
- PROW
- 2km Walking Isochrone

Canmoor

Downley Road, Havant

2km Walking Catchment

SLR

Drawn By:	Checked By:	05/07/2024
BW	KL	Figure 1

Appendix C Cycling Catchment

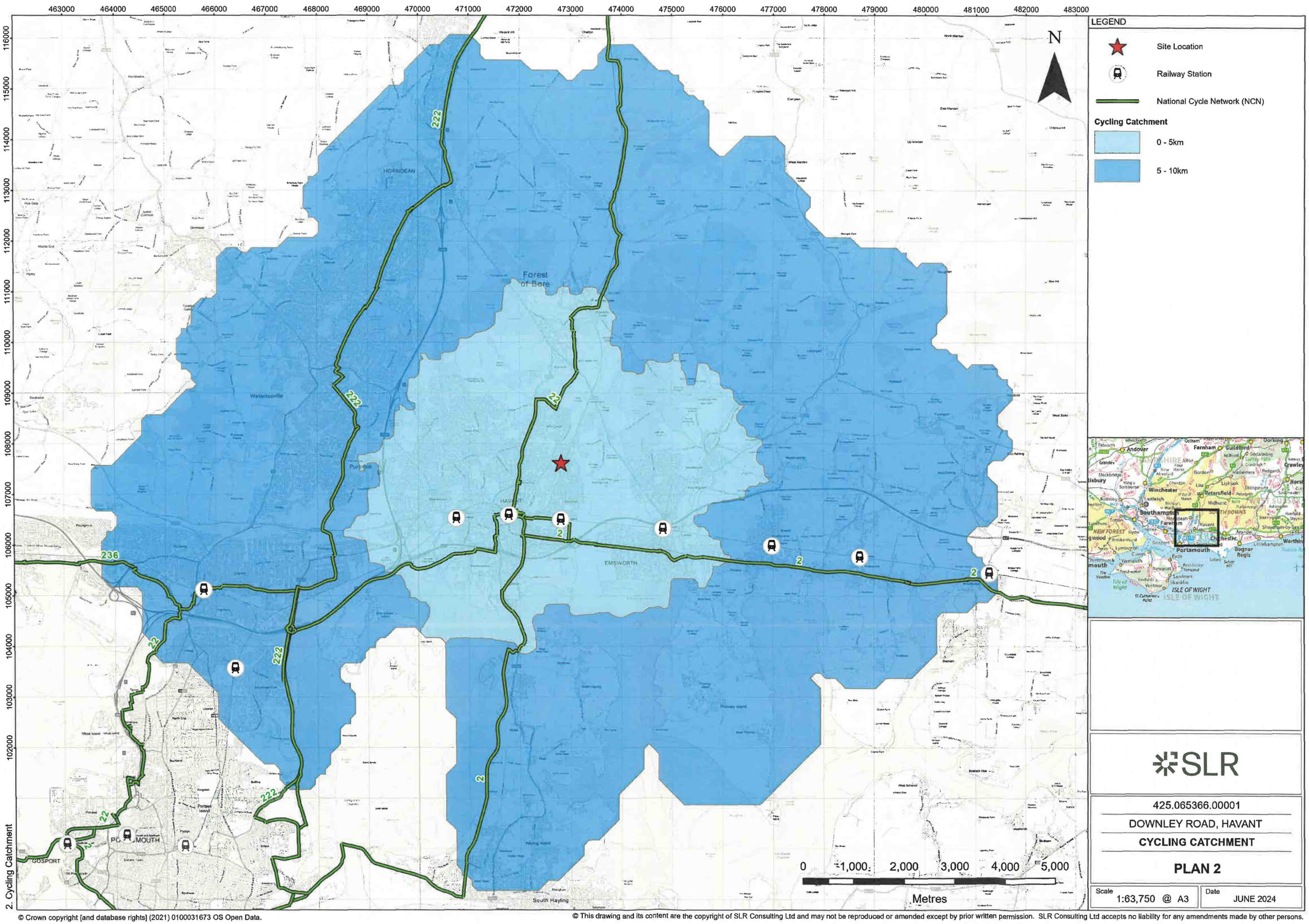
Framework Travel Plan

Dunham Bush Site, Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

15 October 2024



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Appendix D Walking and Cycling Audit

Framework Travel Plan

Dunham Bush Site, Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

15 October 2024

SLR Consulting Limited

Canmoor Developments Limited
Walking and Cycling Assessment

SLR Project No.: 425.065366.00001

16 October 2024

Revision: 04

RE: DOWNLEY ROAD, HAVANT

1.0 Introduction

SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.

The site is situated in the northeast of Havant, a small town in the southeast corner of Hampshire. As such, it is within the jurisdiction of Havant Borough Council (HBC) and Hampshire County Council (HCC) who act as the local planning and highway authorities respectively.

At present, the site is occupied by a single building which comprises 9,933 sqm of B2 floorspace. A total of 81 car parking spaces are provided to the north of this building. The development proposals comprise the demolition of the existing building and the construction of three new buildings totalling 9,423 sqm of flexible E(g)(iii)/B2/B8 use floorspace. A total of 136 car parking spaces will be provided, of which 5% will be designated for disabled users.

This Technical Note (TN) has been prepared to support the planning application at the Site, specifically to address HBC's request to undertake a walking and cycling audit of active travel routes to key destinations in the local area. This TN should be read in conjunction with the Transport Assessment, also prepared to support the planning application at the Site.

The remainder of the report will describe the scope / routes assessed as a part of the walking and cycling audit followed by detailing how people of all abilities will make key journeys within the established assessment area that are essential to supporting car free lifestyles.

2.0 Walking and Cycling Audit

A Walking and Cycling Audit assesses the accessibility of a Site to identified key locations in the local area when travelling by walking and cycling modes of travel. It is also used as a tool to identify potential infrastructure improvements to the local area which will further enhance the connectivity of the Site in terms of walking and cycling.

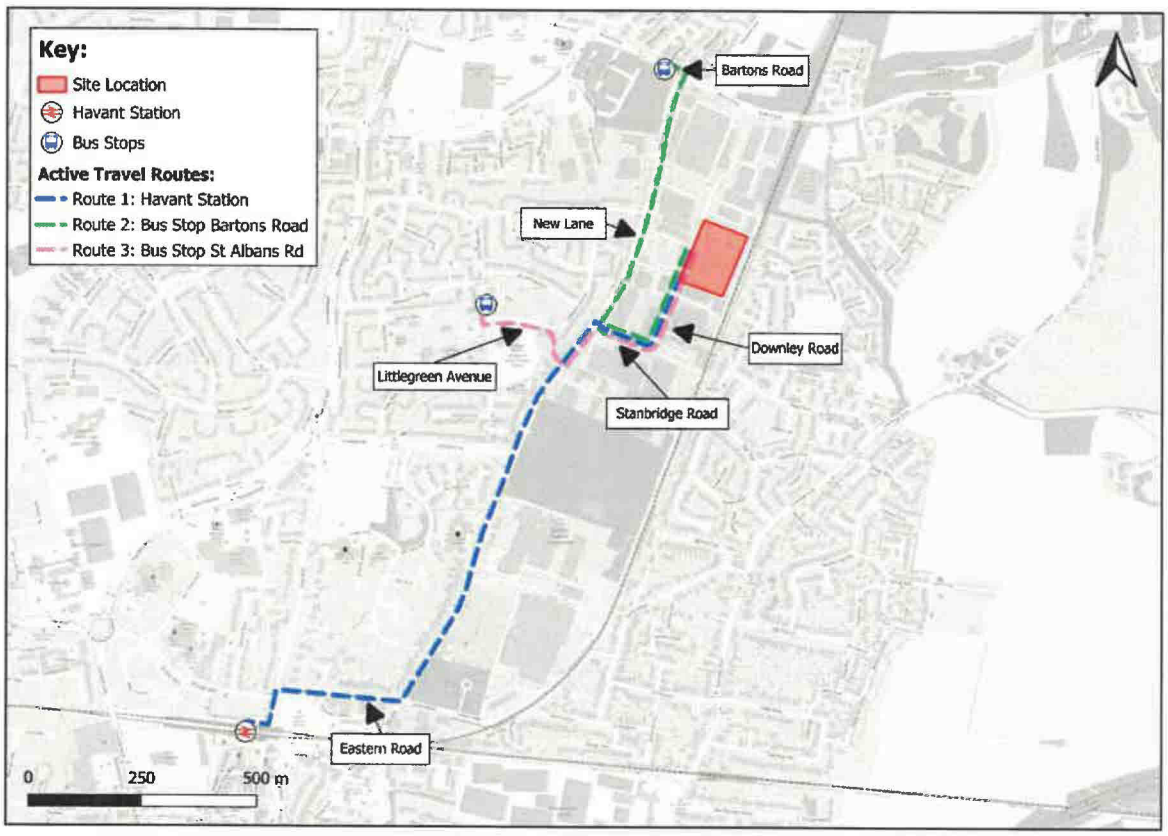
Assessment Scope

Three key active travel destinations, and the associated routes to each destination, were agreed with HBC prior to the undertaking of the Walking and Cycling Audit. The key active travel destinations are as follows:

- Havant Railway Station
- Bus Stop Bartons Road
- Bus Stop St Albans Road

The key routes and their proximity to the Site are illustrated below in **Figure 1**.

Figure 1: Active Travel Routes



A Site Visit was undertaken on the 17th of September 2024, where each of the routes was surveyed to understand their suitability to be undertaken by active travel modes and uncover any potential areas for improvement along each of the outlined routes.

A summary of each route along with any potential areas for improvement that were identified is provided below. Maps of the identified routes are also attached at **Appendix A** which include photographs at different points along the routes. It is noteworthy that all photographs were taken from the perspective of walking from the key destination to the Site. Overall it was noted that the quality of existing footway was of good width and quality without significant defaults.

Route 1: Havant Railway Station

Havant Railway Stations is approximately 1.7km (23-minute walk) south of the Site. To access the station pedestrians / cyclists would travel south along Downley Road, west along Stanbridge Road, south along New Lane, west along Eastern Road before routing south

along Leigh Road. Photos taken along this route is illustrated within figures 1-4 of **Appendix A**.

Downley Road and Stanbridge Road are the access roads to the industrial estate which the site falls within. Both roads are well lit and footways are allocated on both sides of the carriageway.

It is noted that the parking restrictions along each road is limited to single yellow lines. As such, there were occasional (two at the time of the Site visit) instances of on-street parking. It is important to note that this did not appear to be as a result of a lack of off-street parking at any unit, rather vehicles were parked on-street briefly when visiting the units within the estate. This assumption is based off the fact that the first vehicles was unoccupied but with its hazard lights on while the driver of the second vehicle was visiting the reception of the unit it was parked adjacent to. Therefore, it was assumed that both vehicles were briefly visiting the estate.

A crossing point is present directly adjacent to the alleyway connecting New Lane to Littlegreen Avenue, thus facilitating a safe and suitable place for active travellers to cross New Lane. This New Lane – Littlegreen Avenue connection is discussed within Route 3.

The majority of this route follows New Lane, at approximately 950m (13-minute walk). Active travel infrastructure is very good along New Lane as continued, uninterrupted cycleways are in place in both the northbound and southbound direction. Furthermore, it was highlighted that New Lane is largely lined with trees and is subject to a grass verge which separates pedestrians and vehicular traffic along the majority of the route. This makes New Lane an attractive option for both pedestrians and cyclists.

On the approach to the station itself, the existing provision of infrastructure was highlighted as conductive to active travel modes. A shared pedestrian / cyclists zebra crossing is in place on Leigh Road between Eastern Road and Elmleigh Road. This crossing is situated on the desire line for pedestrian's / cyclists routing to the station from the Site, therefore offering a suitably located and safe crossing point.

Additionally, the signage / wayfinding was identified as highly suitable for active travellers. Instead of simply showing street names on road name signs, both the road name and a key road which can be accessed from that road is displayed on the sign. For example, the sign on Eastern Road states 'Eastern Road, which leads to New Lane' rather than just the individual road name. This signage can be seen within the route map photos shown at **Appendix A**. It was noted, however, that this high-quality level of signage is only in place in the vicinity of Havant Station and Town Centre and does not continue to be in place throughout the route, particularly on the approach to the site.

Potential Improvement

The potential area for improvement identified along Route 1 was a lack of visibility at the New Lane / Eastern Road crossing, specifically for those routing from the Site towards the station (along New Lane) across Eastern Road at the junction intersection.

This area for improvement is shown below in **Photo 1**.

Photo 1: Lack of Visibility at the New Lane / Eastern Road Intersection



Photo 1 is taken from the perspective of a pedestrian walking south from the Site along New Lane at the crossing point which must be used in order to continue westbound along Eastern Road towards the station.

The photo illustrates the lack of available visibility of vehicles north of the intersection along New Lane. This poses a potential safety issues as pedestrians are unable to see vehicles approaching the intersection from the north.

This could be improved by cutting back the existing hedge to ensure that it is flush with the pavement line. This will maximise the visibility of vehicles north of the crossing point along New Lane, most importantly vehicles which are routing southbound.

An additional area for potential improvement was identified along Route 1. As previously outlined, there is a poor provision of wayfinding on the approach to the Site, specifically along New Lane. Therefore, a potential improvement could be to increase the quality of wayfinding along New Lane to be in line with the provision that is in place in the vicinity of Havant Station and Town Centre. Given that active travellers are required to route along New Lane in order to access all three of the identified active travel destinations, this potential improvement is applicable to all three active travel routes.

Route 2: Bus Stop Bartons Road

Route 2 comprises the journey from the Site to the bus stops on Bartons Road. The Bartons Road bus stop is circa 800m north of the Site and is approximately an 11-minute walk. Photos taken along the route are displayed within Figures 5-7 within **Appendix A**. Similar to Route 1, the majority of the route is undertaken on New Lane, albeit in the northbound direction. After routing northbound along New Lane for 800m, active travellers route between 50m and 100m westbound along St Albans Road depending on which bus stop is the final destination.

As aforementioned, the existing situation on New Lane regarding the provision of active travel infrastructure is of high quality. This is as a result of the use of a grass verge to separate the footway and vehicle carriageway and the continued, uninterrupted cycleway present in both the northbound and southbound direction.

Dropped kerbs and tactile paving are in place on Bartons Road adjacent to the bus stop providing a crossing point that is both suitably located and designed which allows pedestrians to access both the eastbound and westbound bus stop on Bartons Road.

Potential Improvement

The identified potential improvement along this route is to improve the existing bus stop infrastructure. This is applicable to both the eastbound and westbound stop.

As opposed level of infrastructure provided at Stop St Albans Road (discussed below in Route 3), the bus stop infrastructure provided at Stop Bartons Road is limited to a flag post and notice board. The existing bus stop infrastructure is shown below in **Photo 2.**

Photo 2: Bus Stop Bartons Road



Photo 2 shows the existing bus infrastructure at Bartons Road. A potential improvement could be to improve the bus stop to provide a shelter, seating and live journey time updates. This improvement would make both the route and destination itself more attractive to active travellers.

It is significant to note that the viability of this improvement is subject to the land ownership at each stop and the level of space which in needed to make the improvements. An initial review of the existing highway layout suggests that there is sufficient space to make this improvement.

Route 3: Bus Stop St Albans Road

Route 3 comprises the journey from the Site to the bus stops at St Albans Road. The stop is located circa 700m (9-minutes) west of the Site. The route mirrors Route 1 before existing New Lane after approximately 100m to route along the alleyway connecting New Lane and Littlegreen Avenue. Active travellers route west along Littlegreen Avenue for approximately 150m before turning north at the St Albans Road / Littlegreen Avenue simple priority

junction. Photos which were taken along this route during the Site visit are shown within Figures 8-11 of **Appendix A**.

Ample street lighting is present along the alleyway itself therefore mitigating the possibility of active travellers feeling unsafe along the alleyway at night. It is noted that there is no cycling infrastructure is in place along Littlegreen Avenue although this is not uncommon for a low traffic, residential side road.

Both bus stops along St Albans Road were facilitated with seating (a place to stop a rest), a shelter and live journey time updates, therefore contributing to the attractiveness of the route and the use of public transport as a mode of travel to and from the Site.

Potential Improvement

One identified area for improvement was the lack tactile paving at the crossing point on Littlegreen Avenue, located adjacent to the Littlegreen Avenue / St Albans Road intersection. This is shown below in **Photo 3**.

Photo 3: Littegreen Avenue Crossing Point



Photo 3 shows that although there are dropped kerbs at the crossing, no tactile paving is present. This may inhibit those with visual impairments for undertaking this route.

This could be improved through the addition of tactile paving at the crossing point, thus making the route more accessible to those from all walks of life.

3.0 Summary and Conclusions

This TN has summarised the findings of a walking and cycling audit for three identified routes to key destinations agreed with the HBC.

A potential improvement has been suggested at each route which could make the route more attractive to active travellers. The potential improvement suggested along each route is summarised below:

- **Route 1** – Improve the visibility at the New Lane / Eastern Road crossing by trimming back the existing hedge in line with the footway line.
- **Route 2** – Improve the level of infrastructure at Bus Stop Bartons Road to add shelter, seating and live journey time updates.
- **Route 3** – Add tactile paving at the crossing point on Littlegreen Avenue in order to increase the accessibility of Bus Stop St Albans Road to those from all walks of life, particularly those with visual impairments.
- **All Three Routes** – Improve the provision of wayfinding along New Lane to be in line with the wayfinding present in the vicinity of Havant Station and Town Centre.

Appendix A Route Maps and Site Visit Photos



Key:

Route

10 Location of Google Street View photo

Downley Road Havant				Canmoor Developments Limited
Route 1 – Havant Station				SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 1

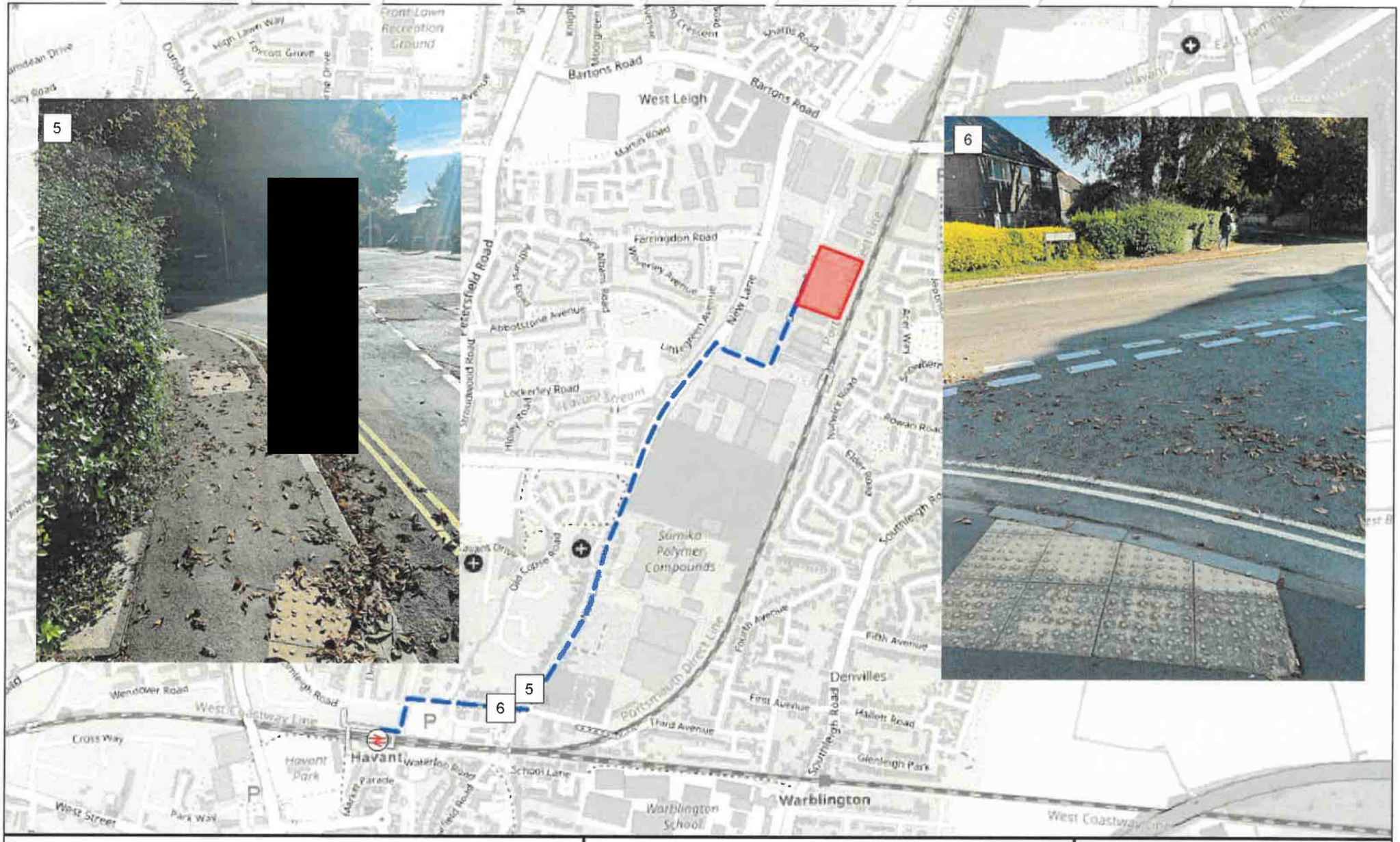


Key:

Route

10 Location of Google Street View photo

Downley Road Havant				Canmoor Developments Limited
Route 1 – Havant Station				SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 2

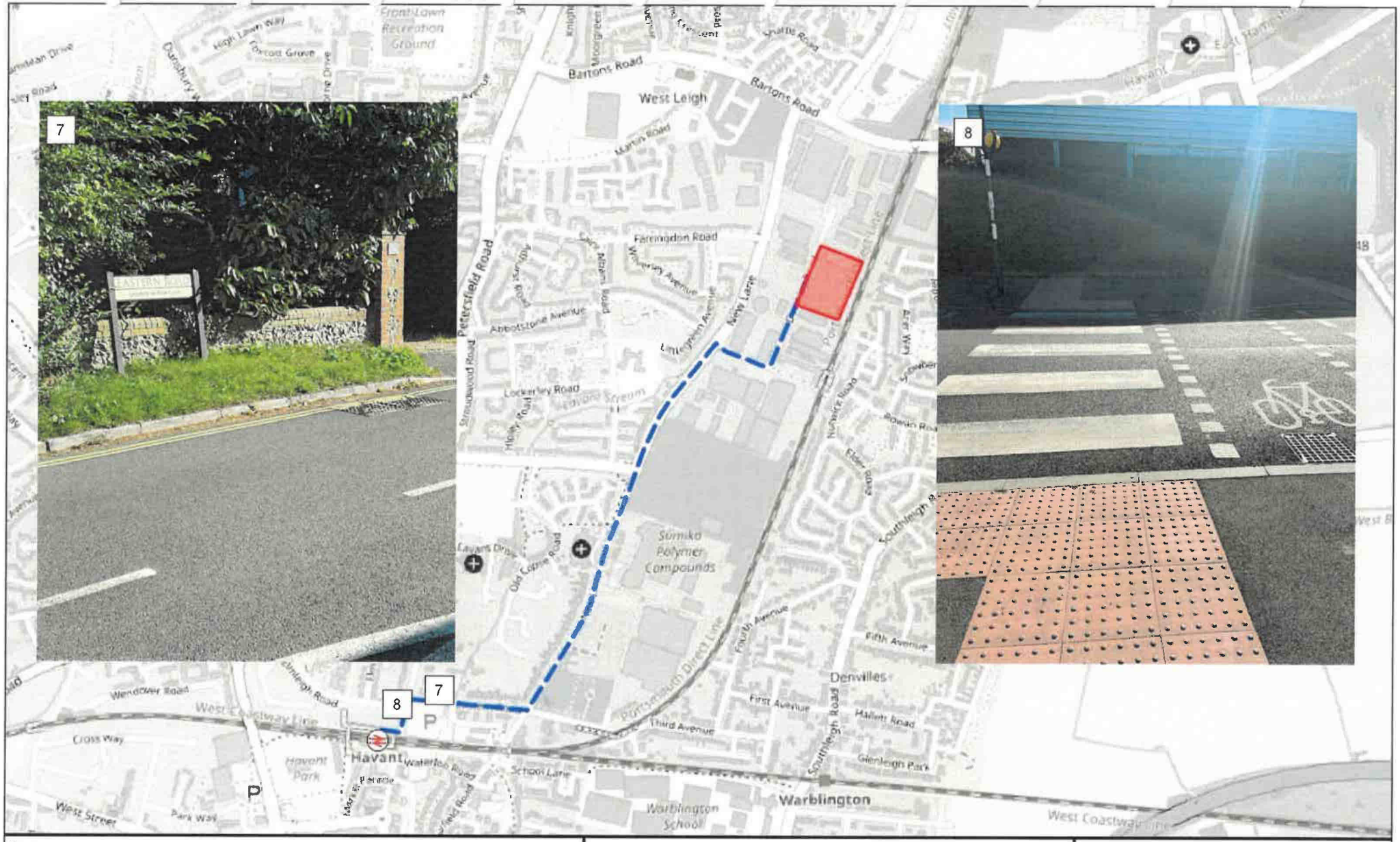


Key:

Route

10 Location of Google Street View photo

Downley Road Havant				Canmoor Developments Limited
Route 1 – Havant Station				SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 3



Key:

Route

10 Location of Google Street View photo

Downley Road Havant				Canmoor Developments Limited
Route 1 – Havant Station				SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 4



Key:

Route

10 Location of Google Street View photo

Downley Road Havant	Canmoor Developments Limited
Route 2 – Stop Bartons Road	SLR

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
BW	KL	18/09/2024	NTS	Figure 5



Key:

Route

10 Location of Google Street View photo

Downley Road Havant			Canmoor Developments Limited
Route 2 – Stop Bartons Road			SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 6



Key:

Route

10 Location of Google Street View photo

Downley Road Havant	Canmoor Developments Limited
Route 2 – Stop Bartons Road	SLR

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
BW	KL	18/09/2024	NTS	Figure 7

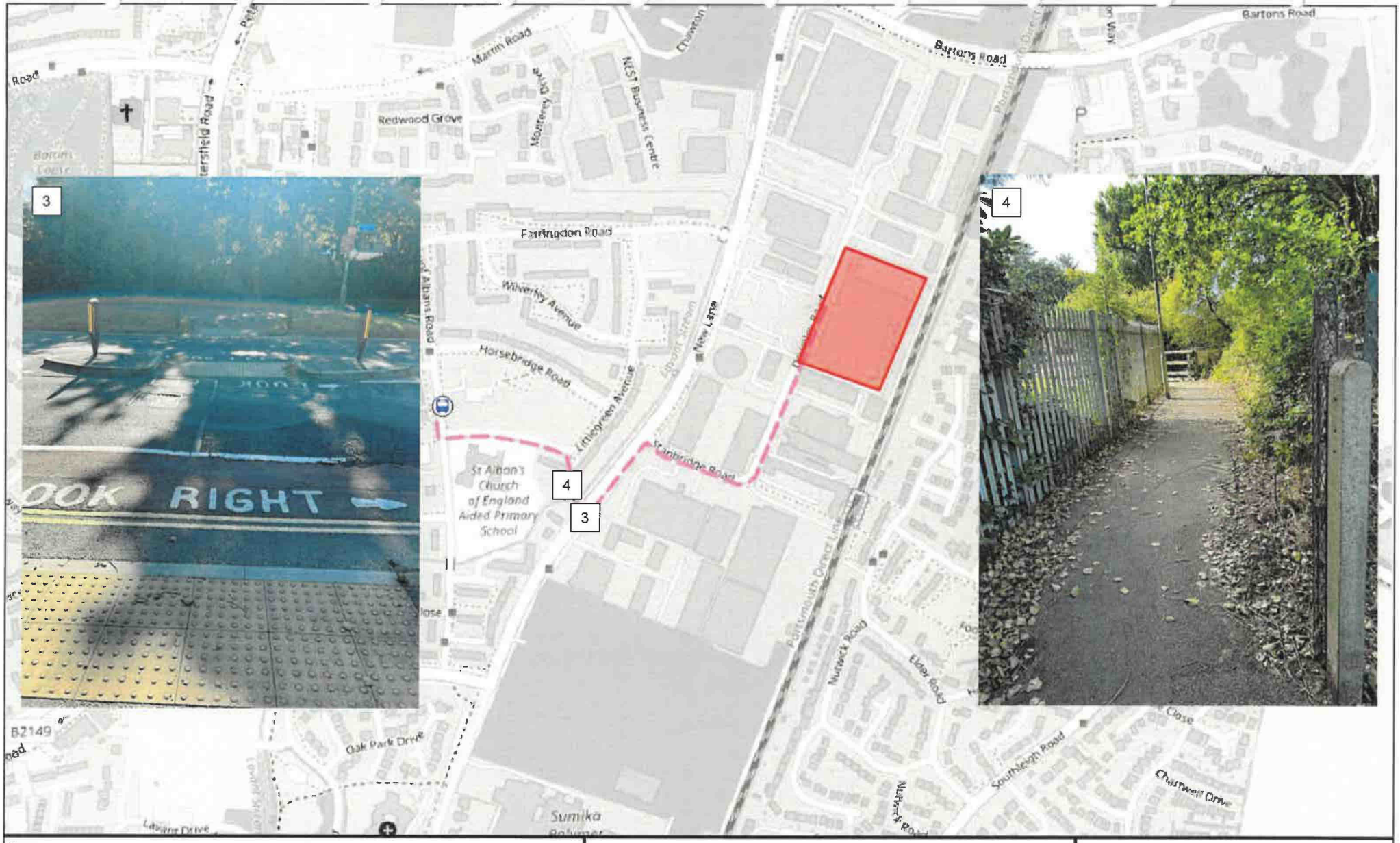


Key:

Route

10 Location of Google Street View photo

Downley Road Havant				Canmoor Developments Limited
Route 3 – Stop St Albans Road				SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 8



Key:

Route

10 Location of Google Street View photo

Downley Road Havant				Canmoor Developments Limited
Route 3 – Stop St Albans Road				SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 9



Key:

Route

10 Location of Google Street View photo

Downley Road Havant				Canmoor Developments Limited
Route 3 – Stop St Albans Road				SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 10

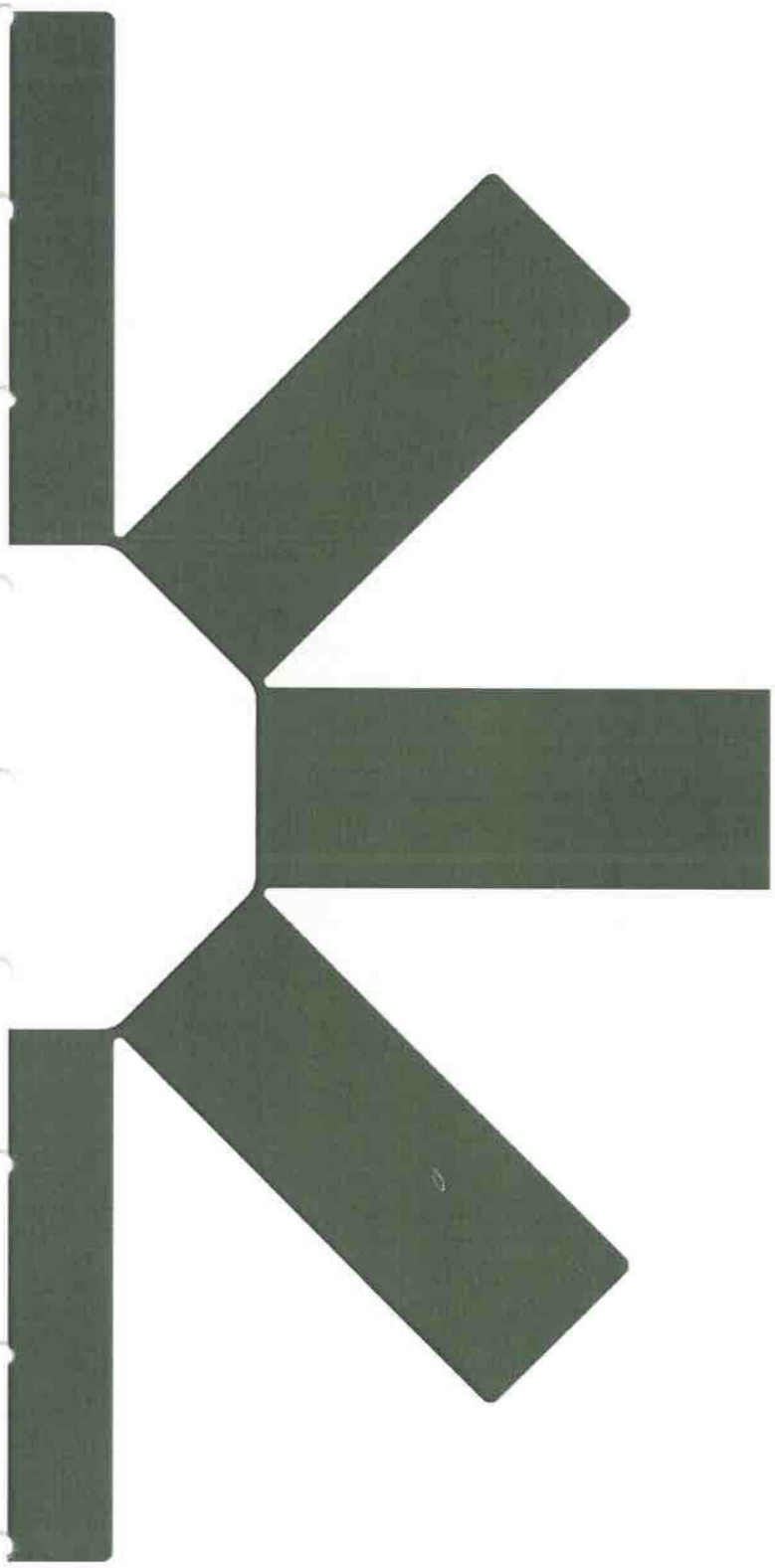


Key:

Route

10 Location of Google Street View photo

Downley Road Havant				Canmoor Developments Limited
Route 3 – Stop St Albans Road				SLR
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 11



Making Sustainability Happen

Appendix E Example Survey

Framework Travel Plan

Dunham Bush Site, Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

15 October 2024

Employee Travel Survey

This travel survey is designed to help us understand how you travel to work and your reasons for travelling in this way. This information can then be used to hopefully improve your journey to work.

The data that you submit in the following sections will only be used for this travel survey. Data will only be published in aggregated form, therefore no individual will be identifiable. No data will be kept for longer than is necessary for these purposes and none will be passed to third parties.

Please remember to return the completed survey via email.

1. Which organisation do you work for?

2. Gender

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Transgender
- ☐ Intersex
- ☐ Prefer not to say
- ☐ Let me type (box provided below)
- ☐

3. Age

- ☐ 16-19
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60+

4. Home postcode - only the first half of your postcode is required

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5. Do you consider yourself to have a disability which affects the way in which you can travel to work? (If yes please provide details in the box below)

- ☐ No
- ☐ Yes
- ☐ _____

6. Which of the following options best describes your working hours?

- ☐ Full time
- ☐ Part time (less than 37 hours per week)
- ☐ Part time (less than 3 days per week)
- ☐ Shift Work
- ☐ School term time only
- ☐ Weekend working
- ☐ Night working

7. What is your main mode of travel to work? (If you use more than one of the below options indicate which mode you spend the most time / furthest distance on)

- ☐ Walk
- ☐ Car alone
- ☐ Car share (as a passenger)
- ☐ Car share (as the driver)
- ☐ Cycle
- ☐ Bus
- ☐ Staff minibus (if applicable)
- ☐ Train
- ☐ Walk then train
- ☐ Cycle then train
- ☐ Drive then train
- ☐ Lift then train
- ☐ Motorcycle
- ☐ Taxi
- ☐ Work from home
- ☐ Other (box provided below)
- ☐ _____

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8. How often do you travel this way? (If 'every day' only tick one mode)

	Every day	2-3 times a week	At least once a week
Walk	☐	☐	☐
Car alone	☐	☐	☐
Car share (as a passenger)	☐	☐	☐
Car share (as the driver)	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Staff minibus (if applicable)	☐	☐	☐
Train	☐	☐	☐
Walk then train	☐	☐	☐
Cycle then train	☐	☐	☐
Drive then train	☐	☐	☐
Lift then train	☐	☐	☐
Motorcycle	☐	☐	☐
Taxi	☐	☐	☐
Work from home	☐	☐	☐
Other	☐	☐	☐

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9. What influences your travel choice (please enter an answer for each statement)

	Very important	Important	Not important
Lack of alternatives	☐	☐	☐
Cost	☐	☐	☐
Convenience and comfort	☐	☐	☐
Personal safety	☐	☐	☐
Environmental concerns	☐	☐	☐
Health and fitness	☐	☐	☐
Parking issues	☐	☐	☐
Avoiding congestion	☐	☐	☐
Need car for my work	☐	☐	☐
Additional journeys before / after work	☐	☐	☐

10. How far is your place of work from your home?

- ☐ Less than a mile
- ☐ 1-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ More than 20 miles

11. How long does your journey from home to your place of work usually take?

- ☐ Less than 15 minutes
- ☐ 15-30 minutes
- ☐ 30-45 minutes
- ☐ 45-60 minutes
- ☐ Over an hour

12. What time do you usually arrive at your place of work?

- ☐ Before 8am
- ☐ 8am-9am
- ☐ After 9am
- ☐ Work from home

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13. What time do you usually leave your place of work?

- ☐ Before 5pm
- ☐ 5pm-6pm
- ☐ After 6pm
- ☐ Work from home

14. If you travel by car to your place of work, where do you usually park?

- ☐ At your place of work
- ☐ Public car park
- ☐ On street (another location)
- ☐ Park and ride
- ☐ Other (box provided below)
- ☐

15. If you were unable to drive to work on a given day, what would you do?

16. When you make a business journey (i.e. attending a meeting in another location or any journey for which you claim travel expenses) how do you usually travel? (If always only tick one mode)

	Always	Very Often	Occasionally
Bicycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (own)	☐	☐	☐
Car (lease/hire)	☐	☐	☐
Car share	☐	☐	☐
Motorcycle	☐	☐	☐
Taxi	☐	☐	☐
Walk	☐	☐	☐
Other	☐	☐	☐

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17. Please indicate the extent to which you have used each of the following

	Always	Sometimes	Never	Option not available to me
Working from home	☐	☐	☐	☐
Flexi time	☐	☐	☐	☐
Flexi leave	☐	☐	☐	☐
Compressed hours (e.g. 9 day fortnight)	☐	☐	☐	☐
Video/tele conferencing	☐	☐	☐	☐

18. Are you aware of any incentives or discounts offered through your employer to help with your travel to work?

☐ Yes

☐ No

19. If yes, do you make use of any of them?

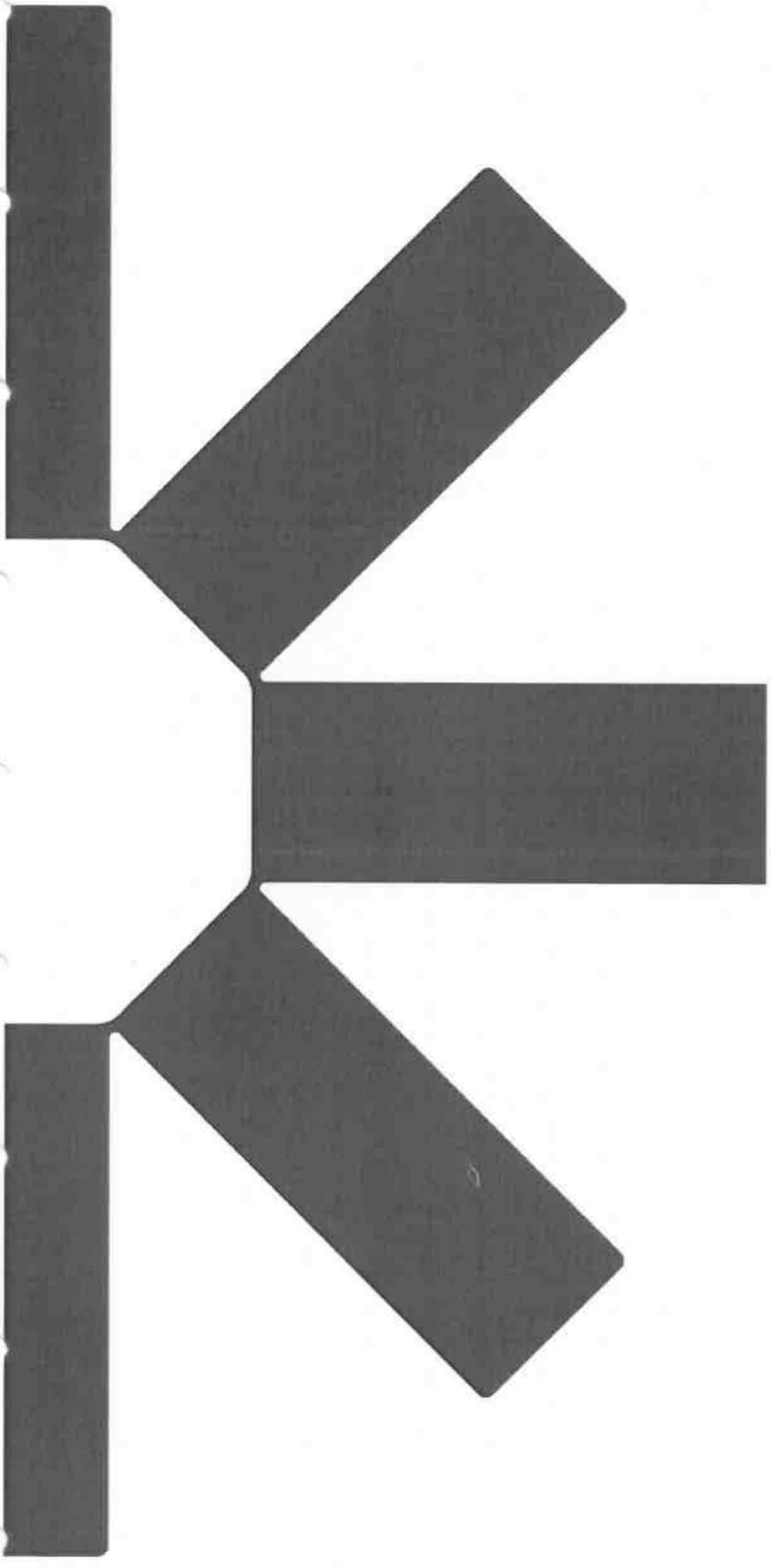
☐ No

☐ Yes (please specify)

Please specify details

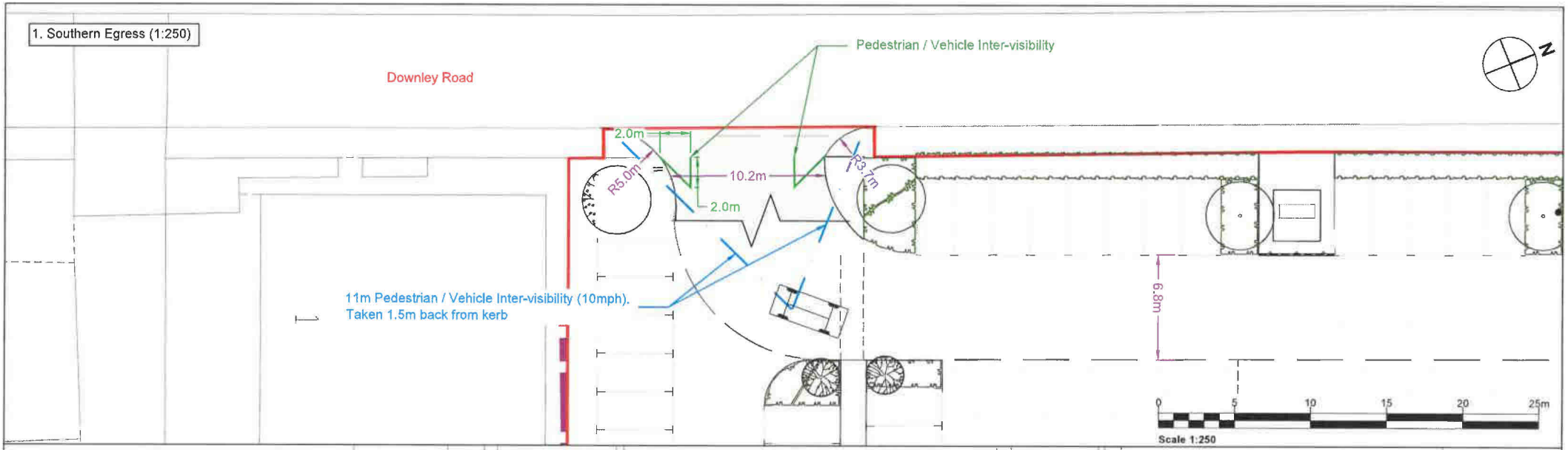
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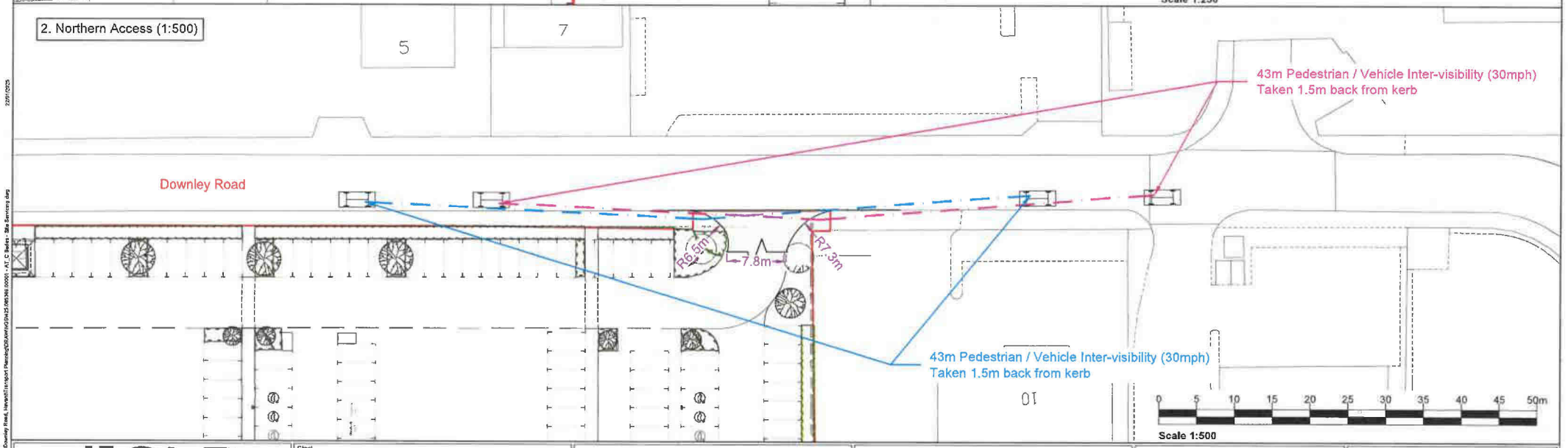
Jotform



Making Sustainability Happen

Appendix 4 – Highway Works





SLR

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Client: Canmoor Developments Limited

Project: Downley Road, Havant

Drawing Status & Suitability Code:

Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	Date	Date	Date
	11.10.24	11.10.24	

Drawing Title: Proposed Site Access & Egress

Drawing Number: 425.065366.00001_AT_SK04

Rev: D

Scale: As Shown @ A3

SLR Project No.:

Rev	Amendments	Date	By	Chk	Auth
D	Inter-visibility splays added	21.01.25	LJ	KL	
C	Site plan updated	15.01.25	LJ	KL	
B	Site plan updated	18.12.24	LJ	KL	
A	Tactile paving added.	11.12.24	JM	SE	

Rev	Amendments	Date	By	Chk	Auth

Notes:
1.

Legend:
- Proposed kerbline
- Proposed carriageway

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