

DATED

26th April

2016

- (1) THE COUNCIL OF THE BOROUGH OF HAVANT
- (2) HAMPSHIRE COUNTY COUNCIL
- (3) SUMMERBROOK LIMITED

DEED OF AGREEMENT

Pursuant to Section 106 of the Town and Country
Planning Act 1990 (as amended)

relating to part of the land being Brambles Farm Industrial Estate, Hambledon Road,
Waterlooville known as Plot A

THIS DEED OF AGREEMENT is made on 26th April

2016

BETWEEN:

- (1) **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza, Civic Centre Road, Havant, Hampshire, PO9 2AX (**"the Council"**); and
- (2) **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire, SO23 8JU (**"the County Council"**); and
- (3) **SUMMERBROOK LIMITED** (registered number 4201598) whose registered office is at Brookfield, Lyminster Road, Lyminster West Sussex BN17 7QN (**"the Landowner"**)

BACKGROUND

- (A) For the purposes of the 1990 Act, the Council is the local planning authority for the area within which the Site is located and the person who is entitled to enforce the obligations contained in this Agreement. The Council is the Local Authority for the purpose of Section 111 of the Local Government Act 1972 and Section 1 of the Localism Act 2011 and is satisfied that the arrangements made in this Agreement will facilitate be conducive and incidental to the Council's function.
- (B) The County Council is a local planning authority for the purposes of Section 106 of the 1990 Act; the local highway authority for Hampshire (save for trunk roads and special roads) for the purposes of the Highways Act 1980; the waste disposal authority for Hampshire for the purposes of the Environmental Protection Act 1990 and the Environment Act 1995; and the transport authority for Hampshire for the purposes of the Transport Acts 1985 and 2000 for the area in which the Site is located.
- (C) The Landowner is a person interested in the Site and the Pedestrian and Cycle Link Land for the purposes of section 106 of the 1990 Act as registered proprietor with freehold title absolute under Land Registry Title Number HP.

- (D) Pursuant to the Planning Application an application was made to the Council for outline planning permission for the Development.
- (E) The parties have agreed to enter into this Agreement with the intention that the obligations contained in this Agreement may be enforced by the Council and the County Council against the Landowner, its successors in title and any person deriving title, including the Occupier, through or under the Landowner to the Site and the Pedestrian and Cycle Link Land in the manner hereinafter provided.

OPERATIVE PROVISIONS

1. INTERPRETATION

- 1.1 In this Agreement, the following words and expressions have the following meanings:

"1990 Act" the Town and Country Planning Act 1990 as amended

"Deed" means this Deed of Agreement

"Commencement of the Development" the commencement of the Development by the carrying out on the Site pursuant to the Planning Permission of a material operation as specified in section 56(4) of the 1990 Act provided that for the purposes of this Agreement the following shall not constitute a material operation: site investigations or surveys; site decontamination; construction of access and service roads; the demolition of any existing buildings or structures; the clearance or regrading of the Site; works connected with infilling; or works for the provision of drainage or mains services to prepare the Site for development and **"Commence the Development"** and **"Commence Development"** and **"Commenced"** and **"Commencement"** shall be construed accordingly

"Development" the development of part of the Site pursuant to Planning Permission for the erection of a foodstore (Class A1) with associated parking, servicing, access and landscaping

"Employment and Skills Plan" means a scheme for the improvement and benefit of the local labour market and economy (by raising skills and enabling local people to compete for the jobs generated) in

the terms set out in Annex 4

“Travel Plan”

means the travel plan appended at **Annex 3** (or any variation or substitution thereof agreed in writing between the Landowner and the County Council from time to time)

“Travel Plan Approval Fee”

means the sum of £750 (Seven Hundred and Fifty Pounds) Index-Linked payable to the County Council pursuant to the terms of this Agreement as a contribution towards the evaluation and approval of the Travel Plan submitted in accordance with the terms of this Agreement

“Travel Plan Monitoring Fee”

means the sum of £5,000 (Five Thousand Pounds) Index-Linked payable to the County Council in accordance with the terms of this Agreement as a contribution towards the County Council's costs of monitoring the Travel Plan submitted pursuant to this Agreement

“GEA”

means gross external area

“Index-Linked”

means an increase by an amount equivalent to the increase in the “All Items” Index of Retail Prices issued from time to time by the Office for National Statistics (or such body as most nearly replaces it) or, in the event of its cessation, such other index issued or caused to be issued from time to time by the Government as may commonly be used in place of that index and as approved by the County Council in respect of the amount due from the date of this Deed until the date on

	which such sum is payable
"Interest"	for the purposes of Clause 10.2 only means interest at four per cent above the Bank of England base rate from time to time
"Material Change"	means a delay of more than 6 (six) months
"the Monitoring Fee"	means the sum of £2,400 (Two Thousand Four Hundred Pounds) payable to the Council being fees (being applied at such time and in such manner as the Council shall in its absolute discretion determine) used towards the costs to be incurred by the Council in the provision of suitably qualified and experienced persons whose function inter alia is to monitor the terms of this Agreement
"New Permission"	a planning permission authorising the redevelopment of the Site or any part of it in a manner which would, if such redevelopment were completed, cause the Landowner to be in breach of any or all of the provisions contained in this Agreement
"Occupation"	occupation of any Unit constructed as part of the Development pursuant to the Planning Permission for the purposes permitted by the Planning Permission but not including occupation by the personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations and "Occupying" , "Occupy" and "Occupied" shall be construed accordingly
"Occupier"	Any person Occupying the Unit or any part of the Unit by way of lease or licence (whether for payment or not) for a term

exceeding 3 months

"Pedestrian and Cycle Link Land"	means part of the land registered at HM Land Registry under the Title Number HP220402 and shown edged red on Plan 2
"Plan 1"	the plan attached to this Agreement at Annex 1
"Plan 2"	the plan attached to this Agreement at Annex 2
"Planning Application"	an application for planning permission for the carrying out of the Development made by the Landowner on 10 July 2015, carrying the reference APP/15/00772
"Planning Permission"	the planning permission that may be granted in pursuance of the Planning Application in the form set out in Schedule 1
"Site"	means part of the freehold property now known as Waterloo Park but was previously known as Brambles Farm Industrial Estate, Hambledon Road, Waterlooville registered at HM Land Registry with other land under the Title Number HP220402 and shown edged red on Plan 1
"Specialist"	has the meaning given to it in clause 8
"Travel Plan Cash Deposit"	means the sum of £11,000 (Eleven Thousand Pounds)(Index-Linked) payable to the County Council in accordance with the terms of this Agreement being the cost of ensuring compliance with the requirements of the Travel Plan submitted pursuant to the terms of this Agreement which sum may be used by the County Council in accordance with the terms of this Agreement

“Travel Plan Co-Ordinator”	means a suitably qualified and experienced person employed or appointed pursuant to Paragraph 1.4 of Schedule 3 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 objectives and targets
“Travel Plan Guidance”	means the County Council’s guidance titled “A Guide to Development Related Travel Plans (January 2009)” as updated and/or amended and/or substituted
“Unit”	means any building or part thereof (if building is in multiple occupancy) and its associated land to be developed pursuant to the Planning Permission

1.2 In this Agreement:

- 1.2.1 the clause or paragraph headings do not affect its interpretation;
- 1.2.2 unless otherwise indicated, references to clauses and Schedules and Annexes are to clauses of and Schedules and Annexes to this Agreement and references in a Schedule to a Part or paragraph are to a Part or paragraph of that Schedule;
- 1.2.3 references to any statute or statutory provision include references to:
 - 1.2.3.1 all Acts of Parliament and all other legislation having legal effect in the United Kingdom; and
 - 1.2.3.2 any orders, regulations, instruments or other subordinate legislation made under that statute or statutory provision;
- 1.2.4 references to the Site include any part of it;

- 1.2.5 references to any party in this Agreement include the successors in title of that party and to any person deriving title through or under that party. In addition, references to the Council include any successor local planning authority exercising planning powers under the 1990 Act and references to the County Council include any successor local planning authority for the purposes of Section 106 of the Act, local highway authority, waste disposal authority for the purposes of the Environmental Protection Act 1990 and Environment Act 1995 and transport authority for the purposes of the Transport Acts 1985 and 2000.
- 1.2.6 "including" means "including, without limitation";
- 1.2.7 any covenant by the Landowner not to do any act or thing includes a covenant not to cause, permit or allow the doing of that act or thing and any covenant to do any act or thing includes an obligations to procure that it be done;
- 1.2.8 where two or more people form a party to this Agreement, the obligations they undertake may be enforced against them all jointly or against each of them individually;
- 1.2.9 if any provision is held to be illegal, invalid or unenforceable, the legality, validity and enforceability of the remainder of the Agreement is to be unaffected;
- 1.2.10 Words importing the singular meaning where the context so admits include the plural meaning and vice versa.
- 1.3 The parties to this Agreement do not intend that any of its terms will be enforceable by virtue of the Contracts (Rights of Third Parties) Act 1999 by any person not a party to it.
2. **EFFECT OF THIS AGREEMENT**
- 2.1 This Agreement is made pursuant to section 106 of the 1990 Act. To the extent that they fall within the terms of section 106 of the 1990 Act, the obligations contained in this Agreement are planning obligations for the purposes of section 106 of the 1990 Act and are enforceable by the Council and County Council against the Landowner and its successors in title and

against any person deriving title from the Landowner and its successor in title to the Site and the Pedestrian and Cycle Link Land or any part thereof

- 2.2 .To the extent that any of the obligations contained in this Agreement are not planning obligations within the meaning of the 1990 Act, they are entered into pursuant to the powers contained in section 111 Local Government Act 1972, section 1 Localism Act 2011 and all other enabling powers.
- 2.3 Nothing in this Agreement restricts or is intended to restrict the proper exercise at any time by the Council or the County Council of any of their statutory powers, functions or discretions in relation to the Site or otherwise.
- 2.4 No waiver (whether expressed or implied) by the Council or County Council of any breach or default in performing or observing any of the covenants, terms or conditions of this Agreement shall constitute a continuing waiver and no such waiver shall prevent the Council or County Council from enforcing any of the relevant terms or conditions or for acting upon any subsequent breach or default.
- 2.5 This Agreement will be registered as a local land charge by the Council.
- 2.6 The obligations in this Agreement will not be enforceable against:
- 2.6.1 the owners, occupiers or tenants of an individual Unit forming part of the Development, or Planning Permission (save for Schedules 3, 4 and 5 which shall remain enforceable against them); or
 - 2.6.2 a statutory undertaker after the transfer of the statutory apparatus and any land upon or in which the statutory apparatus is situated by the Landowner to that statutory undertaker.
- 2.7 Nothing in this Agreement prohibits or limits the right to develop any part of the Site in accordance with a planning permission, other than the Planning Permission to which this Agreement relates, a draft of which is attached in Schedule 1 and which Planning Permission is to be granted on or after the date of this Agreement.

3. **COMMENCEMENT OF THE DEVELOPMENT**

- 3.1 The obligations contained in **clauses 4.1, 4.2 and 4.3** and the Schedules referred to in those clauses do not come into effect until the Commencement of the Development.

4. **OBLIGATIONS OF THE PARTIES**

- 4.1 The Landowner agrees with the Council and County Council to comply with its obligations set out in **Schedules 2, 3, 4, 5 and 6** in relation to the Development.
- 4.2 The Council agrees with the Landowner to comply with its obligations set out in **Schedule 4**.
- 4.3 The County Council agrees with the Landowner to comply with its obligations set out in **Schedules 2 and 3**.
- 4.4 The Council and the County Council agree with the Landowner to act reasonably, properly and diligently in exercising their discretion and discharging their functions under this Agreement. In particular, where any notice, consent, approval, authorisation, agreement or other similar affirmation, adoption and any general work is required under the terms of the Agreement, the Council and the County Council will not unreasonably withhold or delay such notice, consent, approval, authorisation, agreement or other similar affirmation.
- 4.5 No person will be liable for any breach of the terms of this Agreement occurring after the date on which they part with the whole of their interest in the Site or the part of the Site in respect of which such breach occurs, but they will remain liable for any breaches of this Agreement occurring before that date for which they were responsible.

5. **TERMINATION OF THIS AGREEMENT**

- 5.1 This Agreement will come to an end if:
- 5.1.1 the Planning Permission is quashed, revoked or otherwise withdrawn at any time so as to render this Agreement or any part of it irrelevant, impractical or unviable;

- 5.1.2 the Planning Permission lapses before it is implemented; or
 - 5.1.3 at any time after the date of the this Agreement, the Council or any other competent authority grants a New Permission under which development is implemented for the purposes of section 56 of the 1990 Act.
- 5.2 **Clause 5.1.1** will not apply in respect of any minor or non-material modifications to the Planning Permission for the Development agreed from time to time between the Council and the Landowner prior to the Commencement of the Development.
- 5.3 Where the Agreement comes to an end under **clause 5.1**:
 - 5.3.1 the Council is to on written request of the Landowner vacate or cancel the entry made in the Local Land Charges register in relation to this Agreement or otherwise to record the fact that it has come to an end and no longer affects the Site; and
 - 5.3.2 any unspent monies paid under this Agreement to the Council or the County Council, with the exception of fees paid under **clause 7 or schedules 3 and 5**, are to be returned on written request to the party that made the payment as soon as is reasonably practicable of the Agreement coming to an end together with any interest accrued thereon but less any administration expenses that may be incurred by the Council or County Council (as the case may be).
- 5.4 Prior to Commencement of the Development the Landowner shall serve a notice upon the Council and County Council stating the date of Commencement of the Development and the Landowner shall not Commence Development until and unless this notice has been provided to the Council and County Council

6. **NOTICES**

- 6.1 Any notice, demand, consent, approval, authorisation, agreement or other similar affirmation or any other communication served under this Agreement will be in writing and will be effective only if delivered by hand or sent by first class post, pre-paid or recorded delivery.

- 6.2 Any notice, demand, consent, approval, authorisation, agreement or other similar affirmation or any other communication served is to be sent to the Registered Office address of the relevant party set out at the beginning of this Agreement or to such other address as one party may notify in writing to the others at any time as its address for service.
- 6.3 Unless the time of actual receipt is proved, a notice, demand, consent, approval, authorisation, agreement or other similar affirmation or communication sent by the following means is to be treated as having been served:
- 6.3.1 if delivered by hand, at the time delivery is proved;
 - 6.3.2 if sent by post, on the second working day after posting; or
 - 6.3.3 if sent by recorded delivery, at the time the recipient signed for having received the delivery.
- 6.4 If a notice, demand or any other communication is served after 4.00 pm on a working day, or on a day that is not a working day, it is to be treated as having been served on the next working day.
- 6.5 For the avoidance of doubt, where proceedings have been issued in the Courts of England and Wales, the provisions of the Civil Procedure Rules must be complied with in respect of the service of documents in connection with those proceedings.

7. COSTS OF THIS AGREEMENT

- 7.1 Upon completion of this Agreement the Landowner is to pay to the Council their reasonable and proper legal costs of £665 incurred in connection with the preparation, negotiation and completion of this Agreement.
- 7.2 Upon completion of this Agreement the Landowner is to pay to the County Council
- 7.2.1 their reasonable legal costs incurred in connection with the preparation, negotiation and completion of this Agreement together with disbursements and

7.2.2 the County Council's Development Control Preparation Fee of £735 in connection with the negotiation, preparation and completion of this Agreement.

8. DETERMINATION OF DISPUTES

- 8.1 Subject to **clause 8.7**, if any dispute arises relating to or arising out of the terms of this Agreement, either party may give to the other written notice requiring the dispute to be determined under this **clause 8**. The notice is to propose an appropriate Specialist and specify the nature and substance of the dispute and the relief sought in relation to the dispute.
- 8.2 For the purposes of this **clause 8** a "Specialist" is a person qualified to act as an expert in relation to the dispute having not less than ten years' professional experience in relation to developments in the nature and scale of the Development.
- 8.3 Any dispute over the type of Specialist appropriate to resolve the dispute may be referred at the request of either party to the President or next most senior available officer of Royal Institute of Chartered Surveyors who will have the power, with the right to take such further advice as he may require, to determine the appropriate type of Specialist and to arrange his nomination under **clause 8.4**.
- 8.4 The Specialist shall be appointed jointly by both parties. Any dispute over the identity of the Specialist is to be referred at the request of either party to the President or other most senior available officer of the organisation generally recognised as being responsible for the relevant type of Specialist who will have the power, with the right to take such further advice as he may require, to determine and nominate the appropriate Specialist or to arrange his nomination. If no such organisation exists, or the parties cannot agree the identity of the organisation, then the Specialist is to be nominated by the President or next most senior available officer of the Royal Institute of Chartered Surveyors.
- 8.5 The Specialist is to act as an independent expert and:
- 8.5.1 each party may make written representations within ten working days of his appointment and will copy the written representations to the other party;

- 8.5.2 each party is to have a further ten working days to make written comments on the other's representations and will copy the written comments to the other party;
 - 8.5.3 the Specialist is to be at liberty to call for such written evidence from the parties and to seek such legal or other expert assistance as he or she may reasonably require;
 - 8.5.4 the Specialist is not to take oral representations from the parties without giving both parties the opportunity to be present and to give evidence and to cross-examine each other;
 - 8.5.5 the Specialist is to have regard to all representations and evidence before him when making his decision, which is to be in writing, and is to give reasons for his decision; and
 - 8.5.6 the Specialist is to use all reasonable endeavours to publish his decision within 30 working days of his appointment.
- 8.6 The Specialist will act without prejudice to the ability of both parties to come to independent agreement on any matter(s) of dispute:
 - 8.6.1 before or during the Specialist's consideration of the matter(s), or
 - 8.6.2 following any decision of the Specialist.
- 8.7 Responsibility for the costs of referring a dispute to a Specialist under this **clause 8**, including costs connected with the appointment of the Specialist and the Specialist's own costs, but not the legal and other professional costs of any party in relation to a dispute, shall be payable by the parties in the proportions determined by the Specialist (or if the Specialist makes no direction, then equally).
- 8.8 This **clause 8** does not apply to disputes in relation to matters of law or the construction or interpretation of this Agreement which will be subject to the jurisdiction of the courts.
- 9. **COMMUNITY INFRASTRUCTURE LEVY**
- 9.1 For the purposes of this clause, "CIL" means a tax, tariff or charge introduced by the Council or County Council pursuant to regulations enabled by the Planning Act 2008 or any subsequent proposed legislation to fund the

delivery of infrastructure known as the "community infrastructure levy" or known by any other name.

- 9.2 If, after the date of this Agreement, a CIL is introduced that is applicable to the Development or the Planning Permission or any amendment or variation thereto (by way of Section 73 of the 1990 Act or otherwise) then the parties to this Agreement will use reasonable endeavours to agree variations to this Agreement with the intent that:

9.2.1 the planning benefits secured by this Agreement should continue to be secured and delivered; and

9.2.2 the Landowner should not be in a position where they are in a financially worse position because of CIL in respect of the obligations contained in the Schedules than they would be if they performed the obligations in this Agreement and no CIL had been introduced.

10. **INDEX LINKED PAYMENTS**

- 10.1 All sums to be paid pursuant to **Schedule 3** to this Agreement will be increased by reference to the amount of the monthly increase in the Retail Prices Index published by the Office of National Statistics (or any successor ministry or department of government or such alternative index or comparable measure of price inflation as the Landowner and the Council and the County Council may agree from time to time) from the date of this Agreement until the date such sums are paid.

- 10.2 If any payment due under this Agreement is paid late Interest will be payable from the date payment is due to the date of payment.

11. **CHANGE IN OWNERSHIP**

- 11.1 The Landowner warrants that no person other than the Landowner has any legal or equitable interest in that part of the Site comprising the Development and the Pedestrian and Cycle Link Land.

- 11.2 The Landowner shall give the Council and County Council immediate written notice of any conveyance, transfer, lease, assignment, mortgage or other disposition entered into in respect of all or any part of the Site or change in ownership of any of its interests in the Site occurring before all the obligations under this Agreement have been discharged such notice to give

11.2.1 the name and address of the person to whom the disposition was made (and in the case of a company the full name and registered office address)

11.2.2 together with the nature and extent of the interest disposed of by reference to a plan

11.3 In the event that the Landowner's existing interest in the Site shall be determined (whether by surrender merger forfeiture or otherwise) and the Landowner shall acquire another interest in the Site (written notice of which shall be given to the Council and County Council) and the Planning Permission shall have either been Commenced or shall remain capable of Commencement then the Landowner will within 20 (twenty) working days from a written request from the Council and County Council execute or procure the execution of another deed on the same terms *mutatis mutandis* as this Agreement

12. JURISDICTION

12.1 This Agreement is to be governed by and interpreted in accordance with the law of England.

12.2 Subject to clause 8, the courts of England are to have jurisdiction in relation to any disputes between the parties arising out of or related to this Agreement.

13. EXECUTION

13.1 This Deed may be executed by the parties in separate counterparts but shall not take effect until each party has executed at least one counterpart and each counterpart when executed shall constitute a duplicate original but all of which taken together shall constitute one and the same instrument

13.2 The parties have executed this Agreement as a deed and it is delivered on the date set out above.

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

SCHEDULE 1
PLANNING PERMISSION

DRAFT



Havant
BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9247 4174
F 023 9248 0263

www.havant.gov.uk

Mr Lowes
Rapleys LLP
51 Great Marlborough Street
London
W1F 7JT

For: Hargreaves Properties Ltd

**The Town and Country Planning (Development Management Procedure) (England) Order
2015**
Grant of Planning Permission

Application Number: APP/15/00772

Site Address: Former BAE Systems, Elettra Avenue, Waterloooville, PO7 7XS

Proposal: Erection of a foodstore (Class A1) with associated parking, servicing, access and landscaping.

Further to your application received on 10 July 2015, which was valid from 27 July 2015, Havant Borough Council, as Local Planning Authority **Grants Planning Permission** for the above proposal in accordance with the submitted plans and particulars as detailed below.

This permission is subject to compliance with:

- (i) The plans and other documents submitted with regard to your application; and
- (ii) The following conditions:

Conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan drwg.no 286/36/1_SLP03 received 10 July 2015
Proposed Block Plan drwg.no STP-WA-H PL20 received 10 July 2015
Proposed Store Plan drwg.no 3374/12/J received 10 July 2015
Proposed Elevations drwg.no 3200 rev CN.1 received 13 November 2015
Arboricultural Impact Appraisal and Method Statement produced by Barrell Tree Consultancy received 10 July 2015
Retail and Leisure Assessment Appendix 2 by Harris Lamb Prepared September 2013 received 10 July 2015
Transport Assessment prepared by David Tucker Associates received 10 July 2015
Additional Traffic Information Summary of Junction Performance received 18 September 2015
Preliminary Risk Assessment for Land Contamination received 17 September 2015
Ground Investigation Report produced December 2012 recived 17 September 2015
SuDS Assessment Robert Clark Associates received 17 September 2015

Reason: - to ensure provision of a satisfactory development.

- 3 No development hereby permitted shall commence until details of the measures which will be undertaken to protect the public sewer crossing the site have been submitted to and agreed in writing by the Local Planning Authority, (in consultation with Southern Water).

Reason: To safeguard the amenities of the locality and ensure that the main public sewer that crosses the site, an essential piece of major infrastructure serving the area, is protected during the course of the works and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011, and the National Planning Policy Framework.

- 4 No development hereby permitted shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority in relation to the access to the site from Elettra Avenue:

a) A specification of the type of construction for the roads and footpaths including all relevant horizontal cross sections and longitudinal sections showing the existing and proposed levels together with details of street lighting and the method of disposing surface water

b) A programme for making up the roads and footpaths.

The development shall be carried out in accordance with the approved details before the development is occupied unless otherwise first agreed in writing by the Planning Authority

Reason: To ensure that the roads and footpaths are constructed to a satisfactory standard and having due regard to policies CS20 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 5 No development hereby permitted shall commence until plans and particulars specifying the finished levels (above ordnance datum) of both the ground floors of the proposed buildings and the surrounding ground levels in relation to existing ground levels have been submitted to and approved in writing by the Local Planning Authority. This must identify any retaining structures and slope gradients in coordination with proposed finished floor levels and existing, retained levels. Thereafter the development shall be carried out in full accordance with the approved details.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 6 No development hereby permitted shall commence until plans and particulars specifying the layout, depth and capacity of all foul and surface water drains and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as are thus approved by the Authority.

Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 No above ground development shall commence until a revised and detailed soft landscaping scheme for all open parts of the site not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and/or retained, and timing provisions for completion of the implementation of all such

landscaping works.

The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012

- 8 No part of the development shall be first occupied until details of the type, siting, design and materials to be used in the construction of all means of enclosure including boundaries, screens or retaining walls, with scaled elevation drawings to show height, design, materials, type and colour of proposed new walling, fencing or other type of enclosure, have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: To safeguard the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 No development hereby permitted shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced including details to identify hard surfacing material type, build-up, edging, laying bond and colour has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

Reason: In the interests of the amenities of the locality and having due regard to policies CS11.1, CS11.4, CS16, and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 10 No development hereby permitted shall commence until plans and particulars specifying the details and luminance levels of the proposed light box panels agreed to be installed within the north western corner of the building have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012

- 11 The construction of the foodstore building hereby permitted shall not be commenced until a BREEAM Pre-Assessment has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority the assessment shall demonstrate that the development will attain a minimum standard of 'very good' BREEAM rating. The development shall be carried out only in accordance with the details the subject of the assessment.

Reason: To ensure that the development is carried out in accordance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 12 In the event that soil or groundwater is encountered during groundwork that is suspected of being contaminated (including discolouration, oils, sheens that are oily, metallic or brightly coloured, foul or solvent odours, or deposits & inclusions comprising obvious waste materials), or if groundwork staff report acute symptoms (skin, eye or respiratory) suspected of being related to soil quality; works in affected areas of the site shall cease until a scheme to deal with the risks associated with the suspected contamination has been submitted to and approved in writing by the Local Planning Authority.

The scheme may comprise separate reports as appropriate, but unless specifically excluded in writing by the Local Planning Authority, shall include;

- 1) A site investigation in the vicinity of the suspected contamination, of a scale sufficient to characterise it's nature, and likely origin, extent & mobility
- 2) An appropriate assessment of the risks to all receptors that may be affected, including those off site.
- 3) Where the Risk Assessment (2) identifies potentially unacceptable risks, a Remediation Strategy that includes;
 - appropriately considered remedial objectives, and;
 - clearly defined proposals for the remediation &/or mitigation of identified risks, having due regard to sustainability
- 4) Where a remediation strategy (3) identifies actions required to remediate contamination or mitigate risks associated with the presence of contamination, a Verification Report that includes;
 - Photographic documentation of any relevant physical works, sampling/monitoring results, and any other technical or statistical information as may be required to demonstrate that Remediation Strategy objectives have been met, and where necessary;
 - Further plans for monitoring, provision for maintenance of barriers or other structures required for remediation or risk mitigation, and any relevant trigger values and contingency actions as may be required to address the identified risks (a "long-term monitoring and maintenance plan").

All assessments, works, monitoring & other actions required by (1)-(4) above shall be undertaken by competent persons, and the scheme shall be implemented as approved"

Reason: There is a low probability of the presence of Contamination associated with previous R&D activities at the site that could, if present, pose a significant risk to surface waters and having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011, and DM17 of the Havant Borough Local Plan (Allocations) (2014);

- 13 The building hereby permitted shall not be brought into use until space for the loading, unloading and parking of vehicles has been provided within the site, surfaced and marked out in accordance with plans to be submitted to and approved in writing by the Local Planning Authority. Such areas shall thereafter be retained and used solely for those purposes.

Reason: In the interests of highway safety and amenity having due regard to policies CS20 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012

Other Important Information:

- (1) This notice only relates to the decision of Havant Borough Council as Local Planning Authority under the Town and Country Planning Acts. It does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.
- (2) Your attention is drawn to the attached information regarding firstly your right to appeal to the Planning Inspectorate, if you are aggrieved by the Council's decision, and secondly the rights of an owner to, in certain circumstances serve a purchase notice on the Council. See www.planningportal.gov.uk/pcs.
- (3) Any failure to adhere to the details of the approved plans, and other documents or to comply with any conditions listed above may lead to enforcement action being taken by the Council. If you wish to depart from the approved details or conditions in any

way you should contact the Planning and Development service at the Plaza or by telephoning 023 9244 6015.

- (4) In accordance with paragraphs 186 and 187 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

- Offering a pre-application advice service, and
- Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

- You were updated about issues after the initial site visit.

- (5) In order to prevent issues arising which may affect the adjoining highway network or nearby residential development, the applicant is recommended to set up on-site facilities for:-

- i) wheel washing
- ii) measures to control the emission of dust and dirt during construction
- iii) measures to control noise and vibration during construction
- iv) a scheme for recycling/disposing of waste resulting from demolition and construction works.

- (6) A formal application for connection to the public sewerage system is required in order to service this development, Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

Andrew Biltcliffe

Andrew Biltcliffe
Executive Planning Service Manager

SCHEDULE 2

THE FOOTPATH AND CYCLE LINK

1. The Landowner covenants with the County Council not to allow Occupation until the Landowner has transferred at no cost to the County Council for the sum of £1 (One Pound) (no VAT thereon) the Pedestrian and Cycle Link Land to the County Council.
2. The County Council covenants with the Landowner that following receipt of a transfer of the Pedestrian and Cycle Link Land it will use its reasonable endeavours to:
 - 2.1 secure the delivery of a pedestrian and cycle link to an adoptable standard on the Pedestrian and Cycle Link Land as soon as reasonably practicable;
 - 2.2 maintain the pedestrian and cycle link on the Pedestrian and Cycle Link Land to an adoptable standard; and
 - 2.3 not use or permit or allow the use of the Pedestrian and Cycle Link Land for any purpose other than as a pedestrian and cycle link.
3.
 - 3.1 If within 5 years of the completion of any transfer of the Pedestrian and Cycle Link Land to the County Council, works to deliver a pedestrian and cycle link has not commenced on the Pedestrian and Cycle Link Land, then the County Council may in writing request an extension of time from the Landowner in order to deliver the pedestrian and cycle link.
 - 3.2 The Landowner shall consider the request and notify the County Council in writing within 20 (twenty) working days of its decision.
 - 3.3 If the County Council's request is declined or the County Council fails to serve notice pursuant to **paragraph 3.1** above then the County Council will transfer the Pedestrian and Cycle Link Land back to the Landowner at no cost to the Landowner as soon as is reasonably practicable after the expiry of the 5 year period referred to in **paragraph 3.1** or if the County Council serves written notice pursuant to **paragraph 3.1** on receipt of the Landowner's notice served

pursuant to **paragraph 3.2** such transfer back to be for the same consideration and subject to the same terms as the transfer to the County Council (except without any restrictions as to the use of the land).

- 3.4 The County Council covenants with the Landowner to use reasonable endeavours to agree the terms of the transfers to be made pursuant to this Schedule as soon as reasonably practicable and not to unreasonably withhold or delay their consent to the terms of such transfers or the completion thereof failing which the restriction set out in **paragraph 1** of this Schedule shall cease to have effect.

SCHEDULE 3

TRAVEL PLAN

Landowner's Covenants

- 1.1 Not to Occupy or permit Occupation of any part of the Development for a period exceeding 3 months unless and until a Travel Plan has been approved in writing by the County Council and: -
 - 1.1.1 That if it or its successors in title Occupy the unit Development or any part thereof it or they will implement the Travel Plan relating to the unit Development or such part of the unit Development to be Occupied and shall use all reasonable endeavours to achieve the targets set therein;
 - 1.1.2 That it will in relation to the Development include in the Occupier's lease or licence of any part or parts of the Development granted for a term exceeding 3 months a covenant that the Occupier will implement the Travel Plan in respect of such part or parts of the Development and further that it will use all reasonable endeavours to enforce such obligations against any such tenant or occupier; and
 - 1.1.3 That within 20 working days of any letting of the Development or any part or parts thereof for a period in excess of three months it will procure the delivery to the County Council of a notice giving the following details:
 - (i) The name and address of the Occupier;
 - (ii) A description of the premises demised;
 - (iii) The length of the term, and
 - (iv) A sufficient extract of the lease setting out the terms of the covenant referred to in paragraph 1.1.2 above

- 1.2 Not to amend the Travel Plan without the prior written approval of the County Council.
- 1.3 Not to use the Development otherwise than in accordance with the approved Travel Plan (including any approved amendments to it) provided that nothing in this Schedule 3 shall prevent any occupier of the Development from adopting an alternative travel plan in respect of its particular use of the Development provided that such alternative travel plan is approved in writing by the County Council (acting reasonably) prior to it being implemented.
- 1.4 Prior to the Occupation of the Development to appoint a Travel Plan Co-Ordinator PROVIDED THAT:
 - 1.4.1 The post of the Travel Plan Coordinator shall be retained for a period of no less than five (5) years from the date of their first appointment;
 - 1.4.2 The Travel Plan Coordinator shall be responsible for (amongst other things) monitoring the performance of the Travel Plan;
 - 1.4.3 The Travel Plan Coordinator shall provide a written progress report (as to the performance of the Travel Plan) to the County Council no less than once every year throughout the monitoring period being five years from the date of first Occupation.
- 1.5 Not to permit first Occupation of any part of the Development unless and until the Travel Plan Cash Deposit has been paid to the County Council PROVIDED THAT:
 - 1.5.1 If monitoring of the Travel Plan (in accordance with the terms of this deed) reveals that the terms and provisions of the approved Travel Plan are not being complied with the County Council shall by written notice require the Landowner to take such steps as are reasonable and necessary to remedy such breach and shall provide the Landowner with a reasonable period within which to do so;

- 1.5.2 If the Landowner fails to remedy the breach within the period set out in the notice received pursuant to sub-paragraph 1.5.1 above the County Council shall be entitled to use the Travel Plan Cash Deposit as appropriate and as may be required for the County Council to remedy the said breach and (if required to do so by the County Council) the Landowner shall top up the Travel Plan Cash Deposit as may be necessary to ensure that the Travel Plan Cash Deposit lodged with the County Council remains at the sum of £11,000
- 1.5.3 If the Landowner implements and performs any of the terms and provisions of the approved Travel Plan and provides written evidence of the same to the County Council the Travel Plan Cash Deposit shall be reduced by such percentage as may be agreed between the Landowner and the County Council (both acting reasonably);
- 1.5.4 On the fifth anniversary of the first Occupation of the Development and upon receipt of written evidence from the Landowner to the County Council that it has implemented and performed all of the terms provisions measures and/or targets as set out in the approved Travel Plan the Travel Plan Cash Deposit shall be returned to the Landowner with any interest accrued thereon.
- 1.6 To pay to the County Council on the agreement of the form of Travel Plan the Travel Plan Approval Fee.
- 1.7 On or before the First Occupation of the Development to pay to the County Council a fifth of the Travel Plan Monitoring Fee and on each of the second, third, fourth and fifth anniversaries of the First Occupation of the Development to pay to the County Council a further sum of a fifth of the Travel Plan Monitoring Fee such that, on the fifth anniversary of the First Occupation of the Development, the Travel Plan Monitoring Fee shall have been paid in full.
- 1.8 The Landowner may discharge performance of all or any of its obligations, including the payment of financial contributions, fees and

deposits in this Schedule 3 by procuring that the Occupier or Occupiers of the Development undertake all or any of those obligations.

SCHEDULE 4

THE EMPLOYMENT AND SKILLS PLAN

To commence (and where necessary procure commencement) implementation of an Employment and Skills plan for the Unit, and thereafter to promote the objectives of the Employment and Skills Plan and use all reasonable endeavours to ensure that the objectives are met.

SCHEDULE 5

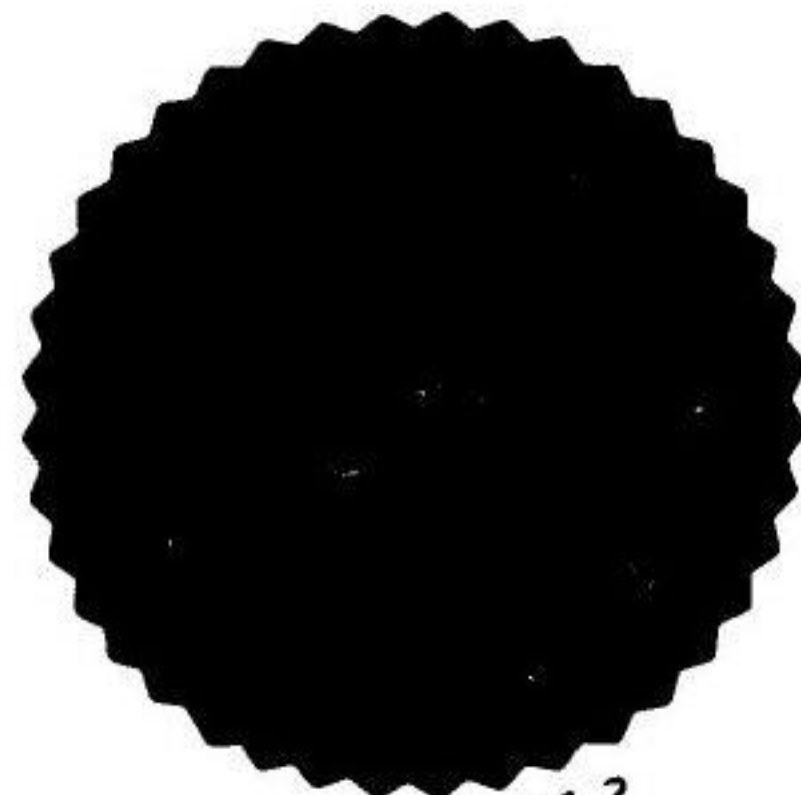
MONITORING FEE

1. The Landowner covenants with the Council in respect of the Development:
 - 1.1 Prior to Commencement of the Development to pay the Monitoring Fee to the Council.

EXECUTED AS A DEED by the affixing of

THE COMMON SEAL OF THE
COUNCIL OF THE BOROUGH OF
HAVANT

in the presence of:

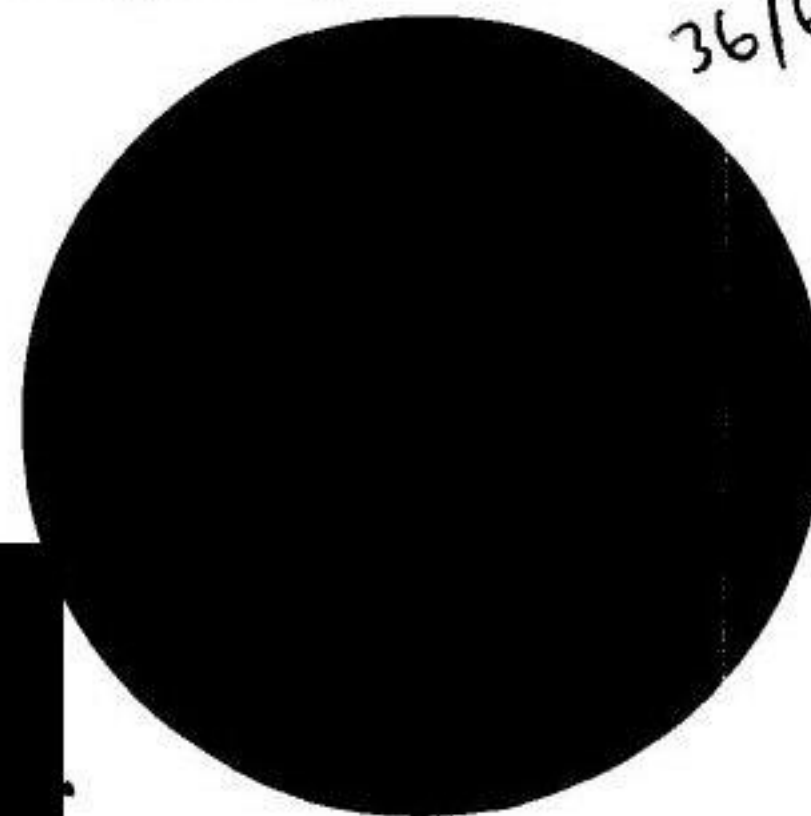


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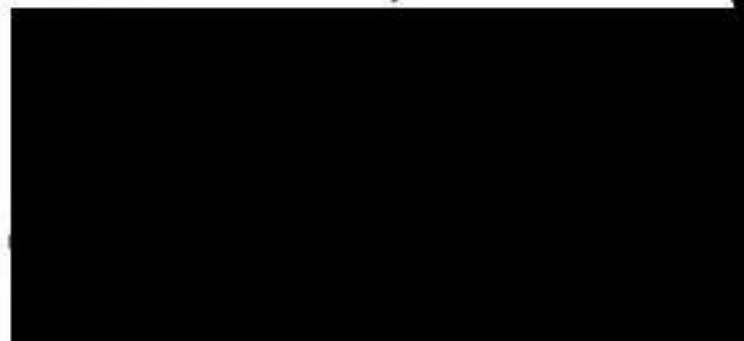


Authorised Signatory

EXECUTED AS A DEED by the
affixing of
THE COMMON SEAL OF
HAMPSHIRE COUNTY COUNCIL
in the presence of:



36/6762



Authorised Signatory

SIGNED as a deed by
SUMMERBROOK LIMITED
acting by a director and its
secretary
or two directors:

)
)
)
)

Director

Director / Secretary

ANNEX 1

PLAN 1



SITE LOCATION PLAN
Elettra Avenue,
WATERLOOVILLE, PO7 7XS.



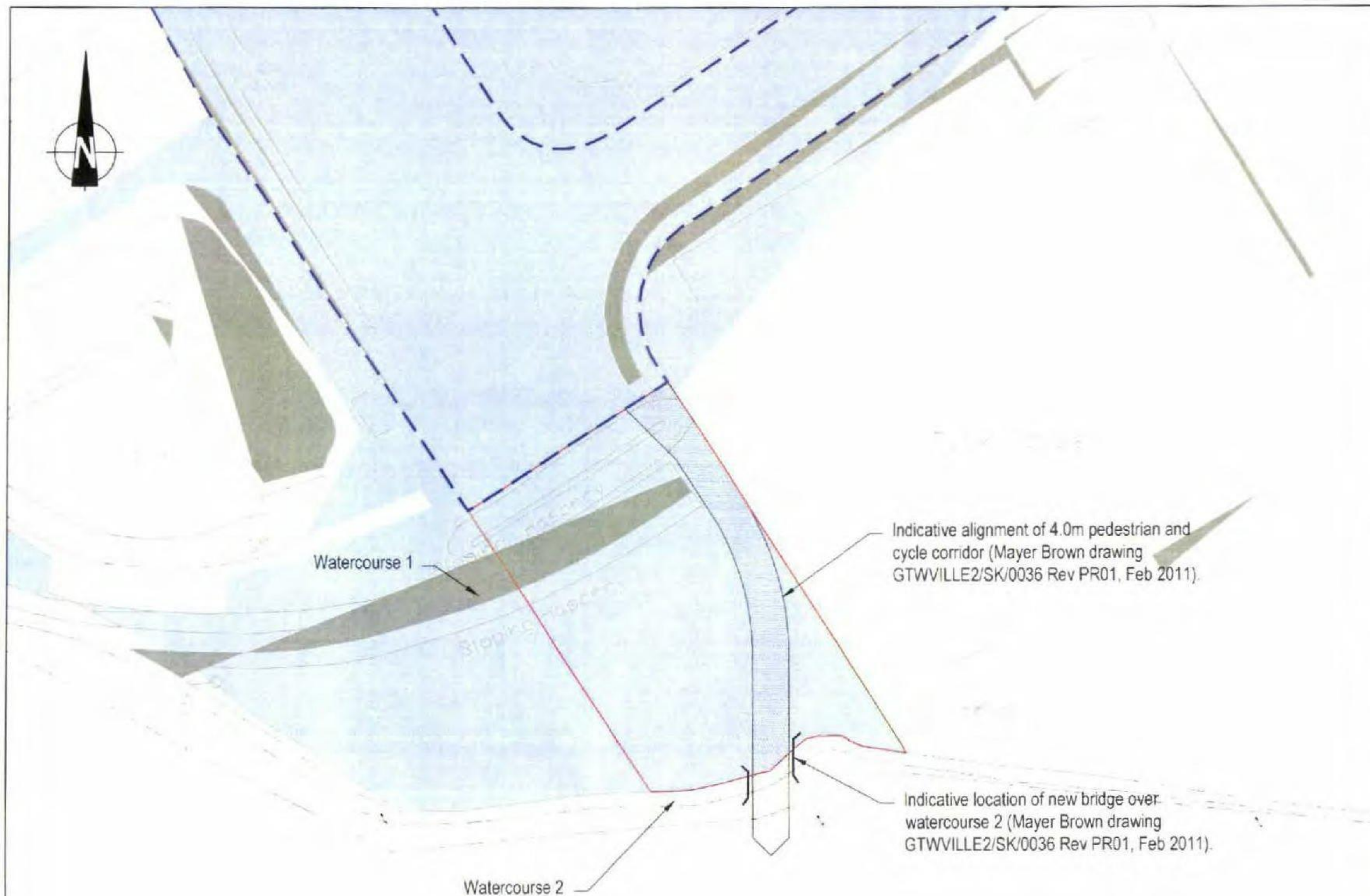
Scale @ A3 : 1:10,000

Plan No. : 286/36/1_SLP03

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ANNEX 2

PLAN 2



KEY:

- Land Title Plan Number HP220402 - BAE Systems Electronics Ltd
- Area of BAE land to be transferred to HCC
- Extent of publicly maintainable highway

Notes:

1. Title Plan information for Title Plan HP220402 provide by HGP Architects on 16th August 2012.
2. Title Plan information interpreted by Peter Brett Associates LLP onto Ordnance Survey.
3. Extent of publicly maintainable highway interpreted from plan received from Hampshire County Council dated 11th June 2012.

Watercourse 1

Indicative alignment of 4.0m pedestrian and cycle corridor (Mayer Brown drawing GTWVILLE2/SK/0036 Rev PR01, Feb 2011).

Indicative location of new bridge over watercourse 2 (Mayer Brown drawing GTWVILLE2/SK/0036 Rev PR01, Feb 2011).

Watercourse 2

Mark	Revision	Drawn	Date	Chkd
A	Amended in line with client team comments	PC	10/09/12	NC

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made. Other such points or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

BAE WATERLOOVILLE: LAND TRANSFER TO DELIVER LINK FROM MDA SITE TO BRAMBLES BUSINESS PARK

Client
BAE Systems

Date of 1st issue
03/09/12
AS Scale
1:500

Drawn by
PC
Checked by
NC
Drawing Number
26365/012/002

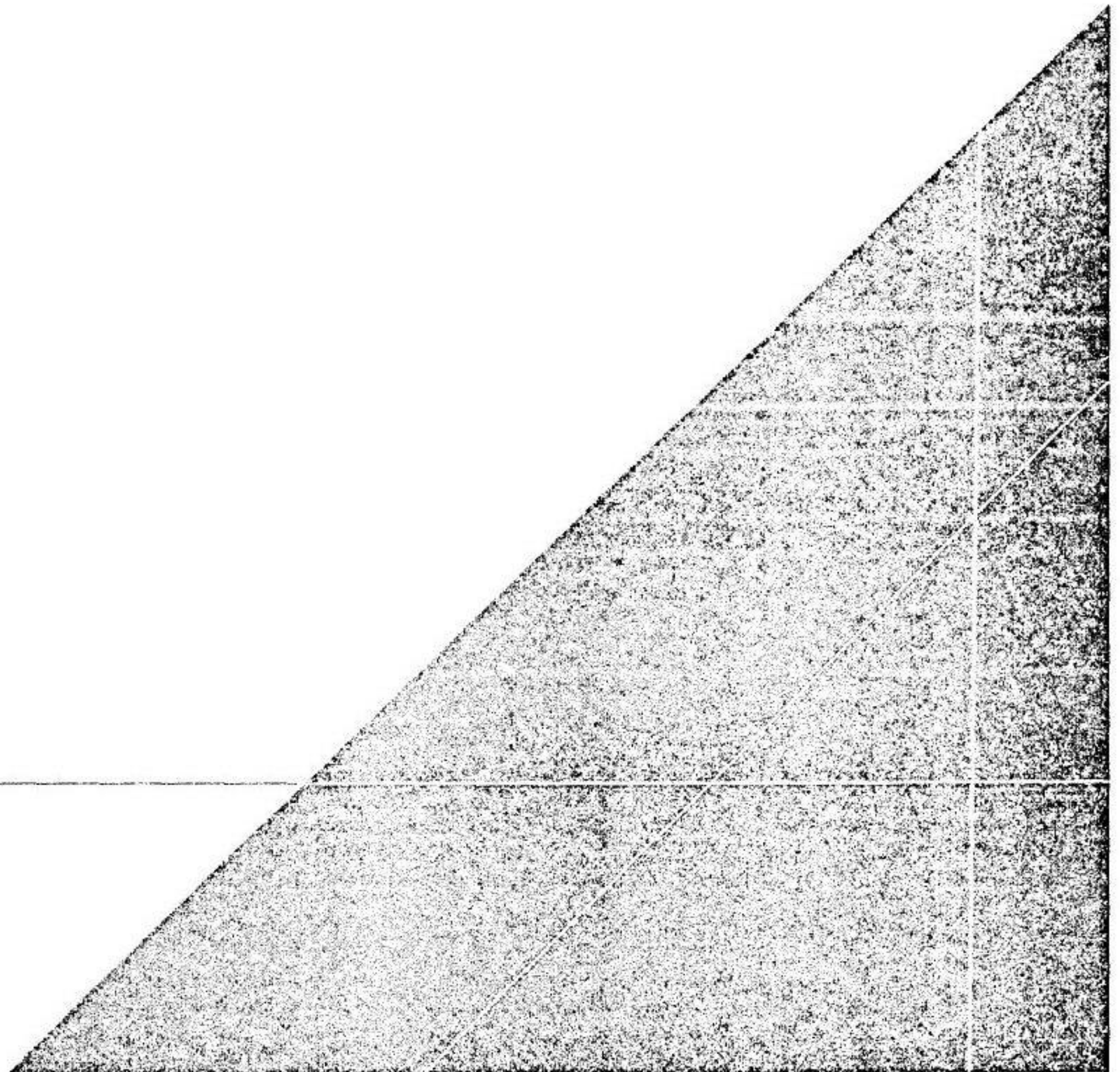
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Peter Brett Associates LLP
Bristol
Tel: 0117 928 1560 Fax: 0117 928 1570

**ANNEX 3
TRAVEL PLAN**

LIDL FOOD STORE, ELETTRA AVENUE, WATERLOOVILLE

Travel Plan

JANUARY 2015



CONTACTS

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Version Control

Version	Revision Number	Date Issued	Description of Changes	Description of Revision	Revised By
V1		14/01/16	-	Draft for review	J. Hughes
V2		20/01/16	Updates in response to HCC comments	Final issue	J. Hughes

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APPENDICES

APPENDIX A
Site Location and Accessibility Plan
Site Plan

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Sample Survey Questionnaire

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1. INTRODUCTION

- 1.1 Arcadis Consulting (UK) Ltd. ('Arcadis') has been commissioned by Lidl UK GmbH ('Lidl') to produce a Travel Plan ('TP') for a proposed Lidl discount food store at Elettra Avenue, Waterloooville ("the site"). The site comprises circa 1,908sqm total floor area. The site layout is attached at **Appendix A**. This Travel Plan builds upon an earlier Travel Plan prepared by David Tuck Associates as well as a Framework Travel Plan produced for the former BAE Systems Technology Park. Hampshire County Council ('the County') will secure the Travel Plan for the proposed Lidl store through a Section 106 Agreement. Hampshire County Council charges fees for the evaluation and monitoring of travel plans, which vary according to the size of development. Category 'A' fees will be paid to the 'County' for the evaluation and monitoring of this Travel Plan.
- 1.2 A Travel Plan is a long-term management strategy for a site that seeks to deliver sustainable transport and associated lifestyle objectives through action, which is articulated in a document that is regularly monitored and reviewed as part of an iterative process that takes account of evolving circumstances but maintains progress towards the agreed targets. Travel Plans are required through the planning process for a wide range of land uses including residential, employment, education, leisure, health.
- 1.3 This TP represents an ongoing and evolving effort by Lidl UK to ensure that their stores operate in a sustainable fashion. Targets are based on 2011 Census statistics for travel modes to work. The content of this TP aims to influence sustainable travel to and from the proposed Lidl food store.

2. EXISTING AND PROPOSED TRANSPORT CONDITIONS

2.1 Introduction

- 2.1.1 This section of the TP provides an overview of the existing transportation environment in the vicinity of the development, thereby providing a baseline to the TP. The location of the site is illustrated in **Appendix 1**.

2.2 Site Location

- 2.2.1 The site is located within the Brambles Business Park to the north-west of Waterloooville town centre as shown on Figure 1. The site is approximately 2km to the west of the A3 (M) and 10km
- 2.2.2 The Park currently comprises one structure, known as E Block. The other former buildings were demolished in 2013. The primary means of access to the Park is via a four arm roundabout to the north onto Elettra Avenue at its junction with Waterberry Drive. The Park also benefits from two additional access locations onto Silverthorne Way, in the south central and south east parts of the Park. These were gated for security purposes given the sensitivity of the BAE systems operation, but are not subject to restrictive operation by planning control.

2.3 Surrounding Highway Network

- 2.3.1 Elettra Avenue, between the Elettra Avenue/ Waterberry Drive/ Site Access roundabout and the B2150 Hambledon Road/ Milton Road/ Elettra Avenue roundabout, is a 10m wide carriageway with three lanes. In both the eastbound and westbound direction, a single exit lane is provided from each roundabout which flares to two lanes on the approach to the next roundabout.
- 2.3.2 Elettra Avenue continues west of the roundabout with Waterberry Drive/ site access as a single lane carriageway approximately 7.3m in width and subject to a 30mph speed limit. The B2150 Hambledon Road runs adjacent to the eastern boundary of the site and provides a key strategic link via connections with the A3 (M), to the east of Waterloooville.
- 2.3.3 The B2150 Hambledon Road to the north of the roundabout with Elettra Avenue/ Milton Road is a single lane carriageway approximately 7.3m in width and subject to a 30mph speed limit. The B2150 Hambledon Road to the south of the roundabout with Milton Road/ Elettra Avenue is a dual carriageway of approximately 7.3m in width and subject to a 40mph speed limit.
- 2.3.4 Silverthorne Way also routes around the southern and western part of the site connecting into Elettra Avenue to the north. Along the southern part of The Park, Silverthorne Way connects onto the B2150 Hambledon Road via a left in/ left out priority junction.

2.4 Bus Services

- 2.4.1 Bus stops are located on the B2150 Hambledon Road which serve Brambles Business Park via Waterberry Drive. Bus lay-bys and bus shelters are provided at both of the B2150 Hambledon Road bus stops. A bus stop flag with service and timetable information is provided at the Milton Road stop. A summary of the bus services is detailed in Table 1 below.

Table 1 – Summary of Bus Services

Service No	Operator	Route	First Service	Last Service	Frequency	
					Mon-Sat	Sun
39	Stagecoach	Havant – Wecock Farm	06.00	21.20	10-20	60
7	First	Southsea - Wecock	06.46	22.48	10-60	20-60
8/8X	First	Gunwharf – Clanfield	05.54	00.10	20-60	20-60
X9	First	Gunwharf – Denmead	06.36	19.08	30-60	No Service

- 2.4.2 The site is well connected to major local destinations with 10 buses per hour to Waterloooville town centre, 4 per hour to Portsmouth and Southsea and 4 per hour to Havant. As shown in Table 1 above, the bus services start relatively early in the morning and run until late.

2.5 Walking/ Cycling Access

- 2.5.1 The Brambles Business Park and adjacent local community is served by an extensive network of footways. Existing off-road pedestrian and cycle routes are provided on both sides of Elettra Avenue providing good links into/ out of Brambles Business Park.
- 2.5.2 The off-road pedestrian and cycle route adjacent to the southern carriageway of Elettra Avenue continues in a southerly direction adjacent to the south carriageway of Hambledon Road all the way through to the toucan crossing north of the Maurepas Way/ A3 London Road/ Rockville Drive roundabout.
- 2.5.3 The town centre can be accessed more directly via the signalised crossing at the B2150 Hambledon Road/ Aston Road junction which provides a connection to the off-road pedestrian and cycle route that runs through the Wellington Retail Park connecting to Waterloooville town centre via a subway.
- 2.5.4 The pedestrian and cycle route adjacent to the northern carriageway of Elettra Avenue provides a link to the residential areas accessed off Milton Road via the signalised crossing to the north of the B2150 Hambledon Road/ Milton Road/ Elettra Avenue roundabout.

2.6 Summary

- 2.6.1 The proposed development provides opportunities to use modes other than the car and will provide staff in particular with an alternative mode of travel. The site is located extremely close to frequent bus services, which provide linkage to several other conurbations. Therefore the site is ideally located to take advantage of sustainable travel opportunities. Also the site benefits from high connectivity to local residential areas and is close to the West of Waterloooville major development.

3. THE DEVELOPMENT

3.1 Introduction

- 3.1.1 The proposed development consists of a Lidl discount food store (circa 1,908sqm) at the former BAE Systems Technology Park on Elettra Avenue, Waterloooville. A separate Transport Assessment has been prepared by David Tuck Associates for the development.

3.2 Store Operation

- 3.2.1 Lidl stores are commonly open between 07:00 and 22:00 Monday to Saturday and between 10:00 and 16:00 or 11:00 and 17:00 on Sundays.
- 3.2.2 It is envisaged that around forty full and part time staff will be employed at the proposed store. On average ten staff are likely to be working in store at any one time.

3.3 Car Parking

- 3.3.1 It is proposed to provide 100 car parking spaces for customers, including six disabled parking spaces. The parking spaces are shown on the Site Plan included in Appendix A. The exact number of spaces will however be secured via conditions. No parking will be allocated for employees. Disabled persons working at the store would be able to use the disabled parking spaces referred to above.

3.4 Cycle Parking

- 3.4.1 Cycle parking spaces will be provided for both employees and customers. These will be located in a convenient and secure location and will be provided in accordance with Havant Borough Council's cycle parking standards.

3.5 Pedestrian Access

- 3.5.1 A pedestrian entrance on Elettra Avenue and footpath within the site will provide direct access to the store for pedestrians (refer to the Site Plan in Appendix A).

4. TRAVEL PLAN OBJECTIVES

4.1 Introduction

- 4.1.1 The principal objective of a TP is to promote sustainable travel for a particular development site and achieve a travel trend modal shift away from single occupancy car travel, thereby reducing future traffic demand. Lidl are committed to sustainable development and promoting alternative modes of travel for staff journeys to work and this is reflected in company policy. At Lidl stores parking is not allocated to staff (with the exception of disabled parking) so as to encourage staff to consider and use alternative modes of travel. Furthermore recruitment for Lidl stores is targeted at the local area, which helps to reduce dependency on car journeys.
- 4.1.2 The Government's National Planning Policy Framework (NPPF, March 2012) states that "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people." This TP promotes the aims and objectives set out in the NPPF through a package of key measures that seek to:
- Give priority to pedestrian and cycle movements, and access to high quality public transport facilities;
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - Consider the needs of people with disabilities by all modes of transport.

4.1.3 In addition to assisting in achieving Central Government aims and objectives, a TP can have a number of benefits to individuals and the local community as well as the site, such as:

- An improvement in the environmental image of the site;
- Reduced need for car parking spaces;
- Improved access to the site for visitors and deliveries;
- Reduced traffic generation resulting in improved air quality, noise levels, local traffic conditions and a cleaner, more attractive environment;
- Reduced stress caused by driving, allied with improved health from adopting alternative travel habits;
- Enhancement of the role of safe walking and cycling in the local area (where appropriate) and therefore an improved environment for all pedestrians and cyclists;
- Improved viability and therefore provision of local public transport services, which are available to those travelling to and from the site as well as the rest of the local community; and
- A reviewable operation so that any adverse transport impact can be quickly dealt with and emerging opportunities maximised.

4.1.4 The third Hampshire Local Transport Plan (LTP3) sets out the highway authority's detailed policies and proposals for developing an integrated transport strategy from 2011 to 2031. On 6 May 2014 the Executive Member for Environment and Transport approved a rolled forward three year Implementation Plan as part of a process of annual review and revision which is carried out each spring.

4.1.5 The LTP3 is a step towards realising the County's vision of 'safe, efficient and reliable ways to get around a prospering and sustainable Hampshire'. Hampshire has three main transport priorities over the next 20 years:

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;
- Provide a safe, well-maintained, and more resilient road network in Hampshire; and
- Manage traffic to maximise the efficiency of existing network capacity.

4.1.6 Relevant to the proposed site are the following targets and indicators:

- Road safety: to reduce the number of people killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from 2004 to 2008 average by 2020. To reduce the number of children killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from the 2004 to 2008 average by 2020;
- Level of congestion at local priority sites: to address issues within local priority areas with congestion using a programme of practical interventions;
- Reduce carbon emissions;
- Increase public transport usage; and
- Good local accessibility: to reduce the need to travel in terms of trip length and frequency.

4.2 Overall Objectives

4.2.1 The plan is based around two main phases; firstly, to take into consideration the relevant existing transport conditions to the development and the surrounding environment and, secondly, to propose a number of measures designed to increase travel awareness for employees and to effectively manage and reduce the level of single-occupancy car use.

4.2.2 A survey will be carried out to ascertain the prevailing modal travel patterns of the employees. These results will be integral in the future implementation of the Travel Plan. The survey will aim to ascertain:

- Attitudes towards more sustainable modes of transport;
- Journey lengths and origin;
- Preferences regarding the current modes of transport;
- Attitudes to changing their preferred mode of transport if necessary;

- Most effective measures to induce a shift from private car usage to more sustainable modes of transport.
- 4.2.3 A sample questionnaire is shown at Appendix B.
- 4.2.4 By analysing the results of the survey, it will be possible to establish the prevailing travel choices and the general travel characteristics of staff. It will then be possible to tailor future transport initiatives and focus on addressing the travel patterns of these groups.
- 4.2.5 The TP focuses on employees. Measures proposed within the plan are intended to encourage, vary, or change, their travel behaviour from reliance on the private car.
- 4.2.6 This focus on employees has been adopted because the Government's main focus for travel plans has been towards employers and, as such, it is considered realistically more feasible to evaluate travel patterns and successfully implement quantifiable initiatives with staff working at the store than with the more variable customer base. However the site's high connectivity to local residential areas and its excellent public transport links, as well as the provision of cycle parking for customers and staff, will provide customers with alternatives to the car.

4.3 Benefits of a Travel Plan

- 4.3.1 The principal benefits of the travel plan are those that arise directly from reductions in vehicle use; namely proportionately less congestion, noise, air pollution, delays to road users and accidents.
- 4.3.2 There will also be a range of less tangible benefits resulting from the implementation of this travel plan, these include:
- Improved organisational image;
 - Reduced on site congestion;
 - Cost savings - to staff, visitors and the organisation as travel becomes more efficient;
 - An improved environment for pedestrians and cyclists; and
 - Energy savings - through reduced fossil fuel use.
- 4.3.3 TP's are evolving documents that need to remain adaptable to changing working practices and local conditions and, therefore, the plan targets may require review if they prove to be inappropriate.
- 4.3.4 TP targets will seek to be transparent, realistic, achievable, committed to and enforceable taking the following factors into consideration:
- The location of the development;
 - Public transport availability to the site;
 - Local Transport Plan targets;
 - Level of parking provided; and
 - Provision for cycle and motorcycle parking and on site facilities.
- 4.3.5 However, it is important to note that targets must be set in relation to existing patterns of travel behaviour, local public transport and the availability of parking. The targets should most easily demonstrate the commitment to deliver the package of measures set out in the plan.
- 4.3.6 The targets set must be cognisant of the potential for proportional changes in the travel modes used to get to the site. Inevitably, when staff modal travel patterns are unknown, it is difficult to be precise as to realistic target modal splits. As a result, the intention is for the plan to be a working document that will be reviewed and updated regularly.
- 4.3.7 The 2011 Census 'Travel to Work' data, as summarised in Table 2 below, has been used to determine the baseline target modal share that will be used as a starting point from which future targets are to be set.

Table 2 – Travel to Work Census Statistics – 2011

Method of Travel	Baseline Modal Share
Train	0.8%
Bus, minibus or coach	4.6%
Motorcycle, scooter or moped	1.4%
Driving a car or van	76.3%
Passenger in a car or van	6.4%
Bicycle	3.5%
On foot	6.1%
Other	0.6%
Total	100%

Source: Method of Travel to Work – 2011 Census, ONS (QS701EW)

- 4.3.8 According to the Travel to Work statistics, 76.3% of employees within the Waterloooville area travel to work by private car (as a single occupancy car driver).
- 4.3.9 Given the site's high connectivity to local residential areas and the excellent public transport links there is likely to be potential to increase use of sustainable methods of travel by employees working at the store.
- 4.3.10 The above target modal share will be reviewed once the results of the initial travel survey have been collected. The survey will be carried out within six months of occupation. To ensure a minimum target response rate of 35%, Lidl management will be involved in the surveys and staff will be incentivised to respond to the surveys. From the baseline modal share, the TP target for modal shift will be to reduce travel by private vehicle by 10%. This target reflects targets agreed with local authorities for other Lidl stores including in Hampshire and also Hampshire County Council guidance on Travel Plans. However it will be reassessed after the initial staff travel surveys.
- 4.3.11 The target for modal shift will be set over a five year period following the initial travel survey, and will be reviewed in years 1, 3 and 5 in conjunction with Hampshire County Council. In the event that the target for modal shift were not met, the causes would be identified and analysed. An action plan of measures would then be proposed in consultation with the store's staff and Hampshire County Council's Travel Plan Officer. Such measures could include a programme of promotional activity around sustainable travel (e.g. events such as bike breakfasts, Doctor Bike, cycle training) and staff incentives.

5. MEASURES

5.1 Introduction

- 5.1.1 This package will amount to a commitment during the first five years to implement the Travel Plan. However, it is accepted that a Travel Plan is an on-going commitment and this period may need to be extended in consultation with Hampshire County Council (as highway authority).
- 5.1.2 The initial target for the TP should be to influence the travel modes adopted by staff working at the site. In order to do so, it is essential that a number of measures are implemented at an early stage to ensure that staff are aware of the TP. Measures include:
- Appointing a Travel Plan Co-ordinator (TPC) to oversee all aspects of the TP;
 - Setting an example through management participation;
 - Provision of a welcome pack to all staff including local sustainable travel information;
 - Provision of sustainable travel information in the staff room to encourage and motivate staff to use alternative travel modes;
 - Consult and engage employees by including the Travel Plan as an agenda item at regular staff meetings (if there is sufficient staff interest, consideration will be given to setting up a staff travel forum);
 - Consulting with Lidl's Human Resources department and any unions representing staff;
 - Promoting sustainable travel options in company documentation and publicity material;
 - Promoting the 'My Journey' website (<http://myjourneyhampshire.com>), which includes a journey planner;
 - Promoting the travel plan and sustainable travel options as part of the recruitment process; and
 - Targeting recruitment in the local area, with posts being advertised:
 - in-store;
 - in local job centres;
 - in the local press.
- 5.1.3 As established, the TPC will be responsible for all aspects of overseeing and promoting the TP and will work in conjunction with Hampshire County Council.
- 5.1.4 The measures below will be introduced to increase use of sustainable transport modes for employees accessing the site.

5.2 Walking and Cycling Strategy

- 5.2.1 Walking and cycling are the two most sustainable modes of transport and therefore play a key role in the TP. The site's location within walking and cycling distance of the local centres as well as existing residential development will allow staff to take advantage of these modes of travel. A range of measures will be utilised to help ensure that site users adopt sustainable travel behaviour from the outset.
- 5.2.2 People often do not consider walking to a destination that they perceive to be located a long distance from their home. The walking strategy aims to encourage walking by raising awareness of the facilities and amenities that are available via convenient and pleasant walking routes in the local area.
- 5.2.3 Local walking maps will be provided to staff. Maps of the local area will highlight local facilities and show suggested walking routes to these destinations. Showing walking times to key destinations is an effective way of helping staff appreciate convenient trips that could be completed without the need of a car.
- 5.2.4 Cycling is a key area of growth for sustainable travel. Additional incentives for cycle use will include:

- Provision of storage space for cycle helmets, reflective clothing etc.;
- Provision of facilities that can be used for changing;
- Provision of cycle parking spaces for staff and visitors;
- Negotiating with local cycle stores staff discounts on bicycles and accessories;
- A ride home will be offered for anyone with safety concerns about their return journey by bicycle; and
- Details of local cycle routes (within information packs provided).

5.2.5 There is also sufficient space in the warehouse for all staff to park their bicycles if required. The warehouse, coloured blue on the Site Plan in Appendix A, is adjacent to the store and is a highly secure storage area. There is ample room to park bicycles within the curtilage of this facility however this will be monitored.

5.3 Car Sharing

5.3.1 Car sharing is a simple and effective way to quickly reduce the number of lone car trips. The following modes will be employed to promote car sharing at the site:

- Encouraging staff to sign up with local car share scheme Hantscarshare.com.
- Supporting the setting up of a car-sharing database for the whole of the former BAE Systems Technology Park (this was referred to in the Framework Travel Plan) and promoting it to employees of the store.

5.4 Public Transport

5.4.1 The site is well connected to the local public transport network. The TPC will encourage the use of public transport by:

- Highlighting the location of local bus stops close to the store;
- Providing timetable information; and
- Contacting local bus operators to find out what kind of bespoke marketing is available for the store.

5.4.2 Past studies have indicated that cost (or perceived cost) is a major factor to discourage the use of public transport. The TPC will liaise with local bus operators to investigate the possibility of providing staff with discounted or subsidised tickets, or season ticket options. All information will be made readily available and widely promoted in order to maximise knowledge amongst staff. The TPC will report back to Hampshire County Council on the outcome of liaising with local bus operators.

6. IMPLEMENTATION

6.1 Introduction

- 6.1.1 In order to have the greatest effect, targets should be put in place to act as a guide for the TPC. An objective of TPs is to provide an ongoing improvement process including periodic monitoring where necessary. The whole Travel Plan will then be reviewed in consultation with the Council.

6.2 SMART Targets

- 6.2.1 The progress of the TP will be measured by a number of Specific Measurable Achievable Realistic and Time bound (SMART) targets. These SMART targets are comparative with that of local, regional and national travel statistics. The SMART targets will aim to increase the existing use of sustainable travel modes notably; walking, cycling, public transport, car sharing and reduce single occupancy car journeys to similar levels or better than the national, regional and local situation.
- 6.2.2 At this stage the travel patterns of staff are unknown and therefore provisional SMART targets have been set using the 2011 Census Travel to Work statistics. A percentage modal shift has been applied to the estimated number of 40 staff at the Lidl store. The initial SMART targets are set out below in Table 3.

Table 3 – Target Modal Splits

Mode	Current %	Current Count	Target %	Target Count	Current %	Target %	Count
Train ¹	0.8%	2	0.8%	0	0.8%	0.0%	0
Bus	4.6%	1	4.6%	2	7.1%	2.5%	3
Motorcycle	1.4%	1	1.4%	1	1.4%	0.0%	1
Driving a car or van	76.3%	30	71.5%	29	66.5%	-5.0%	27
Passenger in a car or van	6.4%	2	8.9%	4	8.9%	6.4%	4
Bicycle	3.5%	1	3.5%	1	6.0%	2.5%	2
On foot	6.1%	2	8.6%	3	8.6%	0.0%	3
Other	0.6%	-	0.3%	0	0.3%	0.0%	0
Staff Total	100%	40	100%	40	100%	-	40

¹ The nearest train station is in Cosham, approximately 4 miles away, which reduces the likelihood of staff travelling by train and would involve another mode of travel to get from the station to the site. Following the initial staff travel survey, the inclusion of train travel in the targets will be reviewed. If train travel is removed, its share would be reassigned to another alternative mode of travel such as bus.

6.3 Action Plan

6.3.1 Table 4 below provides an action plan for the implementation of the TP and will be continually reviewed through the lifetime of the TP.

Table 4 – Action Plan

Action	Timeframe	Responsibility	Funding
TPC to be appointed	Three to six months before first occupation	Lidl	Lidl
Parking controls to be introduced to prevent miss-use of car park	Before/at first occupation	Store/Area Manager	Lidl
Cycle facilities such as parking/lockers/storage to be provided	Before/at first occupation	Store/Area Manager	Lidl
Consult employees on the Travel Plan at regular staff meetings	On-going	Store Manager/TPC	Lidl
Check with store manager that staff are being recruited locally	Before/at first occupation and regularly thereafter	TPC	Lidl
Carry out initial staff survey to collect baseline data	Within six months of occupation	TPC	Lidl
Investigate public transport discounts/season tickets and cycle store discounts that may be available to staff	Before/at first occupation	TPC	Lidl
Travel packs to be issued to employees to provide information on walking/cycling/car-sharing/public transport in order to encourage use of these modes	At first occupation and to new employees subsequently	TPC	Lidl
Work with other occupiers of the former BAE Systems site to set up and promote a car-sharing database	At first occupation	TPC	Lidl
Carry out a staff survey and submit a monitoring report ² to Hampshire County Council	Years 1, 3 and 5	TPC	Lidl
Update travel information	On-going	TPC	Lidl
Monitor uptake of measures, sustainable travel and use of cycle parking	On-going	TPC	Lidl

² The reports will summarise the approach, survey results and analysis and will be provided within 3 months of the surveys.

- 6.3.2 The measures established within this TP intend to create a notable shift in modal choice for those accessing the site.

6.4 Management Arrangements and the TPC

- 6.4.1 As identified previously within this report, the TPC will be responsible for the implementation of the TP. More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP;
- Obtaining and maintaining commitment and support for the TP;
- Providing relevant transport information and raising awareness; and
- Acting as the point of contact for all TP enquiries.

- 6.4.2 The TPC will be supported by Lidl (steering/management group to oversee the development of the TP) and will be granted sufficient resources to implement the measures outlined within the TP. The TPC role will be part-time, with the TPC devoting on average 1-2 days a month to the Travel Plan but spending more time at certain periods such as the first few months after the store opens, which will be a key period in terms of fostering sustainable travel habits. The TPC will keep in close contact with the store management and employees.

- 6.4.3 Arcadis will fulfil the role of TPC (contact details provided at the beginning of this document) and will ensure that the measures stated within this TP are implemented in a satisfactory manner. Lidl has a budget of approximately £2,000 per year to cover these requirements. In addition the Lidl store liaison with the TPC will typically allocate up to 1 hour per week on travel planning related activities.

- 6.4.4 Lidl and the TPC will work with local businesses to share knowledge and co-ordinate travel planning initiatives and to establish a steering group to take on responsibility for the Travel Plan at the end of the five-year monitoring period.

6.5 Summary

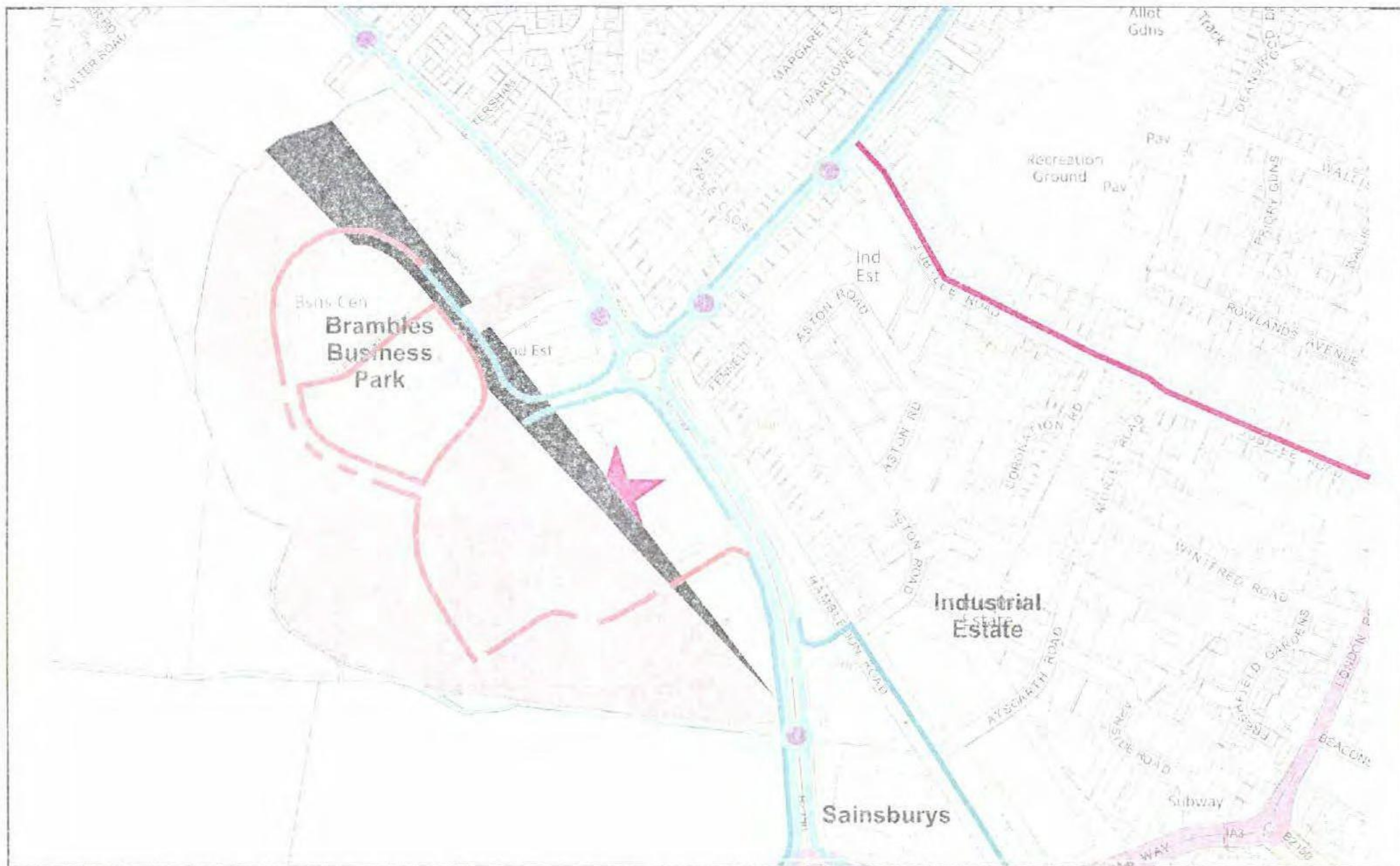
- 6.5.1 Arcadis has been commissioned by Lidl to produce a Travel Plan (TP) for the Lidl food store at Elettra Avenue, Waterloooville. The Travel Plan has primarily been produced to influence staff travel to and from the Lidl store.

- 6.5.2 Lidl will appoint a TPC to implement the Travel Plan for the store.

- 6.5.3 Hampshire County Council has a specific requirement that the travel plan should demonstrate that it achieves the TRACES elements set out in its guidance. This review is provided in Appendix C.

APPENDIX A

Plans



David Tucker Associates
 Transport Planning Consultancy
 Forester House, Doctors Lane, Henley-in-Arden
 Warwickshire, B95 5AW
 Tel: +44(0) 1564 793598 Fax: +44(0) 1564 793983
 www.dta-transportation.co.uk

Key:

- ★ Site Location
- Local Bus Routes
- Bus Stops
- Shared Pedestrian/ Cycle Route
- Off Road Cycle Route
- Footways around Business Park

Figure 1
 Drawing Title
 Job Title
 Client

Drawing No : 17144-01
 Site Location and Accessibility
 Redevelopment of E Block, Waterloo
 Hargreaves

Scale : NTS

APPENDIX B
Sample Survey Questionnaire

Appendix B - Travel Survey

1. Home postcode
2. Usual place of work (building and site)
3. Do you have a disability which affects your travel arrangements?
 - ☐ Yes
 - ☐ No
4. What time do you usually arrive at work?
 - ☐ Before 6.30 am
 - ☐ 6.30 – 7.00 am
 - ☐ 7.00 – 7.30 am
 - ☐ 7.30 – 8.00 am
 - ☐ 8.00 – 8.30 am
 - ☐ 8.30 – 9.00 am
 - ☐ 9.00 – 9.30 am
 - ☐ 10.00 – 10.30am
 - ☐ Varied shift pattern (please specify)
5. What time do you usually leave for home?
 - ☐ 3.00 – 3.30 pm
 - ☐ 3.30 – 4.00 pm
 - ☐ 4.00 – 4.30 pm
 - ☐ 4.30 – 5.00 pm
 - ☐ 5.00 – 5.30 pm
 - ☐ 5.30 – 6.00 pm
 - ☐ 6.00 – 6.30 pm
 - ☐ 6.30 – 7.00 pm
 - ☐ 7.00 – 7.30 pm
 - ☐ 7.30 – 8.00 pm
 - ☐ 8.00 – 8.30 pm
 - ☐ 8.30 – 9.00 pm
 - ☐ 9.00 – 9.30 pm
 - ☐ 9.30 – 10.00 pm
 - ☐ After 10.00 pm
 - ☐ Varied shift pattern (please specify)
6. Do you work:
 - ☐ Part time
 - ☐ Full time
- 7a. What mode of travel do you most frequently use to travel to work? (only tick one box)
 - ☐ Walk
 - ☐ Cycle
 - ☐ Motorcycle
 - ☐ Bus
 - ☐ Train
 - ☐ Car Drive
 - ☐ Car Share (Driver)
 - ☐ Car Share (Passenger)
- 7b. What other modes do you occasionally use to travel to work? (tick all that apply)
 - ☐ Walk
 - ☐ Cycle
 - ☐ Motorcycle
 - ☐ Bus
 - ☐ Train
 - ☐ Car Drive
 - ☐ Car Share (Driver)
 - ☐ Car Share (Passenger)

☐ Other (please specify)

☐ Other (please specify)

7c. Why do you choose to travel in this way? (Tick all that apply)

- ☐ Convenience
- ☐ Cost
- ☐ Health Reasons
- ☐ Alternative not available
- ☐ Need to work for purposes
- ☐ Other (please specify)

8. Do you ever use a different mode of transport?

- ☐ Yes
- ☐ No

If yes, how

- ☐ Car (on your own)
- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi

10. Do you ever work from home?

- ☐ Yes
- ☐ No

12. How far do you travel to work?

- ☐ Less than one mile
- ☐ 1 – 2 miles
- ☐ 2 – 5 miles
- ☐ 6 – 10 miles
- ☐ 11 – 25 miles
- ☐ 26 miles or more

9. How would you *prefer* to travel to work?
(please tick only one)

- ☐ Car (on your own)
- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi

11. If so, how often?

- ☐ more than once a week
- ☐ Once a week
- ☐ Once a fortnight
- ☐ Once a month
- ☐ Occasionally

13. How long does your journey generally take you?

- ☐ Less than 15 minutes
- ☐ 16-30 minutes
- ☐ 30-45 minutes
- ☐ 45-60 minutes
- ☐ Over an hour

Please specify

14. Are you aware that this Organisation has a Travel Plan?

- ☐ Yes
- ☐ No

Car Driving specific information

If you do not regularly drive to work, please go directly to Question 21

15. Do you use any other transport for work travel?

- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi

Other (please specify)

16. What are the main reasons for driving to work (tick no more than 3)?

- ☐ Drop/collect a child off at school on the way
- ☐ Need car for other activities after work (eg shopping, gym)
- ☐ Distance from home too great to walk or cycle
- ☐ Need the car for work during the day
- ☐ No one to car share with
- ☐ No public transport or it would take too long
- ☐ Personal safety
- ☐ Car needed because of health (eg physical disability)
- ☐ Cheaper than public transport
- ☐ More reliable than public transport

Other (please specify)

17. Would you be prepared to car share?

- ☐ Yes
- ☐ No
- ☐ Already do

18. Are you prepared to pay for parking?

- ☐ Yes
- ☐ No

If yes, how much per day

19. On average how often do you use your car alone for work purposes?

- ☐ Less than once a month
- ☐ One day per week or less
- ☐ At least 2 days per week
- ☐ At least 4 days per week

20. How many miles for work purposes do you travel on average per month?

Miles

21. Do you use any other transport for work travel?

- ☐ Passenger in car/van or car sharing
- ☐ Taxi
- ☐ Train
- ☐ Bus
- ☐ Pool vehicle
- ☐ Bicycle
- ☐ Motor cycle
- ☐ Other (please specify)

22. Below is a list of other possible ideas that could be implemented in your workplace to reduce the number of journeys made commuting to and from work, and for work during the day.

Please tick one box in each row to indicate how useful you find each idea.

	Very Useful	Fairly Useful	Not very Useful	Not at all Useful
Car Share Scheme	☐	☐	☐	☐
Flexi-time (one day off per month for overtime hours worked).	☐	☐	☐	☐
Condensed working hours (such as 9 day fortnight)	☐	☐	☐	☐
Teleworking/teleconferencing	☐	☐	☐	☐
Work from home	☐	☐	☐	☐
Alternatives to company car (such as cash)	☐	☐	☐	☐
Lease or loan system for bicycles	☐	☐	☐	☐
Cheaper bicycles (company discount)	☐	☐	☐	☐
Use of taxi to train station (for business journeys)	☐	☐	☐	☐
Lease or loan to convert car to alternative fuel	☐	☐	☐	☐
Car parking charges	☐	☐	☐	☐
Company pool cars	☐	☐	☐	☐
Discounted bus/train travel	☐	☐	☐	☐
Extra holidays for those not driving to work	☐	☐	☐	☐
Showers	☐	☐	☐	☐
Lockers	☐	☐	☐	☐
Cycle stands	☐	☐	☐	☐
Cycle and pedestrian paths	☐	☐	☐	☐
Cash incentive to renounce your parking permit	☐	☐	☐	☐
Personalised journey planners*	☐	☐	☐	☐

*provides information on alternative travel options to the car for the trips that you make

If you think personalised journey planners would be very or fairly useful and would like to receive information, please enter your contact details below.

Name

Address

Other comments, suggestions and ideas:

APPENDIX C

TRACES Template



Appendix C

TRACES Template

Hampshire County Council has a requirement to show how the travel plan achieves the TRACES elements. The elements required at each stage are shown under the TRACES column.

Business / Development:

Criteria	Brief assessment / cross reference to plan	TRACES*	Points	
			Score	Out of
Background				
Name of business / occupier (or developer/agent/ speculative development status)	Section 1	T	1	1
Staff numbers, working hours, shifts etc	Section 1 (estimated at present)	T	1	1
customers, visitors and delivery movements	Note: Lidl consolidates delivery movements into only one lorry movement per day. Customers are outside TP scope agreed at TA scoping.	T	1	1
Is the scope of the plan clear and does the plan relate to the different needs of all users, occupiers, residents, visitors etc (business travel, commuting, visitors, customers, deliveries, fleet vehicles, disabled access)	Yes the TP uses a template that meets requirements and has been approved by highway and planning authorities across the south of England.	T,R,A	2	2
Is there reference to the wider company ethos and business plan or previous experience with travel plans	Yes, section 1.	T,R	1	1
Physical description of the site and its location. To include on site infrastructure (e.g. car parking spaces) and off site infrastructure (e.g. public transport services)	Comprehensive description is provided in section 2.	T	2	2
Is the plan clear about who has responsibility to deliver the travel plan (the developer or responsibility passed to the occupier)	Yes.	T,R,C	1	1



Consultation and partnerships				
Does the plan demonstrate that staff, unions and HR have been (or will be) involved in the preparation of the plan. Have the opinions of those who will be affected (including the local community) been included in the action plan.	Lidl employees are familiar with the TPC arrangements at other stores and work closely with the management team to ensure that expenditure on travel planning is cost effective.	T,R	2	2
Is there agreement with the highway / transport authority on the measures relevant to them. Evidence of liaison with the local authority.	The requirements of the TP were agreed at the TA scoping meeting(s).	T,R,A	2	2
Is there agreement with the local public transport operators on measures relevant to them	Not applicable at present.	T,R,A	2	2
Are any other key partnerships identified (e.g. cycle retailers, train operators) or is there membership of a commuter forum	Local cycle retailer has been identified.	T,C,A	1	1
Site and travel surveys				
Have site audits been undertaken	Yes – see section 2.	T,C	1	1
Have surveys been carried out of existing transport links and public parking stock (i.e. is there potential for displaced parking to take place)	Yes – this is covered in detail in the TA.	T,C	1	1
Have travel surveys been undertaken / planned (staff, visitors, customers etc). If so, what is the response rate / data quality?	Yes, planned following commencement of trading.	T,C	2	2
Has an appropriate survey methodology been proposed and agreed including timescales	Yes.	T,A,C	1	1
Is a sample survey questionnaire provided	Yes.	T,A,C	1	1
What level of data analysis has been used to inform the development of the action plan (reference to local or national data)	Local, and National – plus Census.	T,C	2	2



Are patterns of staff /visitor travel outlined	Not relevant until operational.	T	2	2
Visions, Objectives and Targets				
Does the plan have clear and appropriate overall aims and objectives.	Yes.	T,R,A,C	1	1
does the plan have targets (related to the aims and objectives). Minimum of % SOV versus other modes	Yes.		2	2
Are there 'aim' and 'action' type targets	Yes.	T,R,A,C	2	1
Is the plan clear about how the targets have been developed (e.g. are they based on evidence like survey results)	Yes – see section 3.	T,R,A	2	2
Are the targets SMART	Yes	T,R,A	1	1
Are indicators of success proposed	Yes.	T,R,A	1	1
Are the targets consistent with LDF and LTP objectives and policies	Yes.	T,R	2	2
Action Plan				
has an action plan been included?	Yes -- section 5.	T	1	1
Is it clear how initiatives and measures support the overall aims and objectives	Yes.	T,R	3	3
Are measures related to survey results or in line with over all aims and objectives	Yes.	T,R	3	3
Do actions have defined and realistic timescales	Yes.	T,R,A	4	4
Are initiatives and measures prioritised in the plan	Yes.	R,A	3	3
Are there details of who is responsible for each action	Yes.	T,R,A	2	2
Are all modes of travel to the site considered (walking, cycling, bus, train, taxi, motorbike, multimodal journeys, car, car share' deliveries)	Yes all appropriate.	T,C	4	4



Are measures identified to assist all users of the site and all journey types	Yes all appropriate.	T,C	4	3
Provision of marketing / information for each mode	Yes.	R,A,C	2	2
Provision of incentives for each mode	Yes – as much as appropriate.	R,A,C	2	2
Is there a strong car parking policy (e.g. to what extent is car parking managed to promote car sharing and reduce SOV trips)	As part of the TA a parking accumulation study has been undertaken to ensure there is appropriate parking to avoid overspill, and at the same time prevent over-provision which would otherwise create a disincentive to use sustainable travel modes.	R,A,C	3	3
Are non transport solutions considered (e.g. flexible working hours, working from home, teleconferencing)	Considered inappropriate for a retail store. Shift patterns are however scheduled to avoid peak travel periods.	R,A,C	3	3
Evaluation and Monitoring				
Does the plan state when next survey will be undertaken	Yes – table 4	T,S	1	1
Are there mechanisms in place for reviewing and updating the plan in light of experience	Yes – part of the TPC role.	T,S	1	1
Are barriers to implementation discussed with amelioration measures proposed	This is addressed in the appointment of an independent TPC which overcomes the difficulty of managing staff changes in a very dynamic retail environment.	T,R,A	2	2
Are proposals for long term monitoring included	Yes.	T,S	1	1
Are the proposals for implementing and managing the plan in the longer term (5-15years) clear	Yes.	T,S	2	2
Roles and responsibilities				
Is there a steering group to over see the development of the plan with working groups to assist in delivering the plan (where appropriate)	NA	T,C	1	1
Are staffing implications of delivering the plan made clear	Yes well understood.	T,A,C	1	1
Is there support and commitment from senior management	Yes and has been for consistently for over 5 years.	T,C	1	1



Is a Travel plan co-ordinator in place or is there agreement on when a co-ordinator will be in place	Yes.	T,C	1	2
What is the level of seniority of the travel planner. Will it be a full or part time role.	Specialist appointment, part-time.	T,C	2	2
Awareness, promotion and marketing				
What measures are in place to ensure that the travel plan is promoted over a sustained period of time (e.g. newsletters, events, websites).	Promotion of events and communications via staff room notice board.	A,C,S	3	3
Are promotional events coordinated with national and local events	Yes – as appropriate.	R,A	2	2
Is there a mechanism for disseminating results of the survey	Yes.	T	1	1
Funding				
Are sources of funding (at an appropriate scale) identified for delivery of the action plan	Yes.	T,R,C	2	2
Is the funding of the travel plan co-ordinator role clear	Yes.	T,R,C	2	2
Is there funding allocated for promotional events and marketing	Yes.	T,R,C	2	2
Is funding allocated for the requirement of ongoing monitoring of the plan	Yes.		1	1
Deliverability / Enforceability				
Is a Section 106 agreement drafted which ensures delivery of the travel plan	Yes.	T,E	2	2
Is there clarity on what needs to be done by when and appropriate incentives / sanctions in place to enforce the agreement	Yes.	T,E	3	3
Is the travel plan explicit in terms of objectives, management, monitoring and review?	Yes.	T,E	4	4



Are there transition arrangements in place for changes in user / owner / occupier	NA	T.E.S	1	1
Total			106	106

Arcadis (UK) Limited

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ANNEX 4

EMPLOYMENT AND SKILLS PLAN

1. SITE

Plot A, BAE Systems, Elettra Avenue, Waterloooville, PO7 7XS

2. LAND OWNER/DEVELOPER

Summerbrook Limited

3. PLANNING APPLICATION REF:

APP/15/00772

4. SECTION 106 AGREEMENT

This Employment and Skills Plan is provided to fulfil and discharge Schedule xxx of the Section 106 Agreement between Summerbrook Limited and Havant Borough Council date XXXXX

5. DEVELOPMENT

Erection of a foodstore (Class A1) with associated parking, servicing, access and landscaping.

6. CONSTRUCTION STAGE OPPORTUNITIES

Based on build costs of £1,500,000, the opportunities outlined at Section 7 are derived from the National Skills Academy for Construction Client and Local Authority Guidance for the Band 4 (£1 -3.5M) benchmark,

providing a maximum of 13 potential opportunities across the whole Development for the construction stage (see attached table).

Summerbrook are committed to entering into the spirit of the Employment and Skills Plan and meeting the target of providing up to 13 construction/training opportunities across the whole Development. However, fulfilling this target will be determined, to some extent, by the availability of suitable candidates from the local area. Consequently, Summerbrook cannot be bound to this target where it is found to be unachievable due to the failure to find suitable candidates to fill the positions.

7. CONTACT DETAILS

Neville Andrew
Summerbrook Limited
Rustington House
Worthing Road
Rustington
West Sussex
BN16 3PS

Employment and Skills Matrix

Category	NSAFC-CBA Benchmark	Activity	Number of People
Work Placement (14-16 years)	0		
Work Placement (16-19 years)	2		
Curriculum Support Activities – Individual Engagement	1		
Graduates – Persons	0		
Apprentice Starts – Persons	0		
Existing Apprentices – Persons	1		
Apprentice Completions – Persons	0		
Jobs Advertised through Local Employment Vehicles – Number	1		
NVQ Starts for Sub-Contractors - Persons	1		
NVQ Completions for Sub-Contractors - Persons	1		
Training Plans for Sub-Contractors – Number	2		
Supervisor Training for Sub-Contractors - Persons	1		
Leadership and Management Training for Sub-Contractors - Persons	1		
Advanced Health and Safety Training for Sub-Contractors – Persons	2		
TOTAL	13		