

DATED

20th April

2015

PHILIP DYMOKE WHITE, FIONA ELIZABETH WHITE and ALEXANDER
STUART DYMOKE STUART WHITE

(1)

and

THE COUNCIL OF THE BOROUGH OF HAVANT

(2)

and

HAMPSHIRE COUNTY COUNCIL

(3)

DEED

Pursuant to (inter alia)

Section 106 of the Town and Country Planning Act 1990

Relating to land West of Horndean Road and South of Southleigh Road Emsworth
In Hampshire

Mrs J Barden-Hernandez
Solicitor to the Council
Havant Borough Council
Civic Offices
Civic Centre Road
Havant, Hampshire
PO9 2AX

THIS AGREEMENT is made the

20th day of

April

2015

BETWEEN

[REDACTED] PHILIP DYMOKE WHITE, FIONA ELIZABETH WHITE and ALEXANDER
STUART DYMOKE STUART WHITE of Chidden Farmhouse, Chidden, Hambledon,
Waterlooville Hampshire PO7 4TD as Trustees of PD WHITE ("the Owner")
[REDACTED] THE COUNCIL OF THE BOROUGH OF HAVANT OF Civic Offices Civic
Centre Road Havant Hampshire PO9 2AX ("the Council") and
(3) HAMPSHIRE COUNTY COUNCIL OF The Castle, Winchester, Hampshire
SO23 8UJ ("the County Council")

WHEREAS:

- (1) The Council is a Local Planning Authority for the purposes of the Act for the area within which the Land is situate
- (2) The County Council is a Local Planning Authority for the purposes of the Act, the local highway authority for Hampshire (save for trunk roads and special roads) for the purposes of the Highways Act 1980 the transport authority for Hampshire for the purposes of the Transport Acts of 1985 and 2000 and the local education authority for the area in which the Land is situate
- (3) The Owners are the trustees for the freehold owner of the Land registered at Land Registry under Title number SH34071
- (4) Chidden Farms of Chidden Farmhouse, Chidden, Hambledon, Waterlooville Hampshire PO7 4TD has submitted the Application for the Development to the Council and the parties have agreed to enter into this Agreement in order to secure the planning obligations contained hereto.
- (5) The Council, the County Council and the Owner consider that the matters contained in this Agreement are:
 - (a) necessary to make the Development acceptable
 - (b) directly related to the Development; and
 - (c) fairly related in scale and kind to the Development

NOW THIS DEED WITNESSETH as follows:

1. Statutory Powers

This Agreement is made pursuant to:

- 1.1 Section 106 of the Act
- 1.2 Section 1 of the Localism Act 2011

- 1.3 Section 111 of the Local Government Act 1972; and
- 1.4 all other enabling powers which may be relevant for the purpose of giving validity to and enforcing the obligations contained in this Agreement to the intent that it shall bind the Owner and the successors in title to each and every part of the Land and its assigns

2. Interpretation

- 2.1 Reference in this Agreement to a Clause Schedule or Recital shall mean a Clause Schedule or Recital to this Agreement
- 2.2 Headings in this Agreement are for ease of reference only and shall not affect construction or interpretation of any of the provisions of this Agreement
- 2.3 In this Agreement where the context so admits:
 - 2.3.1 words importing one gender shall include all other genders
 - 2.3.2 words importing the singular shall include the plural and vice versa
- 2.4 Any reference to an Act of Parliament shall include any modification, extension or re-enactment of that Act for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that Act or deriving validity from it.

3. Definitions

- 3.1 In this Agreement the following expressions shall unless the context shall otherwise require have the following meanings:

"the Act"	means the Town and Country Planning Act 1990 as amended.
"Affordable Housing"	means housing which is rented or sold (including by sale of an equity share in whole or part) below market levels by means of public or private subsidies such that it can be afforded by those Eligible Persons whose incomes are insufficient for them to afford adequate housing locally on the open market
"Affordable Housing Funding"	means one or more of the following funding sources: a) any funding from the Homes and Communities Agency of finance to subsidise the cost of providing Affordable Housing Units on the Land provided by

the Homes and Communities Agency or any other such funding initiatives

b) approval or such other indication from the Homes and Communities Agency that the Land (or part thereof) will be accepted as a reserve and/or strategic site and funding will be made available

c) funding from a Registered Provider in anticipation of a grant allocation or other funding source

"Affordable Housing Land"

means that part of the Land shown to be used for the provision of the Affordable Housing Units

"Affordable Housing Units"

Means the 38 units together with suitable amenity and parking areas comprising approximately 70% Affordable Rented Units and 30% Shared Ownership (subject to other tenures being approved in writing by the Council following a written request by the Owner supported by evidence including the results of any financial viability assessment carried out by the Owner, taking into account market conditions and availability of Affordable Housing Funding) which are to be made available by the Owner for Affordable Housing on the Affordable Housing Land as herein provided

"Affordable Rent"

means the letting of the Affordable Housing Units to an Eligible Person at a rent level of up to 80% of the local market rents (inclusive of service charge) and such Unit shall have a minimum tenancy term of five years in accordance with the (to the extent relevant) guidance issued by the Homes and Communities Agency in 2011 (or, in the event of its discontinuance, any replacement or updated guidance issued by the Homes and Communities Agency)

"Affordable Rented Units"

means in relation to the Affordable Housing Units housing for rent available to persons who cannot

	afford to rent or buy houses generally available on the open market with the rent being at an Affordable Rent PROVIDED ALWAYS that at the time of each letting the rents would not exceed the local housing allowance rates or 45% of the Universal Credit Benefit Cap or, whichever is the lower, unless otherwise agreed in writing with the Council and the rents shall only be increased annually in accordance with arrangements made for such rent increases established by the Homes and Communities Agency.
"Alternative Affordable Housing Provider"	means any organisation or body operating as a private landlord who is not an Registered Provider but who has entered into a management contract for the management of the Affordable Housing Units and which ensures the Affordable Housing Units are retained for future Eligible Persons to the extent legally possible and to ensure the recycling of any grant
"the Application"	means the application submitted to the Council given reference number APP/14/00547 for the Development
"Approved Provider"	Register Provider or, if approved by the Council, an Alternative Affordable Housing Provider
"Boundary Hedges"	means any hedging existing and to be provided along the boundary of the Land save any hedges to be transferred as part of the transfer of a Dwelling
"Common Parts"	means the parts of the Land to be managed by a Management Company as described in Schedule One paragraph 4
"Completion Certificate Standard"	means in the case of the Highway Works completion to the full satisfaction of the County Council as

	evidenced by the issue of a certificate of completion by the County Council pursuant to a related Section 278 Agreement (for the avoidance of doubt to be issued on completion of the works but ahead of any maintenance period)
"the Development"	means development authorised by the outline Planning Permission for 125 residential units and a water retention area.
"The Director"	means the County Council's Director of Economy Transport and Environment or his appointed representative for the time being or his successor notified to the Owner for the purposes of this Agreement
"Dropped Kerb Pedestrian Crossing Improvements"	means the dropped kerb pedestrian improvements on the route to St James School as shown on drawing reference number TR_004 entitled Indicative Dropped Kerb Provision and dated 23.10.14
"Dwelling"	means any dwelling (including the Affordable Housing Units and the Open Market Housing Units) to be constructed on the Land pursuant to the Planning Permission
"Education Contribution"	means the sum of £632,125.00 (six hundred and thirty two thousand one hundred and twenty five pounds) (Indexed) payable by the Owner to the County Council in accordance with the provisions of Schedule 3 and to be used towards the expansion of primary age places to serve the Development
"Eligible Person"	means a person who is unable to afford housing accommodation on the open market (whether by renting or purchasing) within the administrative area

of the Council and who is on those registers retained or referred to by the Council from time to time in the discharge of its housing function and the expression "Eligible Persons" shall be construed accordingly

"Flood Compensation Area" means that part of the Land shown indicatively on Plan C(a) as honeycombed brown

"Full Travel Plan" means the final and full travel plan to be prepared by the Owner in accordance with the Interim Travel Plan and the Horndean Road Travel Plan Costed Measures table as attached hereto at Schedule 7 and such Full Travel Plan to be submitted to and approved by the County Council to include a package of measures aimed at promoting and implementing more sustainable travel choices and reducing reliance on the private motor vehicles for travel to and from the Development to which the Full Travel Plan relates in accordance with the Guide.

"Full Travel Plan Approval Fee" means the sum of £1500.00 (fifteen hundred pounds) payable by the Owner to the County Council on approval of the Full Travel Plan by the County Council in accordance with the Guide

"Full Travel Plan Monitoring Fee" means the sum of £15,000.00 (fifteen thousand pounds) payable by the Owner to the County Council for the monitoring of the Full Travel Plan by the County Council in accordance with the Guide

"Full Travel Plan Bond" the sum of £83,792.50 (eighty three thousand seven hundred and ninety two pounds and fifty pence)

"Interim Travel Plan" means the interim travel plan dated August 2014 as agreed by the County Council and attached hereto at Schedule 7

"the Guide"	means the County Council's adopted travel plan guidance titled 'A Guide to Development Related Travel Plans' dated January 2009
"Help to Buy Agency"	means the body nominated by the Homes and Communities Agency to be responsible for low cost home ownership nominations within the administrative area of the Council or in the event that nobody has been nominated such other body or organisation as the Council shall first approve in writing
"Homes and Communities Agency"	means the body corporate charged under the Housing and Regeneration Act 2008 with the functions of regulating the provision of Affordable Housing within the Council's administrative area by any Registered Provider or if such body ceases to exist or is superseded the equivalent body
"Highway Works"	means the provision of the Dropped Kerb Pedestrian Crossing Improvements and the Vehicular Access Works
"Indexed"	Means in respect of the Education Contribution that such contribution shall be indexed (i.e. increased or decreased in proportion to any increase or decrease in the Index) from the date of the grant of Planning Permission until the due date for payment by reference to the Public Sector Index (Non-Housebuilding)(PUBSEC) published by the Department for Business Innovations and Skills (multiplied by the regional factor for Hampshire)(or amended/comparable replacement index thereof agreed between the parties)
"Implementation"	Means the implementation of the Development by the carrying out pursuant to the Planning Permission

of a material operation as defined in Section 56(4) of the Act but for the purposes of this Agreement material operations shall not include operations consisting of site clearance or surveys, demolition work on the Land, archaeological investigations, investigations for the purpose of assessing contamination, remedial action in respect of contamination, diversion and laying of services and the erection of means of enclosure for the purposes of site security and/or the display of advertisements and/or erection of site compounds and a material operation shall be construed as being carried out on the earliest date on which any material operation begun and "Implement" shall be construed accordingly

"the Land"

Means the land West of Horndean Road and South of Southleigh Road, Emsworth shown for identification purposes only edged red on Plan A

"Landscaping"

means any unadopted approved landscaping features or areas to be provided within the Land

"Low Cost Home Ownership"

means homebuy products as defined by the Homes and Communities Agency including Shared Ownership, and "Low Cost Home Ownership Units" shall be construed accordingly

"Monitoring Fee"

means the sum of Five Thousand Pounds (£5,000) being a fee (and to be applied at such time and in such manner as the Council shall in its absolute discretion determine) used towards the costs to be incurred by the Council in the provision of suitably qualified and experienced persons whose function is inter alia to monitor co-ordinate and enforce planning deeds

"Occupation"	means occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation for security purposes and "Occupied" and "Occupiers" shall be construed accordingly
"Open Market Housing Units"	Means the residential units available for sale on the open market but excluding the Affordable Housing Units
"Payee"	means the person or persons that paid the relevant contributions required under the terms of this Agreement and if there are multiple persons then the returned amount shall be proportioned between them according to the percentage that the relevant person paid
"the Plan A"	Means the plan annexed hereto marked "A" being drawing reference 055/PL/02 rev B titled "Site Plan"
"the Plan B"	Means the plan annexed hereto marked "B" being drawing reference 055/PL/03 rev A titled "Illustrative Masterplan"
"the Plan C(a)"	means the plan annexed hereto marked "C(a)" being drawing reference 13-016/123 titled "Flood Compensation Area"
"the Plan C(b)"	means the plan annexed hereto marked "C(b)" being drawing reference 13-016/124 titled "Wetland Retention Area"
"the Plan D"	means the plan annexed hereto marked "D"
"the Planning Permission"	Means the outline planning permission for the Development given planning reference APP/14/00547

"Protected Tenant"

any tenant who:

- (a) has exercised the right to acquire pursuant to the Housing Act 1996 or any statutory provision for the time being in force (or any equivalent contractual right) in respect of a particular Affordable Housing Unit; or
- (b) has exercised any statutory right to buy (or any equivalent contractual right) in respect of a particular Affordable Housing Unit; or
- (c) has been granted a shared ownership lease by an Approved Provider (or similar arrangement where a share of the Affordable Housing Unit is owned by the tenant and a share is owned by the Provider) in respect of a particular Affordable Housing Unit and the tenant has subsequently purchased the remaining shares so that the tenant owns the entire Affordable Housing Unit

"Registered Provider"

means a Registered Provider as defined in Part I of the Housing Act 1996 registered by the Homes and Communities Agency or any successor body pursuant to Section 3 of that Act and not removed from the register pursuant to Section 4 of that Act and which has been notified in writing to the Council

"Reserved Matters Stage"

Means the time from when the first details of any matters reserved under the terms of the Planning Permission for subsequent approval are submitted to the Council until the time limit for submitting such details expires

"Residential Units"

Means residential dwellings whether individually or in groups and whether divided vertically or horizontally

"Section 278 Agreement"

means an agreement entered into by the Owner with

the County Council pursuant to section 278
Highways Act 1980

"Shared Ownership"

means affordable housing leased to a lessee who purchases a percentage of the equity of the Affordable Housing Unit and pays a rent in relation to the share of the equity retained by the Approved Provider

"Solent Recreation Mitigation Partnership Contribution"

means a contribution to be applied by the Council or the County Council in respect of the Special Protection Area avoidance and mitigation measures delivered through the Solent Interim Planning Framework or its replacement

"Staircasing Receipts"

means monies received by a Registered Provider or an Alternative Affordable Housing Provider arising from the sale (net of reasonable evidenced sale costs) of any further share of the equity or ownership of a Shared Ownership Unit following the first acquisition by that occupier of an interest in that Affordable Housing Unit provided that such a receipt shall be excluded from this definition to the extent to which the Registered Provider or Alternative Affordable Housing Provider is required to pay that receipt to the Homes and Communities Agency or any other person or body pursuant to an arrangement for grant funding in relation to the provision of Affordable Housing Units on the Land

"SuDS"

means a sustainable drainage system for the Development to include inter-alia: drainage ditches and attenuation area, tanks, associated access chambers, infiltration areas, swales, gullies, interceptors or pipes, including any pipe and associated outfall into any existing watercourse or drainage system and any active attenuation device, such as hydrobrakes and valves in accordance with a specification agreed in writing by the Council and if

statutorily empowered so to do by the County Council

- "Vehicular Access Works" means the creation of two vehicular accesses from the Development onto the Horndean Road and Southleigh Road as shown in principal on Drawing reference numbers TR-001 and TR-002 and TR-003
- "Water Retention Area" means both the Wetland Retention Area and the Flood Compensation Areas to the western side of the Land
- "Wetland Retention Area" means that part of the Land shown indicatively on Plan C(b) as hatched blue

4. Planning Obligations

- 4.1 The obligations contained in this Agreement are planning obligations for the purposes of Section 106 of the Act and those contained in Schedule One are enforceable by the Council and those contained in Schedule Three by the County Council respectively

5. Covenants Binding on Implementation

- 5.1 The covenants, undertakings, obligations and restrictions in this Agreement are conditional upon both the grant of Planning Permission and Implementation save for the provisions in clauses 6, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 and 27 which shall come into effect immediately on completion of this Deed

6. Implementation

- 6.1 The Owner will notify the Council and the County Council in writing or procure that is so notified of each of the following events within seven days of such event occurring:-

- 1) Implementation of the Development;
- 2) Occupation of the first Dwelling comprised within the Development;
- 3) Occupation of the 50th Dwelling comprised within the Development
- 4) Occupation of the 100th Dwelling comprised within the Development;

7. The Owner's Covenants with the Council

- 7.1 The Owner covenants for the benefit of the Council to comply with the obligations as set out in Schedule One

8. The Owner's Covenants with the County Council

- 8.1 The Owner covenants for the benefit of the County Council to comply with the obligations as set out in Schedule Three.

9. The County Council's Covenants

- 9.1 The County Council covenants with the Owner as set out in Schedule Five.

10. Council Discretion

Nothing in this Agreement shall be construed as restricting the exercise by the Council and/or the County Council of any powers exercisable by them under the Act or under any other Act

11. Disputes

- 11.1 Any dispute or difference between the parties in connection with this Agreement (which shall include any matter hereunder which the Council and/or the County Council has the discretion to agree or approve but does not do so) shall be referred to and determined by a single expert to be appointed by agreement by the parties to the dispute or in default of agreement to be either an independent and duly qualified surveyor to be appointed by the President for the time being of the Royal Institution of Chartered Surveyors or a member of any other appropriate professional body as may be agreed between the parties and any person appointed shall act as an expert.
- 11.2 The expert's decision (including without limitation as to the payment of costs) shall be final and binding upon the parties save in respect of any decision which is founded upon manifest error or fraud
- 11.3 Any costs shall be payable by the parties to the dispute in such proportions as the expert shall determine and failing such determination shall be borne by the parties in equal shares
- 11.4 Any expert shall be appointed on the basis that he shall provide each party with the opportunity to make written representations and counter-representations (on the original representations) within a specified time and

that he shall make his decision within 8 weeks of appointment

- 11.5 The provisions of this clause shall not affect the ability of the County Council to apply for and be granted any of the following:- declaratory relief, injunction, specific performance, payment of any sum, damages, any other means of enforcing this Agreement and consequential and interim orders and relief.

12. No Waiver

No waiver (whether expressed or implied) by the Council of any breach or default by the Owner in performing or observing any of the terms or conditions of this Agreement shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing at any time any of the said terms or conditions or from acting upon any subsequent breach or default in respect thereof by the Owner

13. Costs

- 13.1 Upon completion of this Agreement the Owner hereby agrees to pay the Council's reasonable and proper legal and other costs of £1,600 in connection with the preparation negotiation and completion of this Agreement
- 13.2 No later than the fourteenth day after the receipt of an invoice from the County Council the Owner shall pay to the County Council their reasonable and proper legal and technical costs of £3,425 incurred in connection with the preparation negotiation and completion of this Agreement

14. Successors

The expression "the Owner" shall include their respective successors in title and assigns subject to the terms hereof

15. Council and County Council Successors

The expression "the Council" and the "County Council" shall include successors to its functions as Local Planning Authority for the purposes of the Act

16. Notices

- 16.1 Save where particular clauses specify otherwise all notices to be served and notifications to be given for the Council shall be marked for the attention of the Executive Head of Planning and the Built Environment and sent to Havant

Borough Council, Public Service Plaza, Civic Centre Road, Havant Hampshire
PO9 2AX

16.2 Save where particular clauses specify otherwise all notices to be served and notifications to be given for the County Council shall be marked for the attention of the Head of Legal Services, Hampshire Legal Services, The Castle, Winchester, SO23 8UJ.

16.3 Where the agreement, approval, consent or expression of satisfaction is required by the Owner from the Council and/or the County Council under the terms of this Agreement, such agreement, approval, consent or expression of satisfaction shall not be unreasonably withheld or delayed.

17. Third Parties

The Contracts Rights of Third Parties Act 1999 shall not apply to this Agreement.

18. Local Land Charge

This Agreement is a local land charge and shall be registered as such by the Council

19. Liability

19.1 No person shall be liable for breach of a covenant contained in this Agreement after he shall have parted with all interest in the Land or the part in respect of which such breach occurs but without prejudice to liability for any subsisting breach of covenant prior to parting with such interest

19.2 If the Planning Permission shall expire before Implementation or shall at any time be revoked modified or otherwise withdrawn then this Agreement shall immediately determine and cease to have further effect but in ceasing to have further effect shall not prejudice any express or implied rights accrued or accruing to the Owner by virtue of anything by the covenant in connection with or arising from the terms of this Agreement

19.3 The Council will on the written request of the Owner at any time after the obligations of the Owner under this Agreement have been fulfilled issue written confirmation of it and cancel all related entries in the Register of Local Land Charges

19.4 This Deed shall not be enforceable against individual owners, occupiers or tenants of Dwellings or Residential Units constructed pursuant to the Planning Permission nor against those deriving title from them nor statutory undertakers acquiring an interest in the Land for the purposes of their undertaking.

19.5 Philip Dymoke White, Fiona Elizabeth White and Alexander Dymoke Stuart Dymoke White enter into this Agreement in their capacity as trustees of P D White and not in their personal capacity.

20. Council Covenants

The Council covenants with the Owner as set out in Schedule 4

21. Interest on Late Payments

Any amount due from the Owner under this Agreement which is not paid on the due date shall be payable with interest calculated at the rate of 2% above the base lending rate from time to time of National Westminster Bank plc calculated on a daily basis from the date on which it fell due to the date of payment

22. Change in Ownership.

The Owner agrees with the County Council to give the County Council immediate written notice of any change in ownership of any of its interests in the Land occurring before all the obligations under this Agreement have been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the areas of the Land or unit of occupation purchased by reference to a plan.

23. Jurisdiction

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

24. No Fetter on Discretion

Nothing in this Agreement shall be taken to be or shall operate so as to fetter or prejudice the County Council's statutory rights powers remedies discretions and responsibilities

25 Enforceability

25.1 Insofar as any clause or clauses of this Deed are found (for whatever reason) to be invalid illegal or unenforceable then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Deed.

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

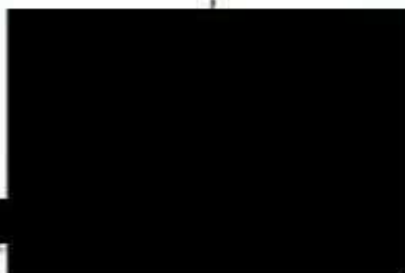
27. Delivery

The provisions of this Deed (other than this clause which shall be of immediate effect) shall be of no effect until this Deed has been dated.

IN WITNESS whereof the parties hereto have executed these presents as a Deed the day and year first before written

Signed as a DEED by
PHILLIP DYMOKE WHITE
as TRUSTEE for PD WHITE
in the presence of

)
)
)
)



Name:

Address:



Occupation:



Signed as a DEED by
FIONA ELIZABETH WHITE
as TRUSTEE for PD WHITE
in the presence of

)
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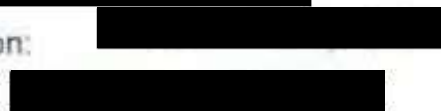


Name:

Address:



Occupation:



Signed as a DEED by
ALEXANDER DYMOKO
WHITE as TRUSTEE for
WHITE In the presence of

Name:
Address:

Occupation:

EXECUTED as a DEED by affixing
THE COMMON SEAL of
THE COUNCIL OF THE BOROUGH
OF HAVANT
in the presence of:



Authorised Officer

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



Authorised Officer

Schedule One

1. Affordable Housing

The Owner covenants with the Council as follows:

- 1.1 Sufficient land for the provision of the Affordable Housing Units will be identified and designated as Affordable Housing Land and details submitted to the Council for approval at the Reserved Matters Stage. The mix of the Affordable Housing Units should reflect the mix of the site generally. The precise mix and any change to tenure proposed by the Owner of the Affordable Housing Units is to be approved in writing by the Council prior to Implementation taking into account local housing market conditions and the availability of Affordable Housing Funding.
- 1.2 All Affordable Housing Units on the Land will be integrated and compatible with the design of the Open Market Housing Units.
- 1.3 No more than 60% of Open Market Housing Units shall be constructed on the Land prior to the construction of the Affordable Housing Units such units to be built on the Land shall be constructed contemporaneously with any Open Market Housing Units in order to provide a mixed development.
- 1.4 The Affordable Housing Units will be constructed to at least the minimum standard required by the Homes and Communities Agency Design and Quality Standards (2007) and the Code for Sustainable Homes Level 3 published by the Government (or such replacement guidance) or other similar standard as may be reasonably required by the Council.
- 1.5 The mortgage, rent and service charges to be charged on the Shared Ownership units shall meet the requirements of an Affordability Test as follows:
 - the total cost to include mortgage rent and service charges payable by the occupier of the Shared Ownership Unit does not exceed more than thirty per cent (30%) of the gross median income plus five per cent (5%) of those persons on the Housing Registers held by the Help to Buy Agency in relation to Havant the provisions of the Affordability Test may be varied by agreement in writing by the Owner and the Council

- 1.6 No Open Market Housing Units within the Development will be Occupied until either:
- (a) the Owner has entered into a binding contract or an agreement for lease with an Approved Provider for the transfer of the freehold or a long lease of no less than 125 years of the Affordable Housing Land in consideration of the sum of £1 (save that if agreed between the Approved Provider and the Owner that the Owner should construct the Affordable Housing Units then the agreed cost of construction of such Affordable Housing Units shall be paid by the Approved Provider to the Owner) and has informed the Council to whom the Affordable Housing Land has been transferred; or
 - (b) the Affordable Housing Land has been transferred fully provided with services to an Approved Provider for the consideration of £1 and written evidence of compliance in respect of the above has been supplied to the Council to its satisfaction
- 1.7 Where the Owner intends to retain the ownership of the Affordable Housing Units in association with an Approved Provider and provide the same as Affordable Rented Units and/or Shared Ownership Units they shall only be used if the Approved Provider can demonstrate to the Council:
- (a) A "good" judgement by the Homes and Communities Agency or successor body; and
 - (b) acceptable sustainable management arrangements and community development policies.
- 1.8 The transfer to the Approved Provider of the Affordable Housing Land shall contain the following covenants (subject to terms equivalent to paragraphs 1.11, 1.12 and 1.14 hereof) by the Approved Provider:
- (a) not to use the Affordable Housing Units otherwise than for the provision of Affordable Housing; and
 - (b) (save for the disposal of the freehold or the long leasehold interest) not to dispose of any of the Affordable Housing Units other than as (i) Shared Ownership (or alternative prior approved tenure) or (ii) Affordable Rent to the intent that all Affordable Rented Units shall be used for the purpose of providing Affordable Housing to Eligible Persons
 - (c) requiring the Approved Provider to enter into an agreement with the Council granting the Council the right to nominate 100 per cent of the

Occupiers of the Affordable Rented Units when initially let and 100% of all subsequent true voids, and

- (d) to use reasonable endeavours to let the Low Cost Ownership Units (including Shared Ownership) to persons nominated by the Help to Buy Agency
- 1.9 Where the Owner intends to provide management services for the Affordable Housing Units in association with Approved Provider or an Alternative Affordable Housing Provider they shall only be used if the provider can demonstrate to the Council that they are approved and regulated for such activities by the Homes and Communities Agency or any successor body.
- 1.10 The Affordable Rented Units shall only be occupied by Eligible Persons subject to the terms of paragraphs 1.11, 1.12 and 1.14.
- 1.11 Any mortgagee chargee receiver or manager (including an administrative receiver) appointed pursuant to the Law of Property Act 1925 of the Affordable Housing Units ("the Mortgagee") shall be entitled to exercise its power of sale in respect of an Affordable Housing Unit or Affordable Housing Units free from the obligations set out in paragraph 1 of this Schedule PROVIDED THAT the Mortgagee shall first follow the procedures set forth below:
- (a) the Mortgagee shall give written notice ("the Notice") to the Council of its intention to exercise its powers of the sale and shall at the time offer to sell ("the Offer") the Affordable Housing Unit or Affordable Housing Units to the Council for the open market value subject to tenancies subsisting at the date of the Notice but disregarding the provisions of this Deed ("the Purchase Price")
 - (b) the Council shall notify the Mortgagee in writing within one (1) month of the date of the Offer whether or not it wishes to accept the Offer and if it does not wish to accept the Offer the Council may at the time of notifying the Mortgagee of its decision nominate a nominee ("the Nominee") in its place
 - (c) if the Council accepts the Offer or nominates a Nominee within the relevant 1 month period then the transfer to the Council or to the Nominee shall be completed within one month of the date of acceptance of the Offer or nomination (as the case may be) ("the Completion Period")
 - (d) if the Council shall fail to give notice of intention to accept the Offer

within one month of the date of the Offer or if either the Council or the Nominee shall at any time serve notice of intention to discontinue or if the transfer of any Affordable Housing Unit shall not be completed within the Completion Period notwithstanding the readiness willingness and ability of the Mortgagee to complete the transfer THEN in any of the above circumstances the Mortgagee shall be entitled (subject to compliance with Sections 39 to 50 of the Housing Act 1996 so far as is applicable) to exercise its powers of sale unfettered by the restrictions in paragraph 1 of this schedule which shall not be binding upon the Mortgagee, any purchaser from the Mortgagee or any subsequent successor in title of the Affordable Housing Unit or Affordable Housing Units and at the written request of the Mortgagee the Council shall expeditiously issue written confirmation that the restrictions in this paragraph 1 of this Schedule have been discharged and rendered of no effect in respect of the Affordable Housing Unit or Affordable Housing Units and the Council shall take steps to cancel any entry in the Local Land Charges Register insofar as it may be recorded against the Affordable Housing Unit or Affordable Housing Units

- 1.12 The covenants set out in paragraph 1 of this Schedule shall not be binding or enforceable against any purchaser who purchases from an Approved Provider the entire freehold to an Affordable Housing Unit or a long leasehold interest in an Affordable Housing Unit nor shall such covenants be binding or enforceable against such a purchaser's mortgagees, chargee or a receiver appointed and in all cases those deriving title from any of them and their successors in title
- 1.13 The Affordable Housing Units provided on the Property will be monitored in order to ensure compliance with the obligations in this Schedule and the Owner will impose a covenant upon the Approved Provider which requires them at such dates to be agreed by the parties to make written returns to the Council detailing to the extent lawful
- the location and tenure of the dwelling,
 - the net internal floor area of the dwelling
 - details of the occupiers
 - the grant funding provided for the dwelling

- 1.14 From the date of completion of the Affordable Housing Units they shall not be used other than for Affordable Housing PROVIDED THAT this shall not apply to:
- 1.14.1 any Protected Tenant or any mortgagee of the Protected Tenant or any person deriving title from the Protected Tenant or any successor in title thereto and their respective mortgagees and chargees; or
- 1.14.2 any purchaser from a mortgagee of an individual Affordable Housing Unit pursuant to any default by the individual mortgagor.

2. Employment and Skills Plan

- 2.1 Prior to Implementation the Owner covenants to submit to the Council for written approval an Employment and Skills Plan being a plan based on the template in Schedule 2 hereto and not to undertake any works amounting to Implementation before the Employment and Skills Plan has been approved by the Council
- 2.2 The Employment and Skills Plan shall include arrangements setting out how the Owner and to the extent they are not the same person any developer and their contractors will work directly with local employment/training agencies during the construction period as part of an employment and training consortium including but not limited to:
- 2.2.1 Jobcentre Plus and the Skills Funding Agency; and
- 2.2.2 voluntary and private sectors providers; and
- 2.2.3 sixth form colleges; colleges of further education; and universities
- 2.3 The Employment and Skills Plan shall specify the provision for training opportunities and other initiatives in respect of the vocational and employability skills required by the Owner the developer and their contractors for any new jobs and business opportunities created by the construction of the Development.
- 2.4 Following approval of the Employment and Skills Plan by the Council the Owner will on Implementation promote the objectives of the approved plan and ensure that so far as is reasonably practicable the objectives are met.

3. Sustainable Drainage Scheme ("SuDS") Wetland Retention Area and Flood Compensation Area

The Owner covenants as follows:

- 3.1 Prior to Implementation the Owner shall submit to and obtain the approval of the Council to a plan for the management and maintenance for the lifetime of the Development of the SuDS and Wetland Retention Area which shall be substantially in accordance with the Flood Risk Assessment submitted and approved by the Council in compliance with condition 4 of the Planning Permission and which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangement to secure the operation of the SuDS and the Wetland Retention Area throughout its lifetime

SuDS and Wetland Retention Area Bond

- 3.2 The Owner shall provide to the Council a bond ("Bond") in a form agreed in writing by the Council (such agreement not to be unreasonably withheld or delayed) for a total sum made up of 110% of the anticipated cost of construction of the SuDS and Wetland Retention Area scheme.
- 3.3 The Bond shall be issued by a clearing bank or other institution approved by the Council (such approval not to be unreasonably withheld or delayed) (hereinafter called "the Surety").
- 3.4 The Bond shall be to the effect that:
If the Owner shall fail to provide the SuDS and Wetland Retention Area scheme in accordance with the Planning Permission or fail to perform its obligations under paragraph 3.1 hereof or fail to implement the approved arrangements for management and maintenance of the SuDS and Wetland Retention Area scheme or shall be adjudicated bankrupt or shall go into liquidation voluntarily or otherwise or shall execute a deed of assignment for the benefit of or otherwise compound with its creditors (except for the purpose of reconstruction or amalgamation) the Council may without prejudice to its other rights remedies and powers against the Owner for such non-performance or non-observance (as the case may be) carry out complete and/or implement the SuDS and Wetland Retention Area scheme and the said provisions and the Surety will pay the Council a sum equivalent to any

reasonable expenditure which the Council may properly incur in carrying out completing and/or implementing the SuDS and Wetland Retention Area scheme and the said provisions and the Council's reasonable legal costs incurred for which sum (being the sum agreed for the cost of construction of the SuDS and Wetland Retention Area scheme plus 10% thereof) the Surety binds itself and its successors and assigns to the Council. On completion of the SuDS and Wetland Retention Area the bond shall be released.

- 3.5 Such SuDS and Wetland Retention Area scheme bond shall be provided prior to Occupation of any Residential Unit (if the SuDS and Wetland Retention Area have not been completed prior to such Occupation) within the Development and endure until the SuDS and Wetland Retention Area scheme is completed unless the Council agrees in writing to a request by the Owner for the bond term being a fixed period and renewed at the end of the agreed fixed period until such time as the SuDS and Wetland Retention Area scheme is completed, such completion being defined as the point in time at which the scheme is passed into the enduring care of its future owners under the terms of the approved arrangements.

Flood Compensation Area

- 3.6 The Owner of the Flood Compensation Area covenants as follows:
- 3.6.1 following completion of the proposed works to the Flood Compensation Area not to use the Flood Compensation Area otherwise than for agricultural uses;
- 3.6.2 following completion of the proposed works to the Flood Compensation Area to maintain the levels and gradient in accordance with Plan C and such other approved plans;
- 3.6.3 not to develop the Flood Compensation Area (other than by carrying out of the proposed works) without prior written approval of the Council such development including any means of enclosure must not obstruct the free flow of water through the Flood Compensation Area; and
- 3.6.4 notwithstanding paragraph 3.6.3 ante, not to obstruct the free flow of water through the Flood Compensation Area at any time.

4. Management Arrangements

- 4.1 The Owner covenants not to undertake any work amounting to Implementation unless and until the Council has approved in writing (such approval not to be unreasonably withheld or delayed) the Owner's proposal for one or more entities to be responsible for the maintenance and management of Common Parts which shall not include any Dwelling or building or other structure or area to be transferred with such a Dwelling or other building or structure but shall include:
- (i) Any open space on the Land;
 - (ii) Any Landscaping and play area on the Land;
 - (iii) Any Boundary Hedges on the Land;
 - (iv) Any SuDS and Wetland Retention Area Scheme (if unadopted) on the Land;
 - (v) Any unadopted roads footpaths footways cycle ways parking courts and drives on the Land (to the extent that such parking courts and drives shall not be private);

but shall not include the Flood Compensation Area,

such proposals to include where applicable full details of the proposed structure and voting rights of the entity (the "Management Company")

- 4.2 The Owners shall not Occupy or cause or permit Occupation of any Residential Unit on the Land until the Management Company has been formed in accordance with the approved proposal.

5. Management Plan

- 5.1 Prior to Implementation the Owner shall prepare and submit to the Council for written approval (such approval not to be unreasonably withheld or delayed) a plan ("the Management Plan") containing proposals for arrangements to secure the future maintenance of the Common Parts referred to in paragraph 4.1 above by the Management Company (which may include a transfer of the Common Parts to the Management Company or the granting of a long lease of or rights over the Common Parts by the Owner in favour of the Management Company) so as to ensure that the Common Parts are properly

maintained such proposals to include details of how the costs of street lighting charges (if relevant) and costs of cleaning and maintaining the Common Parts shall be met (by residents of the Development or otherwise) and proposals for arrangements to secure future access for the public to any open space and to any play area provided within the Land unless otherwise agreed subject to appropriate rules and regulations.

- 5.2 The Owner shall repair and maintain the Common Parts to the reasonable satisfaction of the Council until such time as the Management Company is formed and the transfer or grant of a lease or other arrangements set out in the approved Management Plan have been implemented.
- 5.3 The Council may approve changes to the Management Plan if proposed in writing by the Owner from time to time.

6. Contributions

Solent Recreation Mitigation Partnership

- 6.1 Prior to Occupation of any Dwelling the Owner shall pay to the Council the sum of £21,500 (being the sum of £172 per dwelling) towards the funding of measures under the Solent SPA Interim Planning Framework.

Monitoring Fee

- 6.2 The Owner shall pay the Monitoring Fee of £5,000 to the Council prior to Implementation

Schedule Two

Employment and Skills Plan

Site
Landowner/developer
Planning application number
This document forms the developer's response to sections XX of the Section 106 Agreement between XX and XX dated XX.
Development give a brief description of the proposed development including identifying what is being built, the estimated construction cost, the start date and the period of construction.
Opportunities state the approximate number and type of jobs that will be created during the construction stage of the development. Please provide a copy of the labour forecasting tool if available.
Contact details Please provide full contact details for the developer's project team.

--

Delivery

complete the employment and skills matrix at the end of this document with details of the following employment and training measures that will be provided for local people during the construction phase of the development.

Please provide any other relevant information to support the employment and skills plan.

- Recruitment through Jobcentre Plus and other local employment vehicles
- Work trials and interview guarantees
- Pre-employment training
- Apprenticeships
- Vocational training (NVQ)
- Work experience (14-16 years, 16-19 years and 19+ years)
- School, college and university site visits
- Construction Skills Certification Scheme (CSCS) cards
- Supervisor training
- Leadership and management training
- Support with transport, childcare and work equipment
- Any further details of in-house training schemes

Monitoring

Please provide details on how the Employment and Skills Plan will be monitored.

Employment and Skills Matrix

Category	NSAfc-CBA benchmark	Activity	Number of people	Supervision	Dates	Notes
Work placement (14-16 years)						
Work placement (16-19 years)						
Work placement (19+ years)						

Curriculum support activities – individual engagement						
Graduates - persons						
Apprentice starts – persons						
Existing apprentices – persons						
Apprentice completions - persons						
Jobs advertised through local employment vehicles – number						
NVQ starts for sub-contractors						
NVQ completions for sub-contractors						
Training plans for sub-contractors - number						
Supervisor training for sub-contractors - persons						
Leadership and management training for sub-contractors - persons						
Advanced health and safety training for sub-contractors - persons						
Construction	n/a					

Skills Certification Scheme (CSCS) cards						
Support with transport, childcare and work equipment	n/a					
Recruitment through Jobcentre Plus	n/a					
Recruitment through other local employment vehicles	n/a					
Work trials and interview guarantees	n/a					
Pre-employment training	n/a					
In-house training schemes	n/a					

Schedule Three

The Owner covenants with the County Council as follows:-

1. **The Travel Plan:**

- 1.1 Not to Occupy nor permit Occupation of the Development or any part thereof unless and until it has implemented the measures expressly to be complied with prior to Occupation set out within the Interim Travel Plan.
- 1.2 Not to Occupy nor permit Occupation of the Development or any part thereof for a period in excess of three months unless and until it has undertaken residential surveys as required by table 4.2 of the Interim Travel Plan
- 1.3 Not to Occupy nor permit Occupation of the Development or any part thereof for a period in excess of six months unless and until it has prepared the Full Travel Plan based on the residential surveys referred to above and submitted it to the County Council
- 1.4 Thereafter to use reasonable endeavours to secure the County Council's written approval of the Full Travel Plan and to implement and comply with the Full Travel Plan in accordance with the requirements and timetable of the approved Full Travel Plan
- 1.5 Without prejudice to the approved Full Travel Plan the Owner shall not Occupy nor permit Occupation of the Development (or any part thereof) unless and until it has appointed a travel plan co-ordinator for the whole of the Development for a five year period from Occupation to implement the Full Travel Plan, set up site wide car share and promote it, promote existing bus services and has notified the County Council in writing of such appointment
- 1.6 Within 28 days of demand and in any event prior to Implementation of the Development to pay to the County Council the Full Travel Plan Approval Fee
- 1.7 Not to Occupy not permit Occupation of the Development (or any part thereof) unless and until it has paid to the County Council the Full Travel Plan Monitoring Fee

- 1.8 Not to Occupy nor permit Occupation of the Development (or any part thereof) unless and until it has provided to the County Council the Full Travel Plan Bond to the effect that if in the opinion of the County Council acting reasonably the Owner unreasonably fails at any time within five years of first Occupation of the Development to deliver the agreed measures and/or comply with any/all of the measures contained within the Full Travel Plan the Surety shall pay to the County Council on demand such sum as may be certified by the Director to be required up to the maximum amount of the Full Travel Plan Bond in order to remedy the failure to achieve and implement the agreed measures contained within the Travel Plan or such alternative measures as the Director in his absolute discretion determines will achieve the overall aims of the Full Travel Plan or such alternatives measures as the Director in his absolute discretion determines will at no greater cost to the Owner achieve the overall aims of the Full Travel Plan

2. Highway Agreement

- 2.1 Not to Implement nor permit Implementation of the Development unless and until the Owner enters into a Section 278 Agreement with the County Council for the Highway Works
- 2.2 Not to Occupy nor permit Occupation of the Development (or any part thereof) unless and until the Dropped Kerb Pedestrian Crossing Improvements have been carried out and completed to Completion Certificate Standard
- 2.3 Not to Implement nor permit Implementation of the Development unless and until the Vehicular Access Works have been carried out and completed to Completion Certificate Standard.

3. Education Contribution

- 3.1 Not to Occupy nor permit Occupation of the first Dwelling comprised within the Development unless and until it has paid £200,125.00 (two hundred thousand one hundred and twenty five pounds) Indexed towards the Education Contribution (to the County Council);

- 3.2 Not to Occupy nor permit Occupation of more than fifty Dwellings comprised within the Development unless and until it has paid a further £216,000 (two hundred and sixteen thousand pounds) Indexed towards the Education Contribution (to the County Council);
- 3.3 Subject to paragraph 3.4 not to Occupy nor permit Occupation of more than one hundred Dwellings comprised within the Development unless and until it has paid £216,000 (two hundred and sixteen thousand pounds) Indexed towards the Education Contribution (the County Council).
- 3.4 The payment referred to in paragraph 3.3 shall be reduced by the sum of £5,057 Indexed in respect of each Dwelling comprised within the Development which only contains one bedroom.

4. Provision of Highways/Rights of Way

- 4.1 Not to Occupy nor permit Occupation of the last Residential Unit comprised within the Development unless and until the Owner has completed construction of and afforded public access over all roads footpaths and cycleways within the Development
- 4.2 To include in any reserved matters application a corridor of sufficient width to accommodate in the future a footpath and cycleway between the points marked X and Y on Plan D

Schedule 4

The Council covenants with the Owner as follows:-

1. In the event that the Owner serves notice pursuant to paragraph 1 of Schedule 1 requesting changes to the tenure or quantum of Affordable Housing Units the Council will, where it is reasonably satisfied that the Owner has complied with the obligations to use reasonable endeavours in all material aspects, issue a written notice to the Owner authorising the Owner to adjust the proportion of Affordable Housing Units to a figure to be agreed with the Council or to change tenure subject to:
 - the level of any Affordable Housing Funding available;
 - the Homes and Communities Agency's "Economic Assessment Tool" or any such other economic assessment tool submitted by the Owners and agreed by the Council to evaluate the portion of Affordable Rented Housing Units to be provided with the level of Affordable Housing Funding available and
 - the results of any financial viability assessment carried out by the Owner

Schedule 5

The County Council covenants with the Owner as follows:-

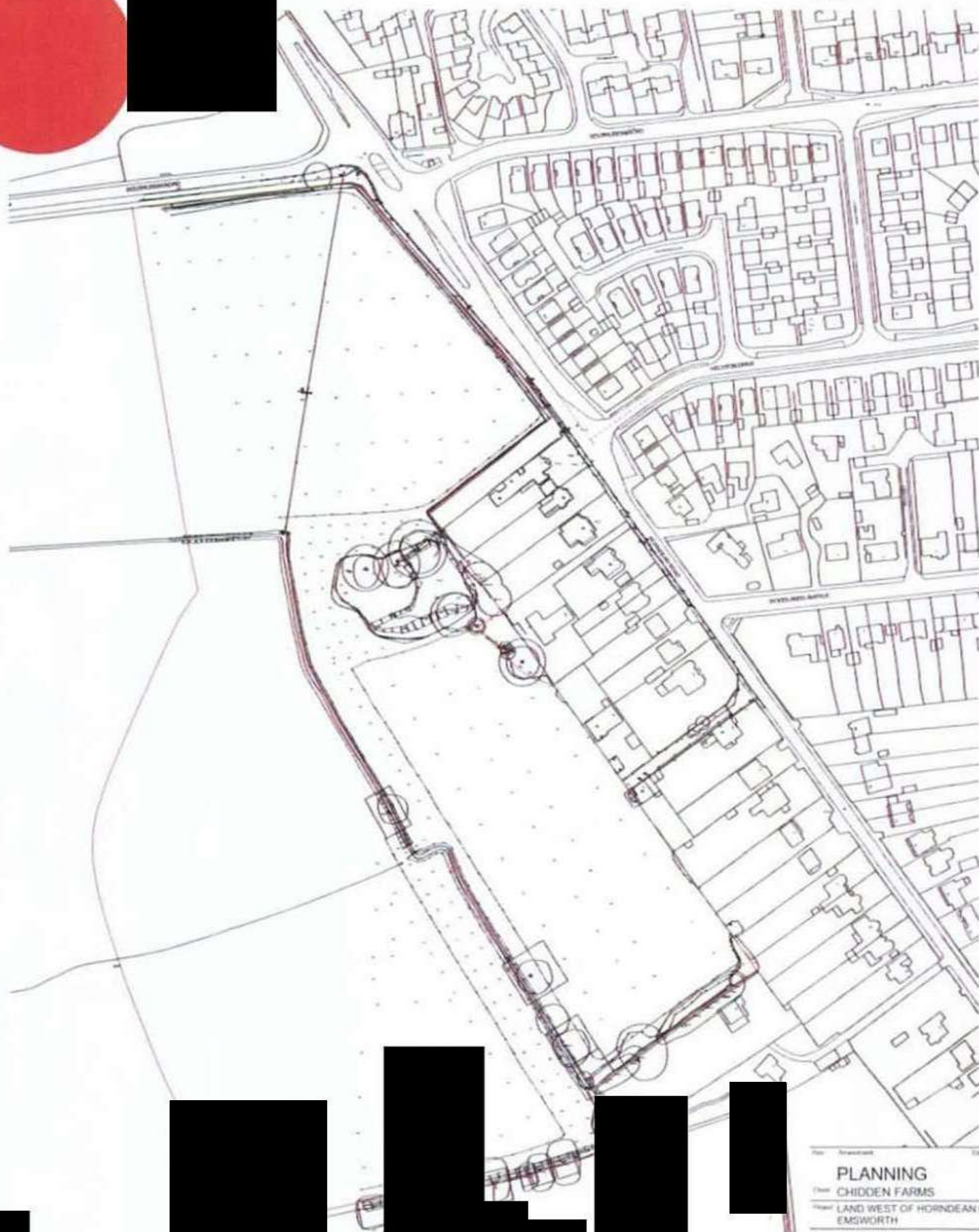
- 1.1 To use the Education Contribution for the purposes specified in this Agreement or such other purposes for the benefit of the Development as the Owner and the County Council shall agree in writing
- 1.2 Following receipt of written request to do so from the Payee to repay to the Payee such amount of the Education Contribution which remains unspent or uncommitted by the letting of a contract on the tenth anniversary of the date of receipt by the County Council of the last instalment of such contribution together with interest accrued thereon (if any) at the rate from time to time prescribed under section 32 Land Compensation Act 1961 from the date of payment until the date of written request for refund
- 1.3 If prior to the receipt of the Education Contribution the County Council incurs any expenditure in providing additional facilities to which it was intended to apply any such contribution (or in consequence of arranging for the provision thereof) by the letting of a contract or otherwise including any design costs whether in anticipation of or as a result of the Development then the County Council may immediately following receipt of such contribution deduct therefrom a sum equivalent to such expenditure incurred and for the avoidance of doubt it is hereby further agreed that such proportion of any such contribution shall not be subject of any requirement to repay or account for it or any interest accrued thereon pursuant to the terms of this Agreement and that such monies shall be and remain the property of the County Council and shall not be bound by the terms of this Agreement

Schedule 6

Plans

Plan A	drawing reference 055/PL/02 rev B titled "Site Plan"
Plan B	drawing reference 055/PL/03 rev A titled "Illustrative Masterplan"
Plan C(a)	drawing reference 13-016/123 titled "Flood Compensation Area"
Plan C(b)	drawing reference 13-016/124 titled "Wetland Retention Area"
Plan D	Showing points X and Y

Scale for printing purposes only.
Contractors to confirm all dimensions before
installing work on site or shop drawings.
STANDARD ARCHITECT is the author of any
drawings herein.



3036

Plan: Siteplan Date: _____

PLANNING

Client: CHIDDOEN FARMS

Project: LAND WEST OF HORDEAN ROAD
EMSWORTH

Title: SITE PLAN

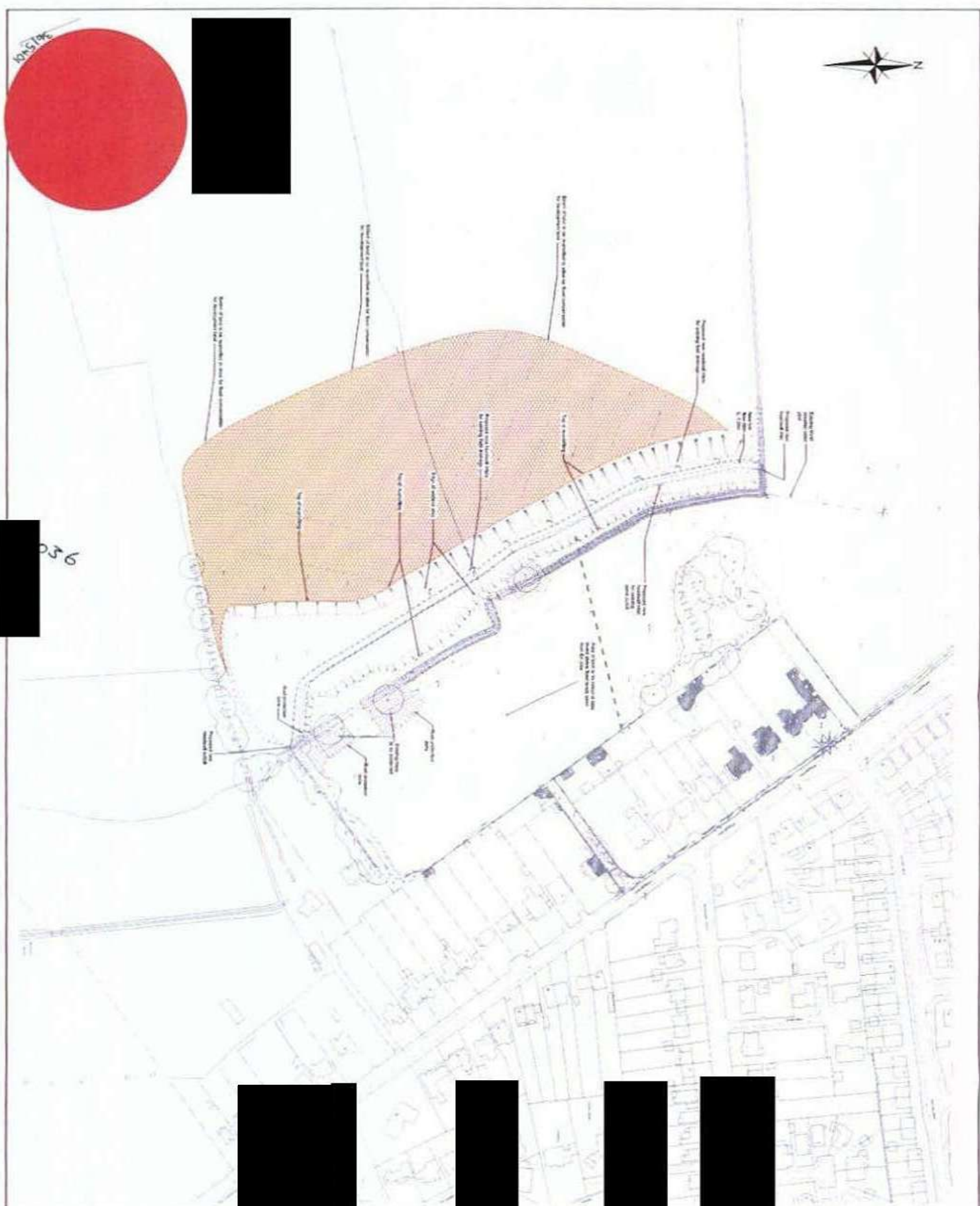
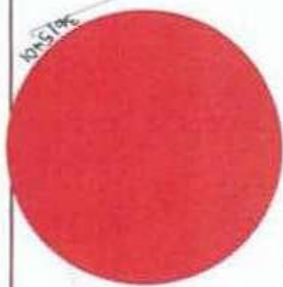
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File # AD - 11190 Date: 08/1/2014

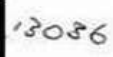
055 PL 02 Rev: B

STAINSBYARCHITECT

TABLE 1
TUMOR RECORD
HISTOLOGY
STAGE
CLINICAL

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PLAN C (a)



CEA

Land West of Hammond Road
Emsworth, Harris
Wetland Retention Area

Children Farmis

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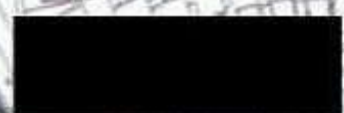
PLAN

Scale for planning purposes only
Extracts to be used in documents before
submitting plan to planning authority
SHOULD ACCORD TO THE SCALE OF THE
ORIGINAL



36/540

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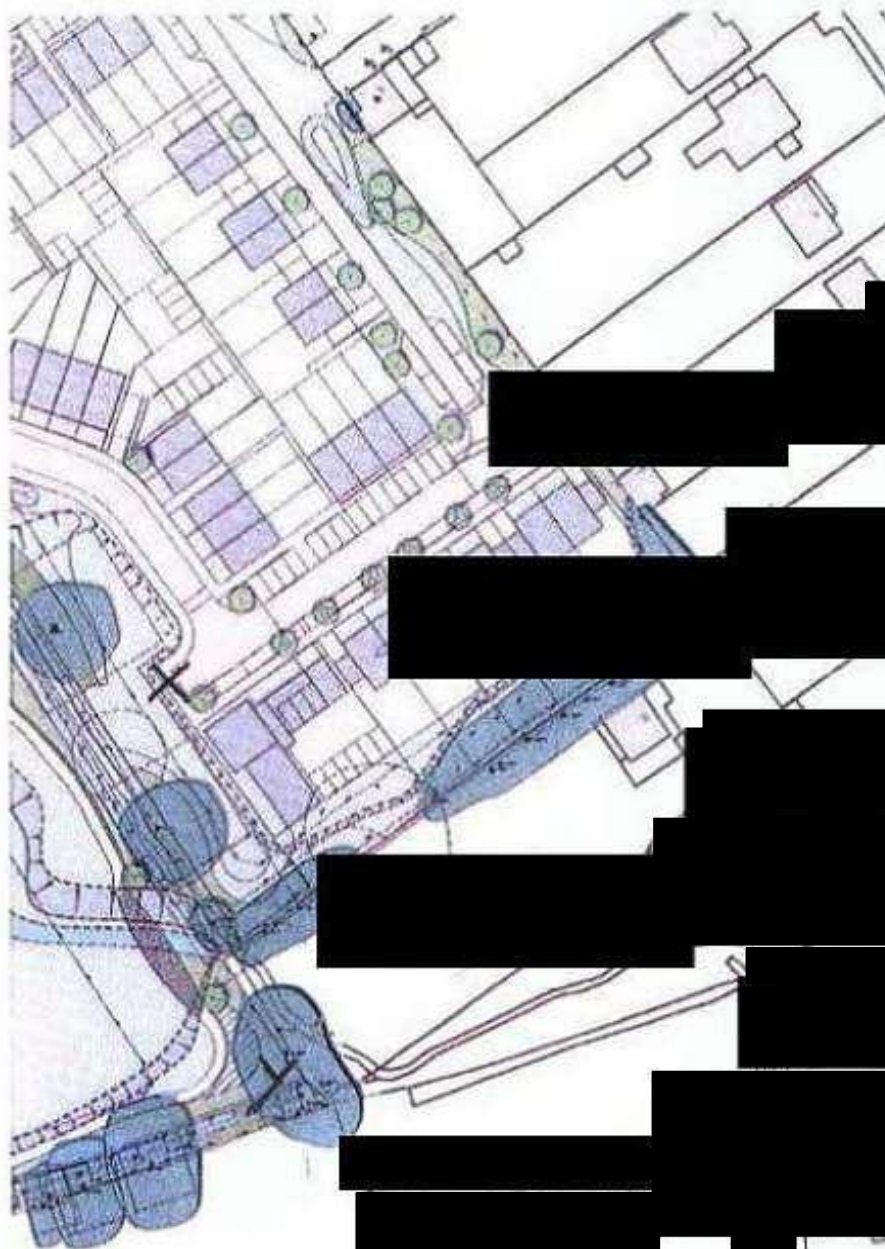


PLANNING
CHODEN FARMS
LAND WEST OF HORDEAN ROAD
EWEVORTH
ILLUSTRATIVE
MASTERPLAN

Drawn: [] Submitted: []
Scale: 1:1000 Date: 10/11/11
055 PL 90 Rev: A

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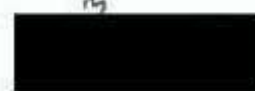
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Schedule 7

Interim Travel Plan and Horndean Road Travel Plan Costed Measures



Interim Travel Plan

Chidden Farms
Land west of Horndean Road, Emsworth
August 2014

Chidden Farms

Land west of Hordean Road, Emsworth

August 2014

**Quality Assurance**

Site name: Land west of Hordean Road, Emsworth

Client name: Chidden Farms

Type of report: Interim Travel Plan

Prepared by: Andrew Beard BSc(Hons) MCIHT

Signed



Date: August 2014

Reviewed by: Susan Challis BSc CMILT MCIHT MAPM FRSA

Signed



Date: August 2014

Rev	Date	Details	Prepared by	Checked by
V.01	August 2014	Revision in response to HCC Comments	APB	SCY

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Appendices

Appendix 1 Site Location Plan

Appendix 2 Site Layout Plan

Appendix 3 Rail Based Public Transport Information

Appendix 4 Bus Based Public Transport Information

Appendix 5 Pedestrian and Cycle Network

Appendix 6 Personal Injury Accident Data

Appendix 7 Draft Travel Survey

Chidden Farms

Land west of Hordean Road, Emsworth

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1 Introduction

Background and Development Description

- 1.1 Bidwells Transport Planning has been commissioned by Chidden Farms to prepare an Interim Travel Plan in support of an outline planning application for the development of land west of Hordean Road in Emsworth, Hampshire for the purposes of a residential development comprising up to 130 dwellings and flood alleviation measures.
- 1.2 The proposal site is located to the west of the B2148 Hordean Road in Emsworth, Hampshire and falls within the administrative area of Havant Borough Council. The town of Emsworth is located to the east of Havant and is designated as a 'District Centre' in the Havant Borough Core Strategy. Emsworth is situated in south-east Hampshire on the West Sussex Border and is bisected by the A27 which runs in an east-west direction approximately between Chichester and Portsmouth.
- 1.3 The extent and location of the proposal site in relation to the local area is illustrated by **Appendix 1**.
- 1.4 The proposal site comprises an area of land west of Hordean Road extending to approximately 5.9 hectares and allocated for residential use by Havant Borough Council in the Draft Havant Borough Council Local Plan (Site Ref UE13). The proposals envisage a sustainable residential development comprising up to 130 dwellings.
- 1.5 At this stage, it is not possible to determine precise measures and targets that could be incorporated into a full Travel Plan for the site as a detailed proposal has not yet been determined. Therefore, this document forms what is essentially a framework for the full Travel Plan and details the potential measures and initiatives that could be promoted and implemented across the site.
- 1.6 This document encompasses an Interim Travel Plan (ITP) which is the precursor to a fully adopted, detailed Travel Plan. The ITP has been prepared in conjunction with, and complimentary to, the Transport Assessment in support of the foregoing proposals.

Policy Background

National Planning Policy Framework

- 1.7 The need for travel plans is established and endorsed by central government policy and guidance encompassed within the *National Planning Policy Framework (NPPF)* through which the UK Government demonstrates its commitment to reducing congestion and promoting more environmentally-friendly and sustainable modes of transport.
- 1.8 Whilst not prescriptive, Section 4 of the NPPF with regards to transport, entitled **Promoting sustainable transport**, considers in paragraph 29 that:

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives' and that 'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'.
- 1.9 The NPPF goes on to say in paragraph 30 that:

Chidden Farms

Land west of Horndean Road, Emsworth

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'In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport'.

- 1.10 Paragraph 36 of the NPPF identifies that:

'A key tool to facilitate this (i.e. sustainable development) will be a Travel Plan'.

Hampshire County Council Local Transport Plan 2011-2031

- 1.11 Hampshire County Council's Local Transport Plan was formally approved on 24 February 2011. The Local Transport Plan is written in two parts: a 20 year strategy which sets out the long-term vision for how the transport network will be developed over the next 20 years and a 3 year Implementation Plan setting out planned expenditure on transport over the April 2013 – March 2016 period.

- 1.12 The three main transport priorities set out in Hampshire's LTP are:

- 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 as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key continued casualty reduction.
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods;

Havant Borough Core Strategy 2011 – 2026

- 1.13 The Havant Borough Core Strategy is the principal document in the council's Local Plan. It covers the Borough of Havant, setting out the spatial planning strategy for the area up to 2026. It sets out how many new homes and jobs are needed in the borough and their distribution. It also sets out what services, facilities and infrastructure such as green spaces, shops and community services are needed and when and how they will be delivered whilst having regard to the Borough's high quality natural environment.
- 1.14 Policies relevant to the proposal at land to the west of Horndean Road with respect to sustainable transport are set out below:

DM11 Planning for More Sustainable Travel

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

- 1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.***
- 2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.***

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3. *Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.*

4. *Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.*

5. *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.*

DM12 Mitigating the Impacts of Travel

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. *Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*

2. *The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*

3. *The submission of a transport statement must accompany planning applications to explain changes to travel demand.*

4. *A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.*

5. *In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.*

DM13 Car and Cycle Parking on Residential Development

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

- 1.15 This Interim Travel Plan has been prepared in accordance with the policy framework and supplementary guidance set out above.

Travel Plan Aims and Objectives

- 1.16 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car. The Travel Plan will identify and implement a set of interconnected measures and initiatives which will reduce the environmental impact of the

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Land west of Horndean Road, Emsworth

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travel associated with development, particularly through the use of sustainable modes of travel including public transport, cycling and walking.

- 1.17 The specific aim of this Interim Travel Plan is to support the outline planning application for a sustainable residential development incorporating up to 130 dwellings and to facilitate the preparation of the final residential travel plan to encourage sustainable travel choices to be made and make the operation of the site as sustainable as possible in terms of people movement.
- 1.18 The desire to address environmental issues of climate change through a contribution towards the reduction in carbon impact of transport associated with the proposals and to promote benefits to residents in terms of health and social welfare through effective travel planning and the promotion of 'smarter choices' of travel, are also drivers for the successful delivery of a travel plan for the site.
- 1.19 This Interim Travel Plan will therefore incorporate the following:
 - A site audit to identify all existing transport links to the site and any initiatives that are already in place, including the potential to support and interact with sustainable initiatives within the adjacent community;
 - The identification of the primary Travel Plan objectives, through which the scope of the final Travel Plan can be developed;
 - The identification of measures and initiatives to achieve these objectives;
 - A methodology for formulating the final Travel Plan, incorporating implementation processes and the roles/responsibilities of all parties involved; and
 - A monitoring programme, incorporating ongoing promotion and communication, to ensure that targets and measures are assessed in order to achieve the primary objectives of the plan.
- 1.20 The primary objectives of this Travel Plan are as follows:
 - To reduce the need for unnecessary journeys;
 - To reduce reliance on the private car and encourage car sharing;
 - To increase awareness of sustainable travel alternatives to the private car;
 - To encourage the use of alternative modes of transport which have less environmental impact, including walking, cycling and public transport;
 - To promote social inclusion and interaction;
 - To accommodate those journeys that need to be made by car; and
 - To reduce the overall level of impact of the site on the surrounding area, with respect to movements to/from the site, thereby minimising the transport impact of the development on the local area.

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Travel Plan Co-ordinator

- 1.21 The main role of the Travel Plan Co-ordinator is to prepare, promote and monitor the objectives and initiatives of the Travel Plan and to be a point of contact for residents and visitors on the site. It is essential that a Travel Plan Co-ordinator is appointed prior to first occupation of the site.
- 1.22 It is anticipated that the Travel Plan Co-ordinator liaise regularly with representatives from the residents of the site, the Local Authority and local community groups and a representative of the developer to inform and discuss the latest Travel Plan information and issues and to consider potential travel planning improvements and initiatives.

Consultation and Partnerships

- 1.23 Early liaison between the appointed Travel Plan Co-ordinator and the Local Authority, Local Highway Authority and public transport operators will be required to inform the preparation of the final Travel Plan and to secure information and appropriate discounts for sustainable travel.
- 1.24 The Travel Plan Co-ordinator will seek to build partnerships with the Local Authority, Local Highway Authority, public transport operators and other stakeholders and local organisations to maximise the opportunity and secure discounts for access to sustainable travel through initiatives such as discounted public transport fares and bicycle purchase vouchers.

Travel Plan Actions

- 1.25 The following actions, which will be facilitated by the Travel Plan Co-ordinator, will help to develop and achieve the future targets identified in the final Travel Plan. These actions will include:
- The preparation of a final residential Travel Plan for the site;
 - The promotion of measures to encourage a shift from private car to sustainable travel choices; and
 - The provision of personalised journey planning, which is to be made available to residents and visitors to the site.
- 1.26 Within the final Travel Plan, to be prepared by the Travel Plan Co-ordinator, the following actions will be promoted to achieve the agreed targets:
- Travel plan promotion and awareness, including information campaigns throughout the site;
 - Implementing of a car share scheme, including a car share register;
 - Provide up to date information on services and facilities;
 - Defining and implementing travel surveys to ensure that the flexibility of the Travel Plan is maintained and can respond to changing travel patterns;
 - Monitoring of the performance of the plan against targets agreed with the local authority;
 - Provide appropriate cycle and pedestrian routes and on site facilities; and

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- Investigate opportunities for joint measures between the council, occupiers of the site and the adjacent community.

Methodology for formulating the Travel Plan

- 1.27 The implementation of the Travel Plan for the proposed use will ultimately be the responsibility of the future developer of the site.
- 1.28 The following is an example of the implementation process that could be followed once the site is occupied:
- Undertake a multimodal travel survey to determine resident travel patterns and preferred modes;
 - Prepare an inventory of transport links to the area, particularly for non-car modes;
 - Establish travel patterns, trip attractions, modal split and opportunities for car-sharing;
 - Investigate incentives for residents to change mode and disincentives to drive alone; and
 - Recommend co-ordination and monitoring procedures.
- 1.29 The formulation of the final Travel Plan for the proposals will be in accordance with the requirements of Hampshire County Council and Havant Borough Council and will also have regard to the content of this *Interim Travel Plan*.

Monitoring the Travel Plan

- 1.30 A Travel Plan requires a regular monitoring programme to be undertaken in order to ascertain whether or not the implemented measures are achieving the primary objectives of the plan.
- 1.31 The monitoring of the Travel Plan will be undertaken by the Travel Plan Co-ordinator in agreement with the Local Authority.
- 1.32 The performance of the full Travel Plan will be monitored through an annual monitoring report, prepared by the Travel Plan Co-ordinator, for a period of 5 years from first occupation, the cost of which will be covered by the originator.

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2 Site Specific Assessments

Site Description

- 2.1 The proposal site covers an area of approximately 5.9 hectares which has been allocated by Draft Havant Borough Local Plan. The site consists of arable agricultural land. It is bounded to the north by Southleigh Road and to the west by Horndean Road and existing residential properties on Horndean Road. Arable agricultural land surrounds the remainder of the site. The location of the site in relation to the local area is illustrated by **Appendix 1**.
- 2.2 The B2148 Horndean Road runs in a generally north-west to south-east direction along the western boundary of the site from the A3(M) Junction 2 to Emsworth town centre.
- 2.3 The B2148 Horndean Road in the vicinity of the site is a good quality single carriageway road, approximately 5.5m in width and subject to a 30mph speed restriction. The B2148 is a bus route, benefits from a system of street lighting and has footway provision on both sides of the carriageway in the vicinity of the site, providing high quality vehicular and pedestrian routes accessing the town centre.
- 2.4 Horndean Road forms a staggered priority junction with Southleigh Road immediately north-east of the site. A dedicated stretch of on-road cycle lane is provided along Horndean Road in the vicinity of the Southleigh Road junction.
- 2.5 Southleigh Roads runs along the northern boundary of the site and is a 5.5m wide single carriageway road benefitting from a 2.2m wide shared pedestrian and cycleway running along its southern kerb line. Southleigh Road is subject to a 40mph speed restriction and 7.5 tonne weight restriction.
- 2.6 The town of Emsworth lies approximately 1.5km south of the site. Emsworth is bisected by the A27 and lies approximately 16km west of Chichester and 15km east of Portsmouth. The A3(M) runs approximately 7km to the west of the site.
- 2.7 Indicative outline proposals for the site incorporating pedestrian, cycle and vehicle movement and access routes are illustrated by **Appendix 2**.

Public Transport Accessibility: Rail Services

- 2.8 Emsworth Rail Station is located approximately 1.2km south of the proposal site providing easy and direct connections to mainline rail services to Brighton, Southampton, Portsmouth, London Victoria, and Little Hampton.
- 2.9 Emsworth Rail Station is unstaffed and provides a basic level of passenger facilities including ramped entrances, passenger seating and shelters, a help-point, cycle storage in the form of 4 uncovered stands and 10 sheltered spaces and a car park for 6 vehicles.
- 2.10 Pedestrian access to Emsworth Rail Station is achievable from the site via a direct, safe and attractive pedestrian footway network adjacent to Horndean Road, a journey time on foot of approximately 15 minutes from the site access.

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- 2.11 Cycle access to Emsworth Rail Station is achievable via the existing highway network comprising Horndean Road, a direct journey of approximately 4 minutes from the site access. Alternatively cyclists can follow the signposted cycle network route via Southleigh Road, Hollybank Recreation Ground, Garland Avenue, Bellevue Avenue and the shared cycle network through Emsworth Park, a journey of approximately 8 minutes by bicycle.

- 2.12 **Table 2.1** sets out the various train routes, frequencies and operating times accessible from Emsworth Rail Station.

Table 2.1 Rail Services from Emsworth Rail Station (Monday to Friday)

Destination	Frequency	First Train	Last Train	Operator
Brighton	Hourly	05:58	23:57	Southern Railway
Southampton	Hourly	06:07	23:57	Southern Railway
London Victoria	Hourly	06:11	23:27	Southern Railway
Portsmouth	Hourly	06:07	00:29	Southern Railway
Littlehampton	Hourly	05:58	23:57	Southern Railway

- 2.13 The proposal site therefore benefits from excellent accessibility to rail based public transport services from Emsworth Rail Station.
- 2.14 The rail based public transport network information for routes accessible from Emsworth Rail Station is provided in **Appendix 3**.

Public Transport Accessibility: Bus Services

- 2.15 The provision of bus based public transport in the area has been assessed in terms of access to routes, frequencies of services and levels of reliability. The quality of the bus infrastructure in the area has also been assessed in respect of the provision and quality of shelters, information and seating.
- 2.16 Bus accessibility is measured by reference to the number and frequency of services available within easy walking distance of the proposal site. Easy walking distance is considered to be up to 400 metres in the case of accessing bus based public transport.
- 2.17 Existing bus stops serving the half-hourly number 27 bus service between Southbourne and Havant are located on Southleigh Road at Allendale Avenue, approximately 350 metres walking distance from the site frontage on Horndean Road. These stops are marked by flag style signposts, provide pedestrian shelters and are accessible via an existing street-lit pedestrian footway network incorporating tactile paved dropped kerb crossing points on Southleigh Road.
- 2.18 The proposals include for the provision of a pedestrian crossing island on Horndean Road in the vicinity of the site access, supporting pedestrian access to the existing bus stops on Southleigh Road.

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- 2.19 Additionally, existing bus stops are located on Horndean Road within 100m of the proposed site access and at the southern end of Horndean Road, in the vicinity of St James' School, approximately 450m south of the proposed site access, providing additional services.

- 2.20 **Table 2.2** sets out all of the available bus services and frequencies in the vicinity of the site.

Table 2.2 Bus Routes (Monday to Friday)

Route*	Frequency	First Bus	Last Bus
27 Southbourne – Emsworth – Havant (AA)	2 per hour	06:37	17:09
27 Havant – Emsworth – Southbourne (AA)	2 per hour	08:19	21:09
31A Chichester High Sch – Mill Rythe Sch (HD)	School Days Only 07:52(IB) & 15:43(OB)		
36 Southbourne – Havant – ASDA (HR)	2 per day	09:09	10:20
44B Hampshire Farm-Emsworth-Havant(HD)	School Days Only 07:52		
300 Denmead – Waerfooville – Chichester (HD)	Wednesday Only 10:08(IB)& 13:26(OB)		
605 Emsworth-Denvilles-Leigh Park-St Thomas More's Sch (AA)	School Days Only 08:11(WB) & 15:29(EB)		
611 Spencerfield-Emsworth Hospital-Emsworth Primary Sch (HR)	School Days Only 08:04 & 15:46		
T9 Southbourne – Chichester Tesco (HD)	Wednesday Only 10:29(IB)& 13:30(OB)		

*AA-Allendale Avenue HD-Helston Drive HR-Horndean Road

- 2.21 The bus based public transport information for routes accessible in the vicinity of the site is contained in **Appendix 4**.
- 2.22 The proposal site benefits from access to regular half hourly bus services available between Southbourne and Havant throughout the day and potential onward connections with services available to destinations further afield.

Walking and Cycling Assessment

- 2.23 Manual for Streets and national and local policy recognises the importance of walking and cycling as modes of transport which offer a more sustainable alternative to car travel and can make a contribution towards the overall character of a place, improved public health and in helping to tackle climate change.
- 2.24 The walking and cycling network in the vicinity of the site is illustrated by **Appendix 5**.

Walking

- 2.25 With respect to pedestrian access, a walk time of 10 minutes is generally considered the acceptable maximum to directly access any local facility or amenity and equates to a distance of approximately 800m.

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- 2.26 The 800m pedestrian catchment area from the centre of the development site encompasses bus stops, schools, and public recreation areas.
- 2.27 Whilst the MFS identifies that facilities within an 800m walk are preferable to create a walkable neighbourhood, it also recognises that this is not an upper limit and that, subject to the quality of the pedestrian route, walking has the potential to substitute for short car trips particularly those under 2km.
- 2.28 Emsworth town centre is located within a 2km walking distance of the site and provides all of the usual town centre services and facilities including shopping, recreation, education and employment. Emsworth Rail Station is also located within a 2km walk of the site.
- 2.29 The proposed development site area is served by a good quality pedestrian network comprising pedestrian footways, crossing facilities and street-lit routes adjacent to the highway network.
- 2.30 The provision of pedestrian routes through the proposal site will also enable further direct pedestrian connection between the site and the surrounding built up area, thus integrating the development into the existing community.
- 2.31 The location of the proposal site is therefore considered to provide significant potential for access to a good range of local amenities within reasonable walking distance and as such, is considered to offer very good levels of accessibility and integration opportunities for travel on foot.

Cycling

- 2.32 Cycling has the potential to substitute for short car trips, especially those less than 5km. Cycle access to the development site has been considered in detail and for the purposes of cycle accessibility.
- 2.33 The 5km catchment area within an acceptable cycling distance of the proposal site covers a full range of facilities and amenities within Emsworth town centre and the surrounding area including:
- Local employment, shopping and services;
 - Post Office;
 - Schools and Colleges;
 - Restaurants and Pubs;
 - Local healthcare facilities and Victoria Cottage Hospital;
 - Places of Worship;
 - Community groups & organisations;
 - Emsworth Sailing Club;
 - Emsworth Rail Station; and

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■ Bus Stops

- 2.34 Local roads in the vicinity of the proposal site are of a good standard and are conducive to the use of these routes by cyclists. Indeed, Southleigh Road is designated as a 'Cycle Network Link (Signposted)' by Havant Borough Council in its *Cycling in Havant* map, an extract of which is contained in **Appendix 5**. Southleigh Road benefits from an off-road cycle path alongside its southern kerbline and forms part of the Havant Borough Cycle Network linking Havant and Emsworth.
- 2.35 The site is therefore within reasonable cycling distance of a good range of local amenities and employment opportunities and as such, is considered to have the potential to provide very good levels of accessibility and integration opportunities for cyclists.

Highway Safety Assessment

- 2.36 A highway safety assessment has been undertaken for the highway network surrounding the site, broadly incorporating those lengths of Horndean Road and Southleigh Road in the immediate vicinity of the site.
- 2.37 Personal Injury Accident Data was obtained from Hampshire Constabulary for the 5 year period from 06/06/2008 to 31/05/2013; in this period a total of 4 accidents were recorded, all of them classified as being of 'slight' severity. An updated PIA data search was conducted in August 2014 and no additional records were raised.
- 2.38 Only one recorded accident occurred on Horndean Road, involving a head-on collision between two cars in wet street-lit conditions in December 2010 and attributed to driver fatigue. The remaining three recorded PIAs all involved cyclists on Southleigh Road, the first a collision between two cyclists in dark wet conditions in July 2008, the second a collision between a cyclist and car at the junction of Southleigh Road and Eastleigh Road in wet street-lit conditions in November 2009 and the third a collision between a cyclist and van at the access to Southleigh Farm in dry daylight conditions in July 2012.
- 2.39 It is clear from inspection of the data that there is no discernible accident pattern in the vicinity of the site nor is there any identifiable 'problem' area.
- 2.40 The full accident data is contained in **Appendix 6**.
- 2.41 A public consultation exercise undertaken by the applicant has identified a perceived issue of traffic speed on Horndean Road. Vehicle speed surveys have been undertaken to assess the 85%ile vehicle speeds on the highway network adjacent to the site and are recorded below.

Road (Posted Speed Limit)	Direction 1	Direction 2
Horndean Road (30mph)	Northbound – 36mph	Southbound – 37mph
Southleigh Road (40mph)	Eastbound – 46mph	Westbound – 44mph

- 2.42 Whilst it is acknowledged that observed traffic speed data confirms that 85%ile vehicle speeds currently exceed the posted speed limits on both Horndean Road and Southleigh Road there is no speed related accident history in either location.

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- 2.43 In consideration of the observed vehicle speeds it is proposed that visibility splays from the new access junctions will be provided in accordance with the 85%ile speeds observed.
- 2.44 In view of the foregoing assessment and review it is considered that there are no significant prevailing highway safety concerns in relation to the proposed development.

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3 Travel Issues and Barriers to Sustainable Travel

3.1 The potential issues and barriers to the promotion of sustainable travel in association with the proposals on the site have been identified as follows:

- Site on edge of town envelope;
- Constrained catchment of employment within walkable travel distance;
- Constrained provision of public transport services;
- Perceived accessibility on foot of bus stop;
- Perceived quality of facilities (shelters / seating etc) at bus stops;
- Provision of facilities to support the use of alternative modes of transport to the private car (e.g. secure cycle / motorcycle parking, car share scheme etc);
- Provision of work-from-home facilities (e.g. fast Broadband);
- Developer commitment to Travel Plan; and
- Resident attitudes to sustainable travel.

3.2 The measures and initiatives proposed within the Travel Plan will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the developer of the site for the duration of the development and/or a period of five years from first occupation of the site, whichever is the longer period.

3.3 Resident travel surveys conducted upon occupation of the site will enable the Travel Plan Co-ordinator to fully assess the attitudes of residents to sustainable travel and to identify the specific issues and barriers in place. This information will enable appropriate measures to be identified in the full Travel Plan to address the identified issues and barriers to sustainable travel and deliver the target modal shift.

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4 Travel Plan Objectives and Targets

General Objectives

- 4.1 The overall objective of a Travel Plan is to 'achieve a shift away from single-occupancy car use towards more sustainable forms of transport and; to reduce the environmental impact of travel'. The Travel Plan will offer benefits to residents, local authorities and the local community.
- 4.2 The primary objectives of the Travel Plan are therefore:
- To reduce the need for unnecessary journeys;
 - To reduce reliance on the private car and encourage car sharing;
 - To increase awareness of sustainable travel alternatives to the private car;
 - To encourage the use of alternative modes of transport which have less environmental impact, including cycling, walking and public transport;
 - To promote social inclusion and interaction;
 - To accommodate those journeys that need to be made by car; and
 - To reduce the overall level of impact of the site on the surrounding area, with respect to movements to/from the site, thereby minimising the transport impact of the development on the local area.

Forecast Development Trips and Baseline Modal Split

- 4.3 At this stage, as the residents that will eventually live at the site have not yet been identified, it is not possible to provide a baseline survey of destination locations or modal share. Nevertheless, a forecast of the likely trip generation and modal split for the site has been made, based upon appropriate data, as set out in Section 5 of the supporting Transport Assessment.
- 4.4 The trip generation potential of the site has been considered by reference to information held in the TRICS trip generation database, the nationally recognised trip information database and National Census 2001 Travel to work data.
- 4.5 Table 4.1 sets out the forecast trip generation by modal share based upon the stated assumptions above.

Table 4.1 Forecast Trip Generation by mode (130 dwellings)

Mode	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
All	32	113	86	52
Car / Van	23	81	62	37

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	AM Peak		PM Peak	
Car Passenger	2	8	6	4
Taxi	0	1	1	0
Bus / Coach	2	6	4	3
Rail	1	4	3	2
Motorcycle	0	1	1	1
Bicycle	1	4	3	2
On Foot	2	9	7	4
Other	0	1	1	0

- 4.6 **Table 4.1** indicates that in unconstrained circumstances, a development of up to 130 dwellings as proposed could generate in the region of 104 vehicle trips in the AM Peak and 99 vehicle trips in the PM Peak. Additionally a development of 130 dwellings could be expected to generate 5 cycle trips, 11 pedestrian movements and 13 public transport user trips in the AM Peak and 5 cycle trips, 11 pedestrian movements and 12 public transport user trips in the PM Peak.
- 4.7 The trip generation set out in **Table 4.1** represents the base situation for a standalone residential development without the benefit of improvements in public transport, cycle infrastructure, travel planning schemes and measures, enhanced pedestrian infrastructure and complimentary land-use proposals and is therefore considered to represent a robust assessment of the likely traffic generation for the site.
- 4.8 The trip generation set out in **Table 4.1** is considered to represent the primary traffic generation scenario for the purposes of highway impact assessment. Nevertheless considerable opportunity exists to minimise the vehicular trip generation associated with the site through the application of measures and initiatives promoted through a site-wide Travel Plan.
- 4.9 The forecast modal split identified in **Table 4.1** represents a realistic estimate of the baseline situation, formed upon the stated assumptions in the absence of a baseline travel survey. For the purposes of this Interim Travel Plan the forecast modal split is considered to represent the baseline upon which the initial Travel Plan targets are based.
- 4.10 The developers of the site will be required to undertake a detailed travel survey upon occupation of the site in order to ascertain the actual modal split at that time and to inform the development of the full Travel Plan.

Targets

- 4.11 Targets should be site-specific, measurable, achievable, realistic and time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by ...) or 'action' type (e.g. appoint a travel co-ordinator by ...).
- 4.12 In order to achieve the travel plan objectives **Table 4.2** below sets out suggested targets against which the success of the travel plan initiative can be assessed.

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**Table 4.2 Travel Plan Targets**

Type Target	Proposed Target
Appoint Travel Plan Co-ordinator	Prior to first occupation
Site-wide car share set up and promoted	Prior to first occupation
Existing Bus Service promoted	Prior to first occupation
Undertake Resident Travel Surveys	Within 3 months of first occupation and Annually thereafter for the duration of the development
Publish Full Travel Plan	Within 6 months of first occupation
Reduction in single occupancy car use	15% reduction within 5 years from first occupation

- 1.1 The proposed maximum AM and PM peak vehicle movements associated with the site once the Travel Plan has been operational for five years from first occupation, reflecting a 15% reduction in vehicular trips from the forecast baseline traffic generation set out in **Table 4.1** is contained in **Table 4.3** below.

Table 4.3 Single Occupancy Car Use Targets

Target	Proposed Target	Proposed maximum AM vehicle trips	Proposed maximum PM vehicle trips
Reduction in single occupancy car use	15% reduction within 5 years from first occupation	88	84

- 4.13 The single occupancy car use targets set out in **Table 4.3** illustrate that a reduction of 16 trips in the AM Peak period and 15 trips in the PM peak period is required within 5 years from first occupation of the site for the Travel Plan to achieve the target modal shift.
- 4.14 The proposed target represents the target trip rate for the site based upon full occupation at year 5 post occupation. Annual monitoring of the Travel Plan undertaken by the Travel Plan Co-ordinator will review this target in relation to the proportion of the site which is occupied at each review period.
- 4.15 Resident travel surveys are proposed within 3 months of first occupation to determine the actual modal split of the site and will provide the basis for determining further modal targets by trip purpose at the first review period.

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5 Travel Plan Measures and Initiatives

Overview

- 5.1 The following measures and initiatives will be implemented as part of the access, transport and travel plan requirements for the proposed development to encourage and promote the use of non-car modes of transport and car sharing in order to achieve the stated objectives and targets.
- 5.2 The approach is centred on the provision and facilitation of a residential travel plan for the proposal site.
- 5.3 The Interim Travel Plan and the measures and initiatives proposed within primarily address access to the site by residents, being the largest generators of trips during the AM and PM peak periods but are equally applicable to visitors to the site.
- 5.4 The provision of a Travel Plan for the site will be fundamental to ensuring that the proposals promote sustainable alternatives to single occupancy car use not only in its implementation but throughout the life of the proposals.
- 5.5 The Travel Plan will incorporate a range of measures and initiatives designed to support the sustainability of the site and to achieve specified targets for sole occupancy car borne traffic reduction. Travel plan initiatives will be promoted across the site via a range of media as determined by the Travel Plan Co-ordinator.
- 5.6 This section outlines the travel plan measures proposed, the roles and responsibilities of the key participants, an assessment of the likely cost and source of funding for the travel plan measures proposed, the extent of consultation that will be undertaken with key participants and a proposed schedule and timetable for implementation. The measures and initiatives proposed and their corresponding characteristics are summarised in the Action Plan.

Travel Plan Measures

- 5.7 The following Travel Plan measures and initiatives are proposed in support of the aims and objectives of the proposal with respect to sustainable travel and in order to address the travel issues and barriers previously identified.

Measure 1 – Appointment of Travel Plan Co-ordinator

- 5.8 A fundamental aspect of the implementation of any Travel Plan is the identification and appointment of a Travel Plan Co-ordinator (TPC) for the site prior to first occupation. The appointment of a TPC is a high impact measure which will have a significant effect upon the level of success of the Travel Plan in achieving its targets.
- 5.9 The role, which will be undertaken by an appointed representative of the developer or an independent transport consultant funded by the developer of the site, will require the allocation of sufficient time and resources to develop the proposed initiatives and to implement an overall strategy for the site. It is proposed that the appointed person will allow the equivalent of approximately one day per month for the application of the role.

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- 5.10 The TPC should have a sound knowledge of the local transport in the area and should wholeheartedly believe in the strategy to be implemented for the site. They should be approachable, amenable to suggestions and possess a high level of interpersonal skills, as they will be required to converse with outside bodies such as public transport operators and the local authority.
- 5.11 The role of the TPC will be provided from a site Travel Plan budget funded by the developer of the site. It is envisaged that this commitment will apply for the duration of the development and/or a period of five years from first occupation of the site, whichever is the longer period.
- 5.12 The TPC will seek to liaise and work closely with public transport operators, local schools and community groups and the local authority to co-ordinate and develop appropriate Travel Plan measures and initiatives.

Measure 2 – Access Strategy

- 5.13 An access strategy for the site will be implemented on the basis of a movement and access philosophy that promotes a balance between the essential requirements of access and the desire to provide a high quality travel environment that compliments and co-exists with the existing infrastructure and community it serves.
- 5.14 The movement infrastructure will be developed using the sustainable mode hierarchy principle, considering the requirements for access in the following order:
- Pedestrian;
 - Cycle;
 - Public Transport;
 - Servicing; and
 - Private Vehicle.
- 5.15 Vehicular access to the site is proposed via new priority access junctions with Hordean Road and Southleigh Road. Pedestrian and cycle access to the site is proposed via the main access points on to the existing highway and cycle network. Additionally potential exists to provide a 'green' link through the existing site access point adjacent to No 60 Hordean Road.
- 5.16 The pedestrian catchment incorporates a range of local services and facilities including schools, bus stops, playgrounds and a park.
- 5.17 The movement needs of private vehicles within the site will be secondary to those of walking and cycling movements and will be reflected in the design of the infrastructure realm. Clear signage, establishing the sustainable mode hierarchy will be provided within the site.
- 5.18 All servicing requirements including refuse collection and access by emergency vehicles will be wholly accommodated within the site.

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Measure 3 – Pedestrian and Cycle Access

- 5.19 Pedestrian and cycle access requirements have been considered in detail alongside the operational requirements of the proposals.
- 5.20 The layout of the internal infrastructure realm will be provided in such a way as to promote cycle and pedestrian movements through the provision of a safe and appropriate environment, creating a place where the needs of cyclists and pedestrians take precedence over the needs of car users, both within the development itself and between the site and the existing links to the wider pedestrian network within the existing community of Emsworth.
- 5.21 Information providing directions for access to the site by bicycle and identifying the potential links into the wider Cycle Route Network will be provided in resident travel packs and included in appropriate external literature.
- 5.22 Dwellings will be located within a reasonable walking distance of bus stops providing safe, convenient and attractive routes for those residents using public transport.
- 5.23 The potential improvements with respect to pedestrian and cycle facilities and infrastructure that will be offered by the development include:
- Appropriately designed internal infrastructure realm incorporating a comprehensive cycle and pedestrian movement strategy;
 - New and improved pedestrian and cycle links within the site and between the site and the surrounding area;
 - New and improved pedestrian links between the site and access to bus services;
 - Provision of a Pedestrian Crossing Island on Hordean Road in the vicinity of the site access;
 - Provision of pedestrian and cycle maps and information via resident travel packs, promotional leaflets, notice boards and/or other appropriate media; and
 - Encouragement of new residents to own a bicycle and undertake cycle training.

Measure 4 – Bicycle Schemes

- 5.24 The use of bicycles could be further encouraged through the development of a Bicycle Club, which would be organised and facilitated on site by the Travel Plan Co-ordinator.
- 5.25 The Bicycle Club would enable individuals to meet together to discuss safe routes, any incidents and promote group leisure cycling to specific locations and other cycle development initiatives such as training and bicycle maintenance sessions.
- 5.26 The provision of conveniently located secure covered cycle parking and facilities at key locations will facilitate and encourage cycling as an attractive mode of travel from the site.

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- 5.27 A cycle discount voucher, contained in resident travel packs, could be provided in association with a local cycle shop providing a discount on the purchase of a new bicycle and/or equipment such as helmets and cycle clothing.

Measure 5 – Rail Based Public Transport

- 5.28 The closest mainline rail station is Emsworth Rail Station, located approximately 1.2km south of the site.
- 5.29 Rail timetables and station information will be provided in resident travel packs, promotional literature and on notice boards throughout the site.
- 5.30 The TPC will liaise with public transport and taxi operators regarding the potential for promotional discounts on connections between the site and rail services at Emsworth Rail Station.

Measure 6 – Bus Based Public Transport

- 5.31 The proposals provide significant opportunity to support existing bus services, predominantly the number 27 service. The 27 service currently operates an hourly frequency route between Havant and Southbourne.
- 5.32 Discussions will be held with the Local Highway Authority and local bus operators with respect to the extent of current bus services and the potential to extend current service periods.
- 5.33 Emsworth currently has a good level of provision of bus stop infrastructure within the prescribed 400m catchment of the site. The quality of individual stops is variable, mostly consisting only of a flag pole style stop although several stops do have the benefit of additional infrastructure such as passenger shelters, seating and/or timetable information.
- 5.34 Discussions will be held between the TPC, bus operators and Passenger Transport section at the Local Highway Authority with regard to the potential for discounted travel offers for residents. In addition, the provision of bus timetable and service information through promotional material in resident travel packs and external literature is considered to be a relatively low cost but high impact measure to support and promote bus based public transport.

Measure 7 – Car Share Scheme

- 5.35 Car sharing schemes are aimed at promoting multi-occupancy vehicular use, thus potentially creating a significant reduction in the number of car borne trips to and from the site. A car share scheme implemented across the site would encourage those individuals working in close proximity to one another to share their travel resources, benefiting their pockets and reducing traffic levels in and around the site.
- 5.36 A car share register would maintain an up-to-date record of all members, allowing travel-to-work patterns to be matched, thus enabling the identification of possible car share opportunities.
- 5.37 This could most practically be achieved through the promotion of the existing free to use www.hants.liftshare.com scheme.

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- 5.38 Clearly, the more residents that sign up to such a scheme the greater the likelihood of success. The provision of leaflets and posters and the promotion of the scheme via the resident travel packs and/or email and prize draws, potentially in conjunction with other local community groups, would be promoted to encourage and greatly assist in them doing so.

Measure 8 – Parking Provision

- 5.39 Car parking provision and sufficient provision of secure sheltered parking facilities for bicycles and motorcycles will be made on site to accommodate the requirements of the Havant Borough Residential Parking and Cycle Provision SPD.
- 5.40 In addition there is potential to provide new and improved cycle parking provision at key local destinations where such a need is appropriate and identified through resident travel surveys, in conjunction with the local authority and relevant stakeholders.

Measure 9 – Work from Home

- 5.41 Significant benefits in the reduction of single-occupancy car trips can be achieved where residents are able to work efficiently from home. The provision for home-working areas within housing design and the delivery of high-quality broadband connections to each dwelling provide the opportunity for residents to benefit from working at home where applicable to their occupation.

Measure 10 – Promotion and Awareness of Travel Plan

- 5.42 The primary issue with making travel plan initiatives successful is raising the awareness of individuals to the alternative methods of travel to the private car, including the potential personal benefits that can accrue from those initiatives (such as financial savings, social interaction and/or an improvement in health).
- 5.43 The Travel Plan will be promoted via resident travel packs and appropriate media including email, leaflets and posters to ensure that all residents and visitors to the site are aware of the initiatives and incentives on offer.
- 5.44 It is proposed that the TPC will liaise with the local authority, local schools and community groups to promote co-operation and co-ordination of Travel Plan initiatives and to ensure that appropriate measures and activities are promoted and supported.
- 5.45 Special events throughout the year, promoted in conjunction with national bodies and/or local groups (e.g. cycle training and bike maintenance day, walk to work day, car share day, public transport discount day etc) will be utilised to promote the Travel Plan and the sustainable travel issues that it addresses.
- 5.46 A dedicated approach to the promotion of the Travel Plan will raise resident awareness of the issues and initiatives regarding sustainable travel to the site and would encourage more residents to choose alternative methods of travel for education, work, leisure and shopping trips rather than single occupancy travel by private car.

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Measure 11 – Personalised Travel Planning

- 5.47 Personalised travel planning will be offered to residents upon occupation, facilitated by the Travel Plan Co-ordinator and promoted via resident travel packs offering one dedicated session for each residential unit.
- 5.48 It is envisaged that the personalised travel planning service will review residents individual travel requirements and raise awareness of the Travel Plan and sustainable alternatives to the private car.

Measure 12 – Monitoring and Review

- 5.49 The Travel Plan will be monitored and reviewed through an annual travel survey of the residents of the development. The TPC will compile an annual monitoring report for review by the Local Planning Authority.
- 5.50 Should the targets not be achieved as set out in the plan then a range of appropriate additional measures will be agreed by the TPC in consultation with the Local Planning Authority will be considered and implemented in order to achieve the required modal shift.
- 5.51 The survey should identify as a minimum the proportion of person trips associated with the site by each mode of transport. The observed 'modal shift' will be compared to subsequent surveys in order to ascertain the level of success of the Travel Plan.
- 5.52 It is expected that the TPC will work with the Local Planning and/or Highways Authorities for the duration of the development and/or a period of five years from first occupation of the site, whichever is the longer period.

Roles and Responsibilities

- 5.53 In order for the Travel Plan to be implemented properly it is important to clearly establish the key roles and responsibilities for the site:

Travel Plan Co-ordinator

- 5.54 The Travel Plan Co-ordinator (TPC) will be appointed prior to first occupation and will be the key role in relation to the development and implementation of the Travel Plan for the site.
- 5.55 It is envisaged that the role of the TPC will include responsibility for setting up, promoting and monitoring the following schemes:
- Establish and act as point of contact for all residents and visitors with regard to Travel Plan information;
 - Travel plan promotion and awareness, including information campaigns throughout the site;
 - Preparation and distribution of Resident Travel Packs;
 - Promotion, and if applicable, set-up and management of the Car Share scheme;

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- Implementation and running of a bike club register;
- Consultation with public transport operators and the local authority, in order to provide up to date information on services and facilities;
- Defining and implementing resident travel surveys to ensure that the focus of the Travel Plan is maintained and can respond to observed travel patterns; and
- Liaison with the local authority and local stakeholders with regard to the potential for joint measures and initiatives.

5.56 The identity and contact details for the appointed TPC will be included in the full Travel Plan and in all promotional material distributed in relation to the Travel Plan and its initiatives and measures.

5.57 The contact details for the TPC will be supplied to the Local Highway Authority upon appointment and circulated to all residents on the site within the Resident Travel Pack supplied to each household.

Developer

5.58 The principal role of the developer of the site, as originator of the Travel Plan, is to appoint and empower the TPC in the application of the Travel Plan measures and initiatives.

5.59 It is envisaged that the developer will support the role of TPC and the measures and initiatives set out in the final Travel Plan throughout the duration of the development and/or a period of five years from first occupation of the site, whichever is the longer period.

Costing and Funding

5.60 It is anticipated that the role of TPC and the operation of the car share scheme and any other promotional materials, travel plan initiatives and monitoring processes will be funded by the developer of the site.

5.61 The Action Plan measures proposed in Section 6 of the ITP will be secured by means of bond, established through a Section 106 Agreement between the developer of the site and the Local Highway Authority.

5.62 A detailed costing and funding schedule will be undertaken in conjunction with the preparation of the full Travel Plan for the site.

Consultation

5.63 The Travel Plan Co-ordinator, once appointed, will consult and liaise with relevant stakeholder groups, including residents of the site, the local planning and highway authorities, Parish Council, local schools and community groups and the bus operators with respect to the development of the full Travel Plan and the initiatives and measures included within.

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Implementation & Timescales

- 5.64 The Travel Plan Co-ordinator will be appointed prior to first occupation of the site and will be the principal driver in respect of the implementation of the Travel Plan, setting up key initiatives including a car share scheme, enabling personalised journey planning and monitoring of the travel behaviour of residents and visitors from an early stage.
- 5.65 Resident Travel Surveys will be conducted within 3 months of first occupation to inform the development of the full Travel Plan which will be published within 6 months of first occupation of the site.
- 5.66 The role of the Travel Plan Co-ordinator will be provided from a site Travel Plan budget funded by the developer of the site. It is envisaged that this commitment will apply for a period of five years from first occupation of the site.
- 5.67 It is envisaged that upon completion of the 5 year commitment by the developer of the site, the Travel Plan will have become engrained within the site and its administration will have been handed over to a resident group or similar.

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6 Action Plan

- 6.1 **Table 5.1** summarises the Interim Travel Plan initiatives and their principle characteristics in the form of an Action Plan, setting out the principle measure, its constituent actions, the potential impact of the measure upon the travel plan targets, the likely cost of implementing the measure, the timescale within which the measure should be implemented and identifying who will be responsible for the measure.
- 6.2 The potential impact of each measure is assessed on a scale of 'Low' to 'High' impact where 'Low' equates to an impact that on its own may only have a nominal effect but nevertheless may be easy to implement or supportive of other measures and where 'High' equates to a measure that is essential to the achievement of the Travel Plan targets.
- 6.3 The cost of each measure is also assessed on a scale of 'Low' to 'High', taking into account the financial cost of implementing a scheme, the business cost in terms of diverted employee time to perform the Travel Plan Co-ordinator role and the risk cost of resident and stakeholder opposition to a measure, where 'Low' equates to a measure that is easy to implement and 'High' to a measure that is costly.

Table 5.1 Action Plan

Measure	Action	Impact	Cost	Timescale	Responsibility
1 - Appointment of TPC	Travel Plan Co-ordinator	High	Medium – High	Prior to first occupation	Developer
2 - Access Strategy	Routing directions in promotional literature	High	Low	Prior to first occupation of development	TPC
	On-site signing and infrastructure supporting sustainable mode hierarchy	Medium	Medium – High	On first occupation of development	TPC / Developer
3 - Pedestrian & Cycle Access	Pedestrian and cycle links within the site and between site and surrounding area including provision of a pedestrian crossing island on Hordean Road	Medium	Medium – High	On first occupation of development	TPC / Developer
	Provision of pedestrian and cycle maps and information in promotional literature	High	Low	Prior to first occupation of development	TPC

Measure	Action	Impact	Cost	Timescale	Responsibility
4 - Bicycle Schemes	Support Bicycle User Group and events	Medium	Low-Medium	Within 6 months of first occupation	TPC
	Provision of secure sheltered cycle parking at key destinations	Medium	Medium – High	Within 6 months of first occupation	TPC / Developer / Stakeholder
	Facilitate cycle discount voucher scheme	Medium	Low	Prior to first occupation of development	TPC / Developer / Stakeholder
5 – Rail	Provision of rail timetable information in promotional literature	High	Low	Prior to first occupation of development	TPC
	Liaison with public transport operators for improved / discounted connections to rail services	Medium	Low – Medium	Within 6 months of first occupation	TPC / Bus Operator
6 – Bus	Provision of bus timetable information in promotional literature	High	Low	Prior to first occupation of development	TPC
7 - Car Share Scheme	Promote car share scheme www.barns.lifeshare.com	High	Low	Prior to first occupation of development	TPC
8 - Parking Provision & Management	Provision of parking in accordance with HBC requirement	Medium	Low – Medium	Prior to first occupation of development	Developer

Measure	Action	Impact	Cost	Timescale	Responsibility
9 – Work from Home	Provision of high-quality Broadband connection	Medium	Medium	On first occupation	Developer
10 – Promotion & Awareness of Travel Plan	Preparation of Resident Travel Packs and appropriate media promoting Travel Plan	High	Low	Prior to first occupation of development	TPC
	Facilitation of Travel Plan promotional Events throughout the year	High	Low – Medium	Events held Quarterly	TPC / Developer
11 – Personalised Travel Planning	Provision of one personalised travel planning session per dwelling	High	Medium	On first occupation of development	TPC
12 – Monitoring & Review	Undertake annual travel survey and compile monitoring report	High	Medium	Annually for a period of 5 years from first occupation	TPC / Local Authority
	Review monitoring report and assess against Travel Plan targets	High	Medium	Annually for a period of 5 years from first occupation	TPC / Travel Plan Working Group / Local Authority

7 Monitoring and Review

Overview

- 7.1 A successful Travel Plan requires monitoring to ascertain whether or not the implemented measures are achieving the primary objectives of the Plan to reduce the use of the private car and promote sustainable transport alternatives.
- 7.2 A monitoring plan will be formulated during the early stages of Travel Plan development and will be the responsibility of the nominated Travel Plan co-ordinator. The monitoring plan will include a commitment to conduct annually a comprehensive travel survey of the residents of the site.
- 7.3 The monitoring report will be submitted to the local authority for review during the same specified month in each year to assess the performance of the Travel Plan and suggest remedial measures as required.
- 7.4 Should the targets not be achieved as set out in the plan then a range of appropriate additional measures to be agreed by the Travel Plan co-ordinator in consultation with the local authority will be considered and implemented in order to achieve the required modal shift.
- 7.5 The survey should identify as a minimum the proportion of person trips associated with the site by each mode of transport and the observed 'modal shift' be compared to subsequent surveys in order to ascertain the success of the Travel Plan. In addition the survey may identify the level of use of existing facilities provided within the site and the potential demand for prospective measures that could be promoted through the Travel Plan.

Monitoring through Travel Surveys

- 7.6 It is suggested that, in order to maintain the effectiveness of the plan and gain an overview of the effectiveness of the various measures that have been implemented, annual travel surveys will be undertaken by the Travel Plan Co-ordinator for the development.
- 7.7 The Resident Travel Survey will ascertain the current mode choice split for residents living within the site and identify the attitudes to change and the incentives that might encourage a modal shift away from the private car to more sustainable modes of travel. A draft Resident Travel Survey is provided in **Appendix 7**.
- 7.8 These surveys will be completed during the same month each year (avoiding the holiday period) and using the same methodology, thus removing any problems associated with seasonal variations and/or inconsistent survey results. The Travel Plan Co-ordinator will be responsible for ensuring that a sufficiently robust response rate is achieved in order to deliver a representative survey for the site.
- 7.9 The survey results will be analysed by the Travel Plan Co-ordinator and reviewed within two months of the closing date of the survey and reported in an Annual Monitoring Report to be submitted to the Local Planning Authority. A summary report outlining the headline survey results will be provided by the Travel Plan Co-ordinator to each household within the site.
- 7.10 Travel Plan review meetings will be undertaken by the Travel Plan Co-ordinator in years one, three and five in accordance with the requirements of the Highway Authority. The review meetings may include representatives of the Local Authority, Local Highway Authority, public transport operators and community stakeholders.
- 7.11 It will be the responsibility of the Travel Plan Co-ordinator to ensure that travel surveys are undertaken and reviewed on an annual basis for a period of five years from first occupation of the site.

Enforcement and Compliance

- 7.12 It will be the responsibility of the Travel Plan Co-ordinator to assess the monitored travel patterns on the site against the objectives, actions and targets set out in the Travel Plan and to consider appropriate actions to assist in attaining compliance or apply appropriate enforcement actions as required in accordance with the overall objectives, actions and targets for the site as a whole.
- 7.13 Additionally, as set out above an Annual Monitoring Report will be submitted to the Local Planning Authority each year to ensure travel plan targets are met and define whether further actions or additional schemes and measures may be required.

Appendices



Appendix 1

Site Location Plan



All Ordnance Survey material used under
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project: 1375 Horndean Road, Emsworth
drawing title: Site Location
drawing no: Figure 1
date: July 2013

Scale for planning purposes only.
 Not to be used for construction or other purposes without
 consulting with the site or shop drawings.
STAINSBYARCHITECT to be notified any
 discrepancy.

10/10/2008



PLANNING
 CHIDDEN FARMS
 LAND WEST OF HORNDEN ROAD
 EMSWORTH
 LOCATION PLAN

Drawn: 10/10/2008
 Scale: 1:2000
 Date: 10/10/2008
 055 PL 01 Rev: -

STAINSBYARCHITECT
 1 THE HOUSE
 THORNTON ROAD
 HEDDLE
 WILKINS
 WILKINS
 01206 250000
 www.stainbyarchitect.co.uk

Appendix 2

Site Layout Plan

Scale for planning purposes only.
 Structures to be erected at locations shown
 are not to scale and are not intended to be
 STANDBY ARCHITECT is not responsible for
 the accuracy of the information.



PLANNING

CHIDDEN FARMS

LAND WEST OF HORNDEAN ROAD
 EMBOROUGH

ILLUSTRATIVE
 MASTERPLAN

Scale 1:1000 Date 10/11/2014

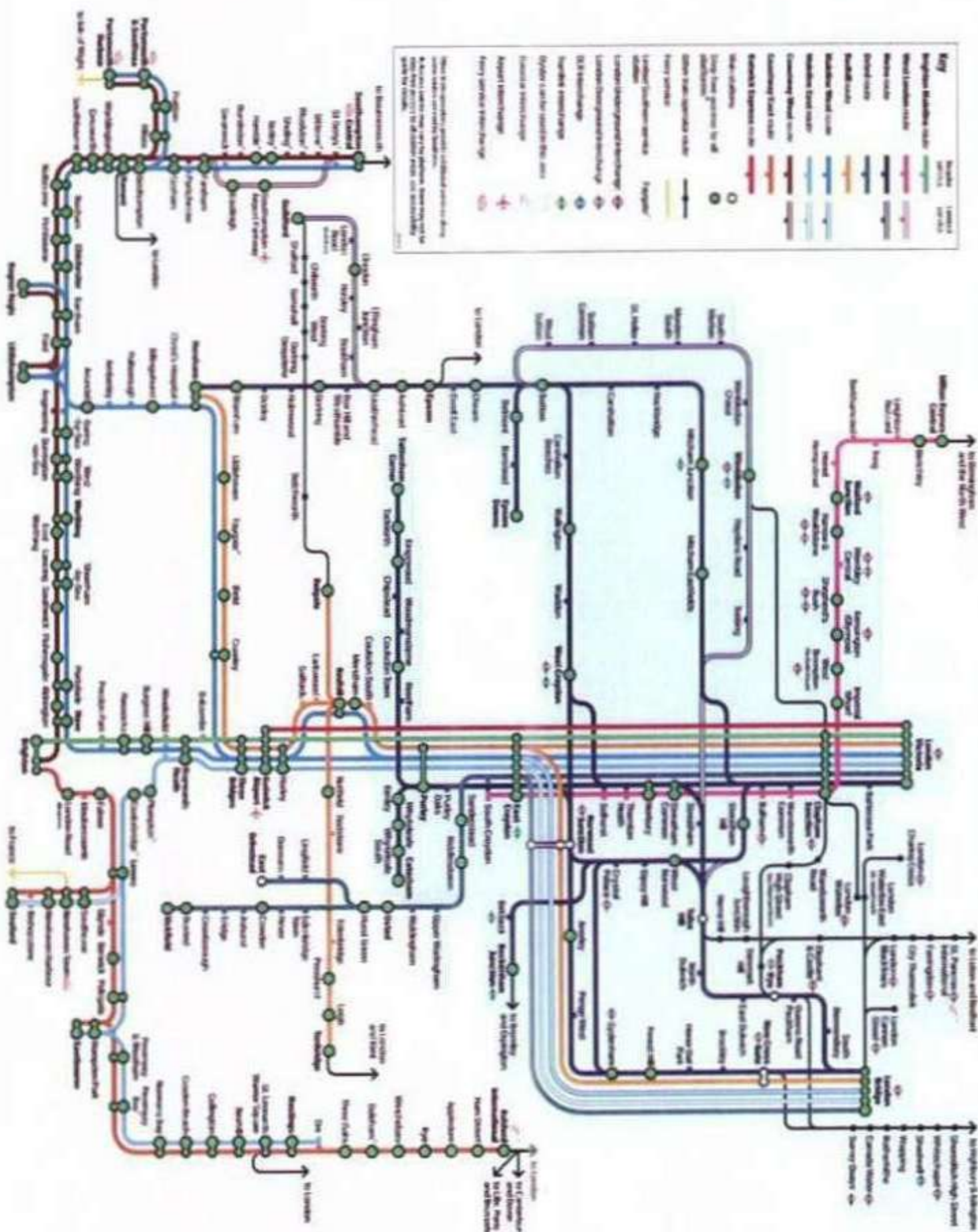
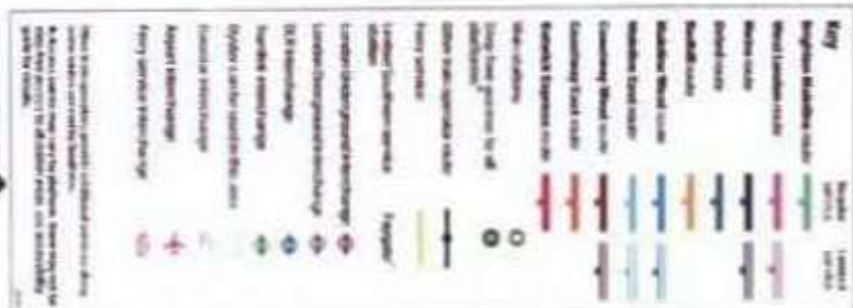
055 PL 03

STAINSBYARCHITECT

STAINSBYARCHITECT
 10/11/2014
 10/11/2014
 10/11/2014

Appendix 3

Rail Based Public Transport Information



Appendix 4

Bus Based Public Transport Information

Extract from Hampshire County Council Bus Map

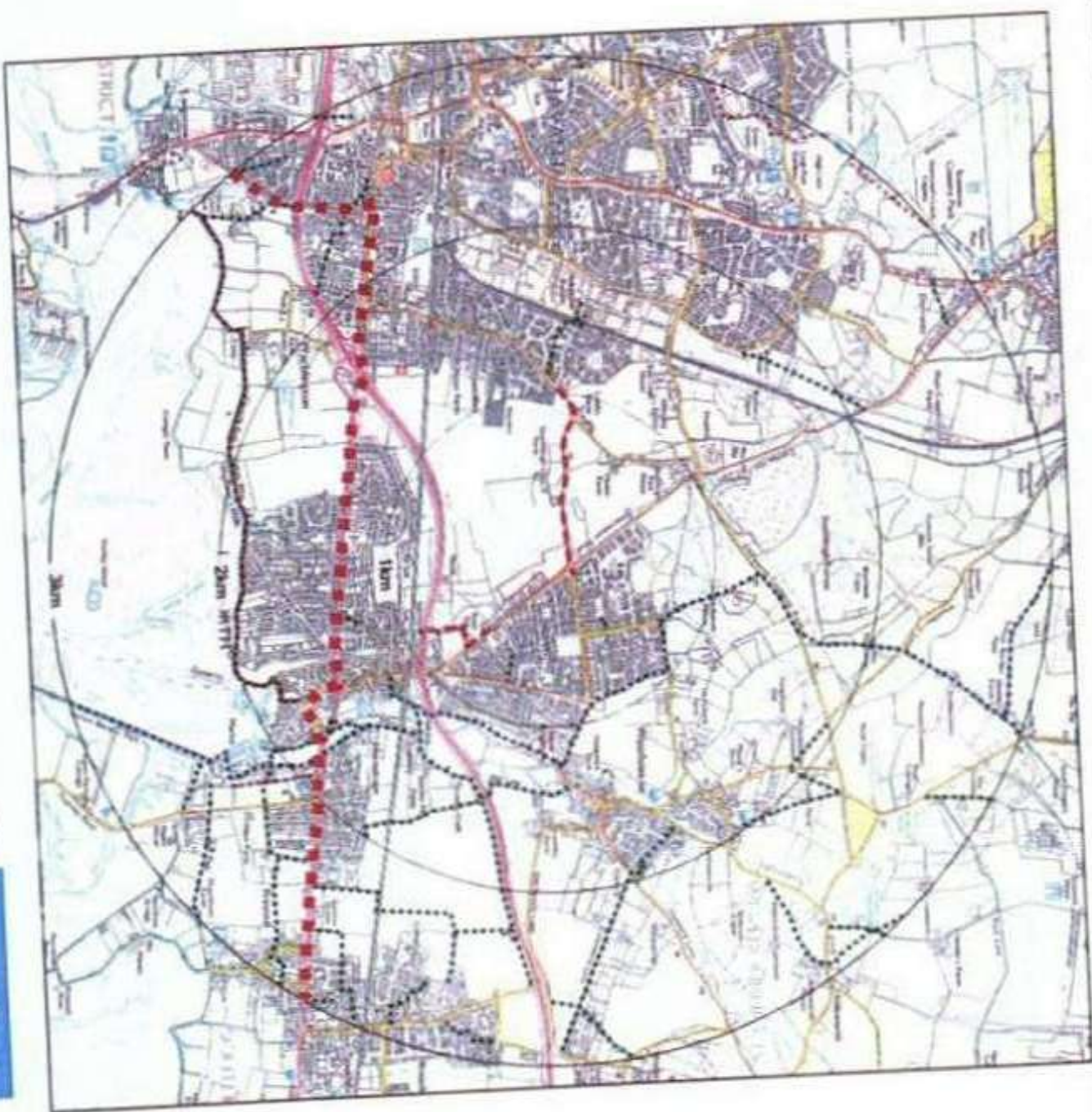


Appendix 5

Pedestrian and Cycle Network

KEY:

-  Site location
-  Public Right of Way (PROW)
-  Sustrans Way National Trail
-  Sustrans Way A. Weyburn's Walk National Trail
-  Sustrans Border Path National Trail
-  Sustrans Way National Trail
-  National Cycle Route - No. 2
-  Off-Road Cycle Track (only those adjacent to site shown)



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Appendix 6

Personal Injury Accident Data

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS HORNDEN ROAD")

Selected Polygon: NS HORNDEN ROAD

090482970 06/11/2009 Time: 1840 Vehicles: 2 Casualties: 1 Slight
E:473368 N:107369 First Road: 11 Road Type: 1
Speed limit: 40 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control: None Facilities: None within 50m Road surface: Wet/Damp
Darkness: street lights present and lit Raining with high winds
Special Conditions at Site: None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Junction overshoot	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

VEHICLE 1 (PEDAL CYCLE) TRAVELLING SOUTHWEST ALONG EASTLEIGH ROAD, ENTERS MINI RBT INTENDING TO CONTINUE AHEAD ONTO SOUTHLEIGH ROAD. VEHICLE 2 (CAR) TRAVELLING NORTHWEST ALONG SOUTHLEIGH ROAD PULLS ONTO RBT INTENDING TO TAKE 1ST EXIT (LEFT) ONTO SOUT

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH EASTLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference: 1 Pedal Cycle Going ahead right bend
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave car Age of Driver: 59 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 59 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference: 2 Car Turning left
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave car Age of Driver: Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates: 01/06/2008 and 31/05/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons - RPU Statistics Request ("NS HORNDEAN ROAD")

100514017 07/12/2010 Time 0741 Vehicles 2 Casualties 1 Slight
E:474431 N: 107990 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site: None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Fatigue	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS TRAVELLING NW ALONG HORNDEAN ROAD WHEN THE DRIVER FELL ASLEEP. VEH 1 VEERED TOWARDS THE OPPOSITE SIDE OF THE ROAD AND COLLIDED HEAD-ON WITH VEH 2 (CAR) WHICH WAS TRAVELLING SE.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH WOODLANDS AVENUE, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave car Age of Driver 57 Male
Not hit and run Breath test Not applicable Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave car Age of Driver 33 Female
Not hit and run Breath test Not applicable Left hand drive:

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS HORNDEN ROAD")

120279801 20/07/2012 Time: 1550 Vehicles: 2 Casualties: 1 Slight
E473876 N: 107272 First Road: U Road Type: Single carriageway
Speed limit: 60 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control: None Facilities: None within 50m Road surface: Dry
Daylight: Fine without high winds
Special Conditions at Site: None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 2	Possible	
2nd: Failed to look properly	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING N OUT OF SOUTHLEIGH FARMHOUSE TURNS RIGHT ONTO SOUTHLEIGH ROAD COLLIDING WITH VEH 1 (P/CYCLE) TRAVELLING W ALONG SOUTHLEIGH ROAD.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH SOUTHLEIGH FARMHOUSE, HAVANT, HAMPSHIRE

Vehicle Reference: 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact: Nearside Hit vehicle:
Hit object in road: None Off road: None
Did not leave carr: Age of Driver: 40 Male
Not hit and run Breath test: Driver not contacted Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Not known

Vehicle Reference: 2 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact: Front Hit vehicle:
Hit object in road: None Off road: None
Did not leave carr: Age of Driver: Male
Not hit and run Breath test: Driver not contacted Left hand drive: No

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons - RPU Statistics Request ("NS HORNDEN ROAD")

080306817 05/07/2008 Time 0129 Vehicles 1 Casualties 1 Slight
E:473593 N:107304 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Rain, sleet, snow, or fog	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CYCLE) TRAVELLING WEST ALONG SOUTHLEIGH ROAD WITH A COLLEAGUE CYCLING IN FRONT WHO STOPPED DUE TO NOT BEING ABLE TO SEE BECAUSE OF RAIN ON GLASSES. RIDER OF VEH 1 STUMBLED WHEN SEEING COLLEAGUE STOPPED UNEXPECTEDLY AND DROPPED BIKE TO THE GROUND.
Occurred on SOUTHLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jet First impact Offside Hit vehicle: 0
Hit object in road None Off road: None
Did not leave car Age of Driver 38 Female
Not hit and run Breath test Not applicable Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS HORNDEN ROAD")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
Total	0	0	4	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	3	3
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	4	4

Appendix 7

Draft Travel Survey

Resident Travel Survey: *Strictly Confidential*

1. Please enter your origin (i.e. home) postcode:

2. Please enter your destination location / postcode:

3. What is the purpose of your trip?

Work ☐ Education ☐ Leisure ☐
Shopping ☐ Other ☐

4. If work, do you work:

Full Time ☐ Part Time ☐ Shifts / Evenings ☐ Weekends ☐

5. What are your departure and arrival times for a typical day?

Departure:

Before 07:30 ☐
07:30 – 08:00 ☐
08:00 – 08:30 ☐
08:30 – 09:00 ☐
09:00 – 09:30 ☐
After 09:30 ☐

Arrival:

Before 16:00 ☐
16:00 – 16:30 ☐
16:30 – 17:00 ☐
17:00 – 17:30 ☐
17:30 – 18:00 ☐
After 18:00 ☐

6. How long on average does your journey usually take?

0–15 mins ☐ 16–30 mins ☐ 31–60 mins ☐
61–90 mins ☐ Over 90 mins ☐

7. How do you normally travel between your home and destination?

Bus ☐ Car Share (driver or passenger) ☐
Train ☐ Car passenger only (i.e. drop off) ☐
Cycle ☐ Drive Alone (See Q6 & Q7) ☐
Walk ☐ Other (Please specify) ☐
Motorcycle ☐

8. If 'Drive Alone', what is your main reason for driving?

(Tick all that apply)

- Car essential to perform job ☐
- Convenience / Comfort ☐
- Dropping / Collecting children at school etc. ☐
- Lunchtime / Evening errands ☐
- No public transport alternative ☐
- No convenient / affordable public transport alternative ☐
- Lack of other alternatives ☐
- Security ☐
- Other (please specify) ☐

9. If 'Drive Alone', would any of these incentives encourage you to change your mode of transport? (Tick all that apply)

- Discounts at local cycle / walking shops ☐
- Free adult cycle training sessions ☐
- Safe, secure and covered cycle racks at destination ☐
- Showers, changing and locker facilities at destination ☐
- Interest free season ticket scheme ☐
- Resident discount on public transport services ☐
- More frequent bus services ☐
- More direct bus services ☐
- Improved quality of buses ☐
- A bus service from your area ☐
- A bus stop closer to home/destination ☐
- Car share scheme ☐
- Relaxed dress code at work ☐
- Flexible working ☐
- Working from home ☐
- None of the above ☐
- Other (please specify) ☐

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10. If you use public transport, walk, cycle or motorcycle to your destination, what are your main reasons? (Tick all that apply)

- | | |
|---|--------------------------|
| Cheaper than using a car | ☐ |
| Convenience | ☐ |
| Difficulty in parking at destination | ☐ |
| Don't have a car | ☐ |
| Environmental concerns | ☐ |
| Quicker and more practical than driving | ☐ |
| Avoid congestion | ☐ |
| Avoid the stress of driving | ☐ |
| To keep fit | ☐ |
| Enjoyment / Pleasure | ☐ |

11. Have your say – Do you have any comments about sustainable travel?

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PLEASE RETURN TO:

Your Travel Plan Co-Ordinator _____

BY ____/____/2014

Thank you for your co-operation. Please be assured that your answers will be treated in the strictest of confidence. If you have any queries please contact _____ **on** _____

Measure	Action	Impact	Scale of Cost	Timescale	Responsibility	Indicative Cost (5 year 5 year period)	Assumptions
1 - Appointment of TPC	Travel Plan Co-ordinator	High	Medium - High	Prior to first occupation	Developer	£25,300.00	12 days / annum @ £30 per hour
2 - Access Strategy	Roadsigning, one-way in promotional literature	High	Low	Prior to first occupation of development	TPC	£375.00	£1 per map / Updated Yrs 1, 3, 5
	On site signing and infrastructure supporting sustainable mode hierarchy	Medium	Medium - High	On first occupation of development	TPC / Developer	Provided as part of development	N/A
3 - Pedestrian & Cycle Access	Pedestrian and cycle links within the site and between site and surrounding area including provision of a pedestrian crossing island on Moorcroft Road	Medium	Medium - High	On first occupation of development	TPC / Developer	Provided as part of development / S106 Agreement (if not Refuse circa £8,000)	N/A
	Provision of pedestrian and cycle maps and information in promotional literature	High	Low	Prior to first occupation of development	TPC	£375.00	£1 per map / Updated Yrs 1, 3, 5
4 - Bicycle Schemes	Support Bicycle User Group and events	Medium	Low-Medium	Within 6 months of first occupation	TPC	£350.00	£100 per Year
	Provision of secure sheltered cycle parking at key locations	Medium	Medium - High	Within 6 months of first occupation	TPC / Developer / Stakeholder	£800.00	10 x Sheffield Stand (Cost £80 each)
	Facilitate cycle discount voucher scheme	Medium	Low	Prior to first occupation of development	TPC / Developer / Stakeholder	£8,250.00	£30 voucher per dwelling*
5 - Rail	Provision of rail timetable information in promotional literature	High	Low	Prior to first occupation of development	TPC	£375.00	£1 per map / Updated Yrs 1, 3, 5
	Liaison with public transport operators for improved / discounted connections to rail services	Medium	Low - Medium	Within 6 months of first occupation	TPC / Bus Operator	£12,300.00	One 28 day SmartGo buscard voucher (£100 per dwelling*)
6 - Bus	Provision of bus timetable information in promotional literature	High	Low	Prior to first occupation of development	TPC	£825.00	£0.50 per timetable / Updated six monthly
7 - Car Share Scheme	Promote car share scheme, www.tamworth.gov.uk">Promote car share scheme, www.tamworth.gov.uk	High	Low	Prior to first occupation of development	TPC	£625.00	£1 per flyer / Updated annually
8 - Parking Provision & Management	Provision of parking in accordance with HCC requirement	Medium	Low - Medium	Prior to first occupation of development	Developer	Provided as part of development	N/A
9 - Work from Home	Provision of high-quality broadband connection	Medium	Medium	On first occupation	Developer	Provided as part of development	N/A
10 - Promotion & Awareness of Travel Plan	Preparation of Resident Travel Packs and appropriate media promotional Travel Plan	High	Low	Prior to first occupation of development	TPC	£1,250.00	£10 per dwelling
	Facilitation of Travel Plan promotional Events throughout the year	High	Low - Medium	Events held Quarterly	TPC / Developer	£5,300.00	Average £350 per event
11 - Personalised Travel Planning	Provision of one personalised travel planning session per dwelling	High	Medium	On first occupation of development	TPC	£8,375.00	One hour session per dwelling @ £350 per hour
12 - Monitoring & Review	Update annual travel survey and compile monitoring report	High	Medium	Annually for a period of 5 years from first occupation	TPC / Local Authority	£625.00	Additional to TPC allocated cost (printing/postage etc) £1 per dwelling / annum
	Review monitoring report and assess against Travel Plan targets	High	Medium	Annually for a period of 5 years from first occupation	TPC / Travel Plan Working Group / Local Authority	£15,000.00	HCC Monitoring & Evaluation Fee**
						£76,175.00	

Notes:

* Applicant bond redeemable against vouchers

** Monitoring Fee dependent upon scale of application fee

Dated 18th January

2015

GENERAL POWER OF ATTORNEY

By Alexander Stuart Dymoke White

GENERAL POWER OF ATTORNEY

This General Power of Attorney is made the 12th day of January 2015

BY ALEXANDER STUART DYMOKE WHITE of Chidden Farmhouse Hambledon
Hampshire PO7 4TD

I APPOINT PHILIP DYMOKE WHITE and FIONA ELIZABETH WHITE of Chidden
Farmhouse Hambledon Hampshire PO7 4TD jointly and severally to be my attorneys in
accordance with Section 10 of the Powers of Attorney Act 1971

WITNESS whereof I have hereunder set my hand the day and year first above written.

Signed as a Deed by the said
ALEXANDER STUART DYMOKE WHITE
in the presence of:

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)
)

Witness:.....

Name:.....

Address:.....

Occupation:.....