



Admirals Green, Brook Lane, Warsash
Travel Plan

Client: Bargate Homes

i-Transport Ref: SJ/SG/ITS200474-001b

Date: 27 November 2024

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SECTION 1 Introduction

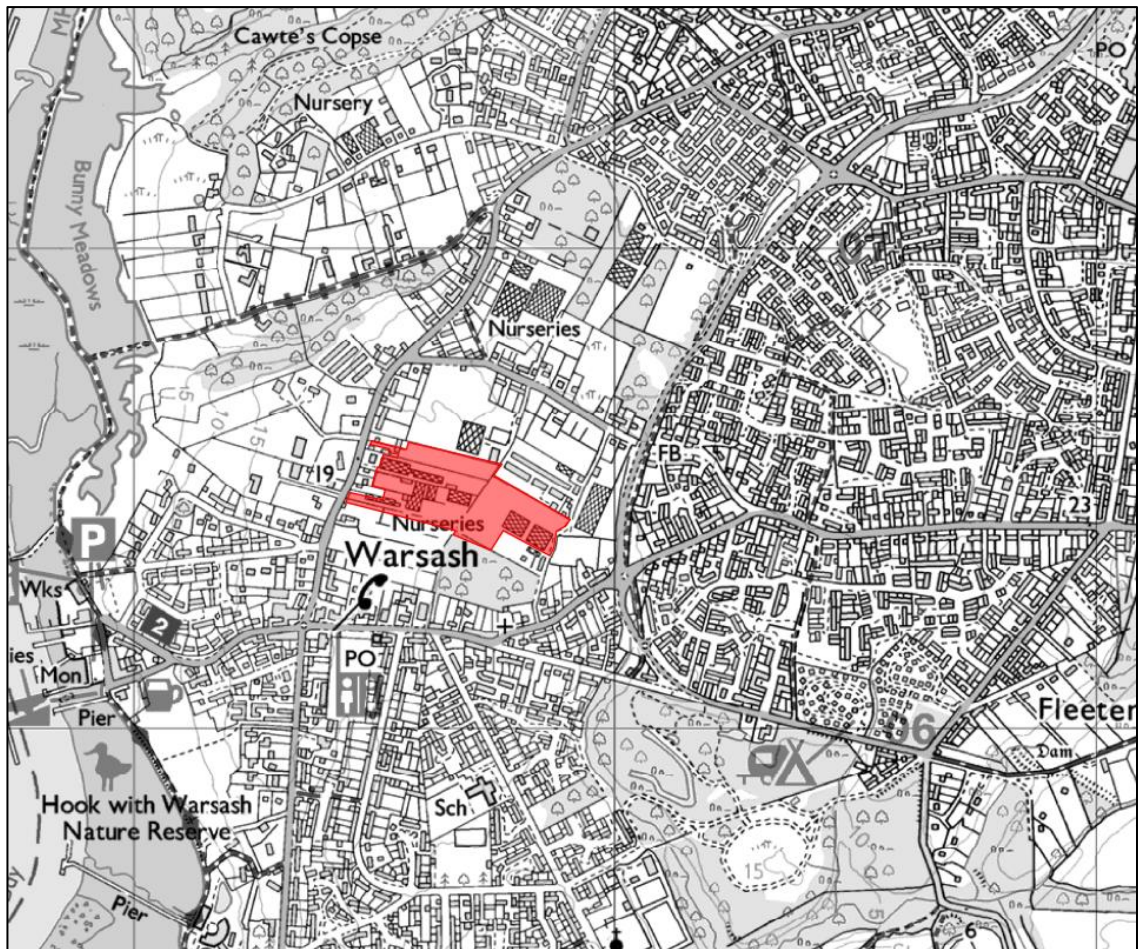
1.1 Overview

- 1.1.1 Bargate Homes has appointed i-Transport to provide highways and transport advice with regard to the proposed development of a site known as 'Admirals Green' located in Warsash, Hampshire. The site has received planning permission for 126 new homes.
- 1.1.2 A Hybrid Planning Application (ref: P/22/1812/FP) has been approved comprising full planning permission for the construction of 113 residential units, with access from Brook Lane via development to the south (permitted under P/17/0752/OA And P/21/0300/RM), and outline planning permission for 13 self/custom build dwellings, with all matters reserved except for access.
- 1.1.3 The proposed development site is within Fareham Borough Council, who are the local planning authority and Hampshire County Council (HCC) the local highway authority.
- 1.1.4 The primary purpose of this Travel Plan (TP) is to set out measures for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport, EV use and to reduce the demand for travel by less sustainable modes.

1.2 Site Location

- 1.2.1 The proposed development encompasses an area of land to the east of Brook Lane in Warsash, approximately 3km south of Whiteley and 9km west of Fareham. The M27 is located to the north providing a strategic road connection from Southampton to Portsmouth.
- 1.2.2 The site is part of a draft allocation in the Fareham Borough Council Local Plan and a site location plan is provided as **Figure 1** and extracted as **Image 1.1** below.

Image 1.1: Site Location Plan



1.3 Requirement for a Travel Plan

1.3.1 A Framework Travel Plan (ref: ITB17078-002E) was submitted with the planning application and has been approved by HCC. However, as part of the Section 106 agreement, 29th May 2024, there are various obligations set out in Schedule 1 Part 2:

- ***“Prior to the Occupation of the Development (or any part thereof) to prepare and secure the written approval of the County Council of the Travel Plan.***
- ***Not to occupy nor permit the Occupation of the Development (or any part thereof) unless and until it has appointed a travel plan co-coordinator for the whole of the site to implement the Travel Plan and has notified the County Council in writing of such appointment”.***

1.3.2 Therefore, this TP has been prepared to satisfy the obligations set out in Schedule 1 Part 2 of the Section 106 agreement.

1.4 Structure of Travel Plan

- **Section 2** provides a summary of relevant national and local planning policy pertinent to the drafting of Travel Plans;
- **Section 3** describes the development proposal including the proposed access and parking arrangements;
- **Section 4** describes the principles of the TP, as well as the objectives and benefits of the plan;
- **Section 5** considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics of the local area;
- **Section 6** sets out the targets for the TP;
- **Section 7** sets out the infrastructure measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- **Section 8** provides a summary of the 'Soft Measures' that will be implemented in order to meet the targets of the TP;
- **Section 9** sets out a strategy for the implementation and management of the TP;
- **Section 10** outlines how the TP will be monitored to ensure that it is achieving the targets set out in Section 6; and
- **Section 11** Summarises the TP.

SECTION 2 Policy Context

2.1 National Policy

National Planning Policy Framework 2023

- 2.1.1 The NPPF (December 2023) sets the policy basis for the development of Travel Plans.
- 2.1.2 Paragraph 114 of the NPPF outlines that when assessing sites for development this should ensure appropriate opportunities to promote sustainable transport modes can be taken up, and a key tool to facilitate this is a Travel Plan.
- 2.1.3 Paragraph 117 of the NPPF sets out that all developments which generate significant amounts of movement are required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to private car journeys.
- 2.1.4 Therefore, this TP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the proposed development, by promoting walking, cycling and public transport use as alternative methods.

Planning Practice Guidance (PPG)

- 2.1.5 The web-based PPG brings together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.
- 2.1.6 The PPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005);

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)”.

- 2.1.7 The TP sets out the long-term management strategy for integrating proposals for sustainable travel into the proposed development.

2.2 Local Policy

Hampshire County Council Local Transport Plan (2024 – 2050)

- 2.2.1 The Hampshire Local Transport Plan 4 sets out a long term vision for the Hampshire transport network. Part of HCC's strategy to achieve its transport vision is to ensure:

“Planning applications are supported by Transport Statements and Travel Plans in accordance with the County Councils guidance.”

“Development is well designed and planned to reduce the need to travel.”

Hampshire County Council’s Guide to Development Related Travel Plans

- 2.2.2 The Hampshire Guide to Development Related Travel Plans was published in January 2009 and provides guidance on the development and implementation of travel plans. The key objectives, as set in paragraph 2.2 are:

“To ensure that appropriate locations are chosen for development, minimising additional demand for (car) travel and securing appropriate measures to maximise the opportunities for travel by other means...”

and

“Each travel plan will have its own specific objectives related to the local area, for example to support local bus services, improve road safety, reduce localised congestion, improve efficiency of fleet operation or improve recruitment and retention of staff.”

2.3 Summary

- 2.3.1 The implementation of this TP will help facilitate the growth of active travel opportunities amongst residents of the development and will contribute towards the overall vision of Hampshire’s Local Transport Plan.

SECTION 3 Development Proposal

3.1 Introduction

3.1.1 The proposed development comprises 126 dwellings (a mix of private and affordable) ranging from one to four-bedroom properties. The site masterplan is contained at **Appendix A**.

3.1.1 The mix of these dwellings is as follows:

- 1 bed: 4
- 2 bed: 50
- 3 bed: 62
- 4 bed: 10

3.1.2 The site layout has been developed in line with the principles set out within Manual for Streets and LTN 1/20. The development is designed to facilitate walking and cycling, in particular for local journeys to key destinations. The internal layout is designed in order to positively provide for all users with dedicated footways and some shared surface environments provided through the site.

3.2 Access Arrangements

Vehicular

3.2.1 Vehicular access to the site will be provided from Brook Lane (via the Rivercross site) and has recently been constructed. The existing vehicular access from Brook Lane extends into the Rivercross site and two existing north/south street connections will be extended into the application site and will form internal street connections into the site.

Pedestrian and Cycle Access

3.2.2 A footway for pedestrians will be provided on one side of each new street connection and the central off-street walking and cycling link will provide a further walking and cycling route into the site. Additionally, pedestrian crossings with a refuge island have been provided at the vehicular access to the highway to enable safe crossing of Brook Lane.

3.2.3 In addition, the proposed internal footway/cycleway network will provide a high level of permeability throughout the site with links provided to the site boundary to the north which will enable a walking and cycling connection to Greenaway Lane and further walking and cycling

routes to the north. A further pedestrian / cycle connection is to be provided to the east where the site has a boundary with other draft allocated housing sites.

3.3 Parking Provision

3.3.1 Fareham Borough Council's (FBC) adopted car parking standards are set out in the Residential Parking Standards Supplementary Planning Document (SPD) (Adopted 2009). The standards require provision of parking using a combination of off-street allocated parking and off-street and/or on-street communal unallocated parking as shown in **Table 3.1**.

Table 3.1: FBC Car Parking Standards

Dwelling	Allocated	Unallocated
1 bed dwelling	1	0.75
2 bed dwelling	2	1.25
3 bed dwelling	2	1.75
4+ bed dwelling	3	2.25

Source: FBC Residential Car and Cycle Parking Standards

3.3.2 FBC's Key Requirement three states:

"Residential Developments will be expected to take account of the demand for visitor parking and provide spaces accordingly. In areas where over 50% of the spaces are allocated, an extra 0.2 spaces per dwelling should be provided."

3.3.3 FBC's Key Requirement four focuses on accessibility for disabled users and states:

"10% of all parking spaces in residential developments must be suitable for disabled users. Disabled spaces must be 3.6m wide in unallocated and communal parking areas. In the case of private driveways, if a width of 3.3m is not provided from the outset, provision should be made so spaces can be enlarged at a later date."

3.3.4 A car parking drawing and schedule by Thrive was provided within the approved planning application submission and the proposed car parking is identified on the masterplan at **Appendix A**. This includes the provision of Electric Vehicle parking spaces.

3.3.5 The approved parking provision is summarised below:

- Allocated parking spaces: 85
- Allocated driveway parking: 122
- Allocated garage spaces: 39

- Un-allocated parking spaces: 25
- Car port parking space: 10

Cycle Parking

- 3.3.6 FBC’s adopted car parking standards also set out the cycle parking standards for new developments. The cycle parking standards for residential developments are summarised in **Table 3.2**.

Table 3.2: FBC Cycle Parking Standards

Dwelling	Individual Storage	Communal Storage
1 bed dwelling	1	1
2/3 bed dwelling	2	1
4+ bed dwelling	2	1

Source: FBC Residential Car and Cycle Parking Standards

- 3.3.7 The standards also set out that:

“Cycle parking must be considered in new developments to ensure occupants have the opportunity to own and store a bicycle at their property. The minimum garage size of 6m x 3m allows for space to park a car but also cycle storage. Therefore, new residential units with garages that meet the minimum size standard will not be required to provide any further cycle storage.”

- 3.3.8 At least one cycle parking space per dwelling is required, with homes larger than one-bedroom, needing two spaces.

SECTION 4 Principles, Objectives and Benefits

4.1 Bargate Homes Sustainability Commitments

4.1.1 Bargate Homes was established in 2006, their values are:

“To be better, not big. To focus on doing the right thing, in delighting customers; not prioritising margins and shareholder returns. To reject the malaise of mediocrity in new homes design & build standards and appalling levels of customer service. To develop a limited number of select developments annually, exclusively in beautiful locations within 45 minutes of our Fair Oak Headquarters. To recognise our corporate responsibility; to have a purpose beyond profit. To demonstrate a duty of care in development, to enhance the beautiful local area we all choose to call home and give back to the communities in which we develop.”

4.1.2 Bargate Homes established local presence and commitment to exclusively build within 45 minutes of their Fair Oak Headquarters means they know the area intimately and this includes the local transport network and the importance of good communications links both physical and electronic. Bargate Homes developments always have distinctive street scenes and are solely in aspirational locations such as cathedral cities; coastal and riverside towns; market towns and archetypal English villages – places where the need to travel for day-to-day needs can be completed locally.

4.1.3 Through this Travel Plan, Bargate Homes are committed to promote sustainable transport and ensure it will result in benefits for residents of the site and the wider community in the vicinity of the development. i-Transport LLP (a specialist transport planning consultancy) have been appointed to draft the TP and have been appointed as the Travel Plan Co-Ordinator (TPC) to ensure the TP is delivered.

4.1.4 The TP will align with the recently approved Rivercross Travel Plan. The Travel Plan has been further developed since it was approved by HCC and now has a full Travel Plan Website to support it. It is Bargate Homes intention to link this site to the Rivercross Travel Plan Website to provide comprehensive travel information to new residents and in a form that can be updated regularly and accurately.

4.2 Principles and Objectives

4.2.1 This TP sets out a sustainable transport strategy for the proposed development on the site. In line with national and local government guidance and the obligations contained within the Section 106 Agreement, the headline aims for the plan will be as follows:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

4.2.2 The plan will have the following additional objectives:

- a To manage car parking demand across the development;
- b To support a range of sustainable transport alternatives to provide the future residents with options for travel to/from the site;
- c To develop an awareness of the options for sustainable travel to and from the site and local area amongst residents;
- d To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- e To minimise the impact of car-based travel to the site on the local and strategic highway network and environment.

4.2.3 The TP promotes measures which will help ensure that the objectives and outcomes are met. The measures will assist in minimising car travel to and from the site and will help bring environmental benefits to residents.

4.3 **Benefits**

4.3.1 The development of a TP has a number of benefits for future residents and visitors to the site, as well as the existing local community and surrounding environment.

Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

4.3.2 The potential benefits to the environment, compared to the 'without Travel Plan' scenario, are as follows:

-
- The Travel Plan will help to reduce the impact of traffic generated by the development on the local highway network;
 - The Travel Plan will help to reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets; and
 - The measures contained within this plan will also help to reduce the impact of transport related noise from vehicular movements into and out of the site and to improve public connectivity in the area.

4.3.3 Overall, it is anticipated that the TP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and the wider community in the vicinity of the development.

SECTION 5 Existing Transport Conditions and Site Accessibility

5.1 Introduction

5.1.1 This section of the TP describes the existing accessibility of the site by walking, cycling and public transport.

5.2 Walking and Cycling

5.2.1 Within the immediate vicinity of the site, there are footways along the carriageway on Brook Lane between the junctions with Cumber Road to the north and Warsash Road to the south.

5.2.2 The local pedestrian network provides connections to Warsash village, Warsash Marina, Sarisbury Green, Lower Swanwick and to Hamble-le-Rice via a foot ferry.

5.2.3 Brook Lane provides a continuous footway link to the north towards Sarisbury Green and to the south towards Warsash. The footway varies in width along the length of Brook Lane with dropped kerbs and tactile paving generally provided at junctions along the route. Footways on Brook Lane are shown in **Image 5.1**.

Image 5.1: Brook Lane



Source: i-Transport

5.2.4 From Brook Lane, pedestrians can access Swanwick Railway Station via Station Road, approximately 3.3km to the northeast of the site. There are dropped kerbs to traverse various

residential streets and private accesses, including at the Headland Drive Roundabout and the A27 junction to the north.

- 5.2.5 To the north, the junction of Brook Lane / Greenaway Lane has been improved as part of the Bargate Homes development that forms the northern boundary to this site. In addition, the application site will provide a walking and cycling connection into the Greenaway Lane site which avoids the need for pedestrians and cyclists having to use Brook Lane to reach Greenaway Lane.
- 5.2.6 Further north, the junction of Brook Lane / Barnes Lane benefits from a pedestrian refuge island on its northern side and street lighting is provided along the extent of Brook Lane. Northeast of the Brook Lane / Barnes Lane junction a footway is provided on the northern side of Brook Lane for a 60m section. This provides an onward connection to Brookfield Community school a further 800m northeast.
- 5.2.7 Barnes Lane provides a route north towards the local facilities in Sarisbury including Sarisbury Junior School. Footways of approximately 2.0m width are provided on both sides of the carriageway with street lighting and dropped kerbs provided at junctions. Outside the Junior School there is a signalised pedestrian crossing which provides a safe link to the Junior School located on the eastern side of Barnes Lane.
- 5.2.8 To the south of the site, Brook Lane forms a roundabout with Warsash Road. Warsash Road provides an east/west route with footways of approximately 2.0m width provided on both sides of the carriageway. Warsash Road is generally street lit along its length with dropped kerbs and tactile paving provided at the majority of junctions east of the Brook Lane roundabout.
- 5.2.9 To the west of the Brook Lane roundabout, Warsash Road connects to Shore Road which provides the walking and cycling route to access the Warsash / Hamble foot-ferry. Shore Road benefits from street lighting and footways on both sides of the carriageway to approximately 120m west of the roundabout where a footway is only provided on the northern side. Shore Road provides a shared surface link onto Warsash Marina whilst Passage Lane, a continuation of Shore Road provides a walking route with footway on its northern side towards the Hamble-Warsash foot-ferry.
- 5.2.10 Lockwood Road provides a north/south route to the east of the site. At the junction of Greenaway Lane / Lockwood Road the junction has been closed for traffic but an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and guard railing is provided. Lockwood Road has footways provided on its eastern side continuously to the north and is street lit along

its length. Lockwood Road provides a walking route for travelling north and also provides a walking route via Centre Way to Lockwood Community Centre.

5.2.11 Cycling is a viable alternative to short car trips, particularly those journeys under 5km and as part of longer journeys by public transport. There are no formal cycling facilities along Brook Lane however the residential nature of the road and neighbouring roads as well as the 30mph speed limit provide a safe environment for some cyclists to use the carriageway along with motor vehicles.

5.2.12 National Cycle Route 2 is a long-distance cycle route between Dover in Kent from the east and St Austell in Cornwall is accessible from Warsash Road, approximately 200m south along Brook Lane.

5.3 Public Transport

Bus Services

5.3.1 The nearest bus stops to the site are located on Brook Lane approximately 140m north of the site access. The bus stop provides a shelter, seating and is featured with a flag and timetable information. This bus stop is served by Solent Ranger X5 between Southampton, Gosport and Portsmouth via interchange with the X4 at Locks Heath.

5.3.2 A summary of the local bus services which service these stops is provided in **Table 5.1**.

Table 5.1 Summary of Local Bus Services

Bus Service	Route	Service Frequency		
		Weekday	Saturday	Sunday
X5	Southampton - Gosport	Every 40 minutes, First service at 08:54 Last service at 20:05	Every hour, First service at 09:16 Last service at 19:17	Every hour, First service at 09:18 Last service at 18:16

Source: Bustimes.org

Rail Services

5.3.3 Swanwick railway station is located approximately 3.3km northeast of the site. The station is managed by South Western Railway and provides services towards Southampton, Portsmouth, Brighton and London Victoria. Step-free access is available to platform 1 for Southampton bound platform only. The station offers 80 car park spaces and 96 cycle parking spaces.

5.3.4 A summary of the rail services is outlined in **Table 5.2**.

Table 5.2 Local Rail Services

Destination	Typical Weekday Frequency		Journey Duration
	Peak	Off-Peak	
Southampton Central	3 trains per hour	3 trains per hour	17-29 minutes
Portsmouth and Southsea	3 trains per hour	3 trains per hour	33 minutes
Brighton	2 trains per hour	2 trains per hour	1 hour and 27 minutes
London Victoria	4 trains per hour	4 train per hour	2 hours and 13 minutes

Source: National Rail Enquiries

5.4 Accessibility to the Site

Walking Distances

5.4.1 Guidance given in the Manual for Streets (MfS) states that 800m is a 'comfortable' walk distance, but it is by no means an upper limit. A walk distance of 2km offers the greatest potential to replace cars trips and is therefore a 'reasonable' walking distance (Ref: MfS / PPG13). A number of local services and facilities are within a reasonable walking distance of the centre of the site including the local shops and facilities located within Sarisbury, Warsash and Locks Heath.

5.4.2 On this basis:

- 800m is a 'comfortable' walking distance.
- 2,000m is a 'reasonable' walking distance.
- 3.2km is an 'acceptable' walking distance.

5.5 Accessibility to Local Services

5.5.1 The primary destinations within the local area are listed below in **Table 5.3** and illustrated in **Figure 2**, an extract of which is provided in **Image 5.3**. The figure and table includes facilities for public transport, leisure, retail, employment, education and health as well as an assessment of the travel distance to reach the identified local facilities and the time such journeys would take by walking and cycling respectively.

Table 5.3: Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Time (mins)	Cycling Time (mins)
Retail	Co-op Food	740	9	3
	One Stop	690	8	3
	Holly Hill Convenience Store	1370	16	5
	Tesco Express	1870	22	7
	Iceland	2170	26	8
	Waitrose	2170	26	8
Leisure	Priory Park	1470	18	6
	The Hook (Formerly the Ferryman)	610	7	2
	The Silver Fern	740	9	3
	The Victory Hall	790	9	3
	Moja Indian	1370	16	5
	The Jolly Farmer	2170	26	8
	Local Nature Reserve	890	11	3
	Warsash - Hamble Ferry	1040	12	4
	Hamble Marina*	2290	27	9
	Hamble High Street*	1990	24	7
	Banana Wharf*	2290	27	9
Healthcare	Fareham Community Hospital	2770	33	10
	Lockswood Surgery	2370	28	9
	Warsash Dental Practise	890	11	3
Education	Locks Heath Infant School	2170	26	8
	Locks Heath Junior School	1870	22	7
	Ducklings Preschool	1770	21	7
	Sarisbury Infant School	1770	21	7
	Warsash Day Nursery	1590	19	6
	Sarisbury Junior School	2470	29	9
Employment	Park Gate Primary School	3170	38	12
	Park Gate Industrial Estate	3670	44	14
	Titchfield Park Industrial Estate	4370	52	16

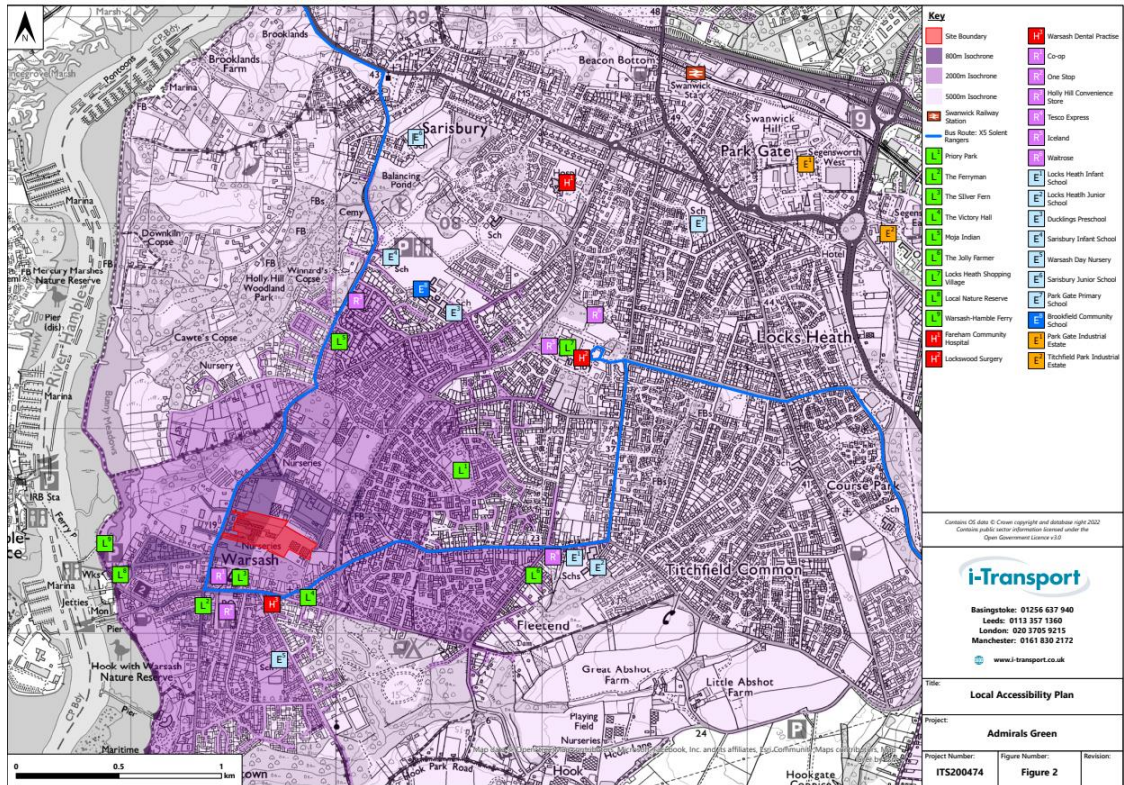
Source: Consultants Estimates

*Destinations in Hamble, inclusive of Ferry journey.

Key:

- Within 800m walking distance – ‘Comfortable walking distance’
- Within 2km walking distance – ‘Reasonable walking distance’
- Within 5km cycling distance – ‘Reasonable cycling distance’

Image 5.3 Local Accessibility Plan



Source: i-Transport

5.5.2 As demonstrated in **Figure 2** and **Table 5.3**, a large range of local facilities are accessible within an acceptable walking distance and comfortable cycling distance, including education, retail, leisure, health and employment opportunities.

SECTION 6 Targets

6.1 Overview

6.1.1 The key aim of the TP is to reduce single occupancy car use for travel to/from the site, and the use of targets will enable progress to be monitored against the key objectives of the TP.

6.1.2 Census data has been used to estimate likely mode share for trips made from the site.

6.1.3 It is sensible to set some initial mode share targets which can then be reviewed to ensure that they are SMART (Specific, Measurable, Achievable, Realistic and Timely) following the travel surveys in the future.

6.1.4 The following targets have been set:

- **Target 1** – To reduce the number of single occupancy vehicle trips associated with journeys to work by the site by 10 percentage points from the baseline position; and
- **Target 2** – To ensure that the majority of residents are aware of and are able to benefit from the Travel Plan.

6.1.5 The objective is to achieve these targets within 5 years of the first occupation of the development. Interim mode split targets have been established and will be subject to ongoing review.

6.2 Baseline Position and Targets

6.2.1 For the purpose of this Travel Plan, the baseline modal split is based on the method of travel to work data from the 2011 Census Data for Fareham 006 lower layer super output area.

6.2.2 The single car use mode share targets are summarised in **Table 6.1**.

Table 6.1 Travel to Work Targets

Mode	Baseline	3 rd Year	5 th Year
Car Driver	79.30%	74.30%	69.30%
Car Passenger	5.70%	6.30%	7.00%
On Foot	3.60%	4.60%	5.60%
Train/underground	2.10%	3.10%	4.10%
Bicycle	4.50%	5.50%	6.50%
Bus	3.10%	4.80%	6.10%
Motorcycle/Moped	0.60%	0.60%	0.60%
Other	0.80%	0.80%	0.80%

Mode	Baseline	3 rd Year	5 th Year
Total	100%	100%	100%

Source: 2011 Census and Consultant's Calculations

6.2.3 The targeted increases in public transport use, walking, cycling and car sharing are considered reasonable given:

- Promotion of walking, cycling and public transport use within the proposed Travel Website and Resident's Travel Information Packs;
- Potential for the TPC to engage with local cycle shops and public transport providers to negotiate possible discounts and trial incentives for residents; and
- Promotion of car sharing initiatives.

6.2.4 Once the first monitoring surveys at the development have been undertaken and analysed (see Section 10 of the TP) this will update the baseline position and the interim mode shift targets will be reviewed.

6.2.5 These mode share targets correspond to the monitoring process set out in Section 10.

6.3 First Phase Targets

6.3.1 In addition to mode share targets, it is important to identify a number of action targets which will ensure that the commitments made through this TP, are delivered.

6.3.2 The first phase of targets is therefore action related. They are as follows:

- Appoint a Travel Plan Coordinator prior to sales and marketing phase (i-Transport have been appointed to fulfil this role);
- Travel Plan Coordinator to become familiarised with the agreed monitoring process;
- Undertake first phase of monitoring at 50% occupation of the site, or one year after 1st occupation (whichever is sooner) including the residential travel surveys;
- Review measures to ensure that they remain appropriate; and
- Once agreed with HCC, update the TP with any necessary revisions to measures.

SECTION 7 Site Layout and Infrastructure Measures

7.1 Introduction

7.1.1 This section describes the on-site infrastructure measures which will encourage residents to travel via sustainable modes.

7.1.2 This section is structured as follows:

- Sustainable Transport Strategy Objectives
- Walking and Cycling Accessibility
- Public Transport Accessibility

7.2 Objectives

7.2.1 Having regard to national and local transport planning policy guidance and the travel characteristics set out above, the main objectives of the access and transport strategy are to:

- Encourage occupants of the proposed development and existing residents of Warsash to undertake local trips by sustainable modes including walking, cycling and public transport;
- To provide high quality and safe access to existing bus stops and services;
- Provide a development layout and streets which maximise the potential for 'walkable' neighbourhoods, where walking and cycling are the 'norm'; and
- Integrate the site with Warsash and the surrounding area through improved linkages and connectivity.

7.3 Walking and Cycling Accessibility

Walking

7.3.1 The access strategy for the development seeks to encourage residents of the development to undertake local trips by walking and cycling. The site access will feature footways on at least one side of the carriageway, tying into the existing pedestrian network along Brook Lane and linking to Greenaway Lane to the north and the site boundary to the east.

- 7.3.2 A new pedestrian crossing has been provided by the applicant (under an S278 Agreement) on Brook Lane near the site access. This has been installed 'up-front' by Bargate Homes to ensure the pedestrian infrastructure to facilitate walking trips is in place prior to new residents living on the site.
- 7.3.3 A series of uncontrolled crossing facilities in the form of dropped kerbs and tactile paving will be provided across the access roads.
- 7.3.4 In addition, the proposed internal footway/cycleway network will provide a high level of permeability throughout the site with on-site walking infrastructure provided within the site and to the northern, southern and eastern boundaries where connections to adjoining residential development sites can and will be provided.

Cycling

- 7.3.5 The on-site street infrastructure will be designed to achieve a maximum design speed of 20mph and traffic flows on the site will be light thus creating a suitable 'mixed traffic' environment for cycling on the carriageway (Ref: LTN1/20 Table 4.1).
- 7.3.6 In addition, an on-site cycle route will be provided within the site on a north/south alignment that will be built up to the boundary of the site. This will allow a connection to Greenaway Lane and the adjoining residential development site.
- 7.3.7 Cycle parking will be provided at each dwelling in line with FBC Parking Standards. Cycle parking will be provided within any on-plot garages where present. Where garages are not provided, cycle parking will be provided within high-quality, covered and lockable/secure external stores/sheds in rear gardens with easy access to both the dwelling and street / external parking areas to ensure convenient cycle access.

7.4 Public Transport Accessibility

- 7.4.1 The development layout provides a well-planned pedestrian connection to the main site access with footways on at least one side of the access road and a strong central off-street walking and cycling route.
- 7.4.2 The footways provide a direct and convenient access towards the local bus stops on Brook Lane with the newly created pedestrian crossing of Brook Lane (by the applicant) ensuring safe access to the bus stops for all.

SECTION 8 **Soft Measures**

8.1 **Introduction**

8.1.1 This section of the TP describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share; and
- Information provision

8.2 **Promotion of Walking and Cycling**

8.2.1 The development has been designed to facilitate walking and cycling, in particular for local journeys to key destinations. All homes will be provided with an appropriate amount of cycle parking. Information on the walking and cycling routes and facilities within the development will be made available to new residents through the Travel Website, Welcome Pack and the other means described below.

8.2.2 Where possible, the TPC will coordinate with local schools to organise walking to school events.

8.2.3 The new Travel Website and Pack will provide future residents with recommended free health applications that can be downloaded. These include apps such as Map My Walk, Strava, Cycle Maps and Wahoo Fitness.

8.2.4 The Travel Website and Pack will also promote the sustainable travel voucher with the option to purchase cycle equipment for the value of £50.

8.2.5 A bicycle user group will be promoted for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys.

8.2.6 The TPC will assist with the dissemination of information regarding the user group and will help residents get in contact with one another. Where possible, the TPC will attempt to negotiate discounts or promotions for residents at local cycle stores and will also inform residents of any discounts that FBC has already organised with local cycle stores.

8.2.7 With these promotions, the health, financial and environmental benefits of sustainable travel will be promoted and encouraged within the Welcome Pack.

8.2.8 A Bike Doctor maintenance event is encouraged to take place annually, such events will be promoted with at least two weeks' notice to residents via a leaflet/poster drop. These events are a great method to encourage sustainable travel and raise awareness of the Travel Plan and TPC.

8.3 **Promotion of Public Transport**

8.3.1 Clear information provision on the public transport routes and facilities serving the new development will be made available to new residents through the Travel Website and Welcome Pack.

8.3.2 The TPC will liaise with local public transport providers, and where possible, obtain 'taster tickets' to be distributed to residents of the development.

8.4 **Car Sharing Scheme**

8.4.1 Car sharing will also be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.

8.4.2 Residents will therefore be provided with information about car sharing via the Hampshire car share website (<https://hants.liftshare.com/default.asp>) and a leaflet explaining the benefits of the car share scheme will be included in the residential packs. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

8.5 **Information Provision and Marketing**

8.5.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and sales staff will be directed to advise residents of the presence of the Travel Plan and residents will be offered the opportunity to contact the Travel Plan Co-ordinator shortly after completion of their purchase.

8.5.2 To ensure access to up-to-date information for residents, a community Travel Website will be established and connected to the adjoining Rivercross and Herons Quarter travel website. This will contain up to date bus and rail timetable information, details of car share schemes, walking

and cycling facilities maps and information regarding any relevant upcoming events taking place.

8.5.3 A Steering Group will also be promoted within the Pack and Website, this is discussed further in Section 9.1.

8.6 Travel Website and Residential Travel Information Packs

8.6.1 The Travel Website will be set up and live prior to the first occupation and the first occupier of each household will be provided with a Welcome Pack. The pack will pull together information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.

8.6.2 It is proposed that the following items will be included in the resident's Welcome Pack:

- A choice of a sustainable travel voucher for the first owner of each dwelling, with options from the following:
 - A £50 bus travel voucher;
 - A cycle purchase voucher for £50 to assist with the purchase of a bicycles; or
 - A £50 voucher towards a rail season ticket to encourage travel by rail.

8.6.3 The following will also be provided:

- Clear and available contact details for the Travel Plan Co-ordinator, with whom residents will be able to liaise with directly with any queries;
- Promotion and information on how to access the Travel Plan website;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of any public cycle parking within the development, and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, and schemes such as HCC's Safer Routes to School initiatives;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;

- Links / web address details for Fareham Borough Council and Hampshire County Council cycle route maps;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through the Hampshire car share website; and
- Information about the home delivery services offered by supermarkets in the local area, including the potential for savings from the initial home deliveries ordered.

8.7 Summary

8.7.1 A series of soft measures are proposed to promote the use of walking, cycling and public transport and shared car use amongst new residents for local journeys. The proposed measures aim to ensure that the objectives set out in Section 4 of this report are met and to minimise single occupancy car travel to and from the site.

8.7.2 A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 9 Management and Implementation

9.1 Travel Plan Management

9.1.1 Bargate Homes have appointed i-Transport LLP to act as the Travel Plan Co-ordinator (TPC) and will assume overall responsibility for the Travel Plan. i-Transport LLP are currently acting as TPC for numerous residential development sites across the country (including the adjacent Rivercross and Herons Quarter sites).

9.1.2 The contact details of the TPC are:

- Sian Geddes | sian.geddes@i-transport.co.uk | 03316 300366

9.1.3 However, it is worth noting, once the Travel Website and Residential Travel Information Packs have been drafted, a new dedicated TPC email address will be set up and provided to residents.

9.1.4 The TPC will be supported by a steering group, comprising a representative from the developer, a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives).

9.1.5 This measure is being carried out for the Rivercross and Herons Quarter sites, so there is an opportunity for a wider steering group encompassing the whole area.

9.1.6 The steering group will aim to meet every 6 months during the first two-years and annually thereafter. This extensive period will enable the TP to be well established by the time the developer leaves the site. A framework for the continuation of the TP post developer involvement is set out below

9.2 Role of Travel Plan Co-ordinator

9.2.1 The role of the TPC will be as follows:

- To manage the day-to-day delivery of the measures contained in the Travel Plan;
- Maintain the Travel Plan Website;
- To market the Travel Plan to encourage interest and involvement of residents;
- To set up and act as chairperson to the steering group, through which the progress of the TP will be monitored and key decisions taken as necessary;

- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To aim to negotiate discounts with local cycle shops for residents and promote the bicycle user group;
- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
- To organise monitoring of the Travel Plan in line with the strategy outlined in Section 10; and
- To provide monitoring feedback to residents and to liaise with the local authority as necessary.

9.2.2 The TPC will spend on average one hour per week working on the Travel Plan, however, this will differ at certain times depending on what stage in the year the Travel Plan is at. For example, when it is annual monitoring period the TPC will spend more time and when there is less work to do the TPC will spend less time.

9.3 **Involvement of Residents**

9.3.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with a Residents' Welcome Pack on completion of their purchase. The Welcome Pack and website will be kept up to date for the duration of the Travel Plan.

9.3.2 The TPC will liaise regularly with residents to understand their needs and concerns and to examine ways of addressing them. Copies of the TP will be made available to all residents of the site should they require it to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

9.3.3 The TPC will also aim to maintain interest amongst residents through the occasional leaflet drops providing information about the Travel Plan, advertising the website and reporting the results of the monitoring. As well as involvement of resident volunteers in the Steering Group (to be recruited by the TPC).

9.4 Framework for Implementation

9.4.1 An Action Plan is presented in **Table 9.1** which provides a programme for delivering the measures set out in the previous sections.

Table 9.1: Framework for Implementation / Action Plan

Measure	Timescale	Responsibility	Cost Estimate
Travel Plan Co-ordinator	Appointed prior to 1 st occupation, retained for 5 years from occupation	Developer	£29,500
Steering Group	1 st meeting one-month after appointment of Travel Plan Co-ordinator. Subsequent 6 monthly meetings for first two years after first occupation, annual meetings thereafter	Travel Plan Co-ordinator	included in Travel Plan Co-ordinator costs
Sustainable Travel Voucher	On first occupation of each dwelling	Developer / TPC Coordinator	included in Travel Plan Co-ordinator role
Travel Information Pack / Leaflet including walking maps and information detailed earlier	Prior to 1 st occupation	Travel Plan Co-ordinator	£2,000
Travel Information Website	To be phased in line with development but available prior to first occupation	Travel Plan Co-ordinator	included in Travel Plan Co-ordinator costs
Training of the sales team about the Travel Plan	Training as part of induction process	Developer	included in Travel Plan Co-ordinator role
Journey Planning Software and Advice	In place prior to 1 st occupation	Travel Plan Co-ordinator	included in Travel Plan Co-ordinator costs
Bicycle User Group (BUG)	To be phased in line with development	Travel Plan Co-ordinator	included in Travel Plan Co-ordinator costs
Promote car-sharing scheme amongst residents	Ongoing	Travel Plan Co-ordinator	included in Travel Plan Co-ordinator costs
HCC Monitoring and Evaluation	Annually for five years	Travel Plan Co-ordinator	included in Travel Plan Co-ordinator costs
Total for Travel Plan Bond			£39,800

Measure	Timescale	Responsibility	Cost Estimate
Total HCC Monitoring and Approval Fees			£16,500

Source: Consultant's Estimates

9.5 Funding

9.5.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 7 of this TP;
- The initial implementation of the 'soft' Travel Plan measures outlined in Section 8;
- The TPC role for the duration of the development, which is expected to last five years;
- The monitoring surveys outlined in Section 9; and
- Hampshire County Council approval and monitoring fees.

9.6 Framework for Handover at end of the Developer Involvement

9.6.1 At the end of the monitoring period Bargate Homes not i-Transport will no longer be responsible for the management of the TP. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group. The TPC will seek to hand-over the coordination role to this group.

SECTION 10 Monitoring and Review

10.1 Monitoring

10.1.1 The total monitoring programme of the development will last for five years. Formal monitoring will be undertaken through the distribution of a travel questionnaire survey, co-ordinated by the TPC.

10.1.2 The first questionnaire survey will be undertaken by the TPC after 50% occupation of the site, or 12 months after first occupation of the first unit (whichever is the sooner) and then annually for up to five years. The TPC will undertake a full monitoring survey annually.

10.1.3 A full timeline is set out in **Table 9.1** below.

Table 9.1: Monitoring Timetable

Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Monitoring to be undertaken at 50% occupation, or 12 months from first occupation (whichever is sooner). At this stage, a baseline monitoring report will be completed and submitted to HCC.	Full survey and a monitoring report to be completed.	Full survey and a monitoring report to be completed.	Full survey and a monitoring report to be completed.	Final survey and monitoring report to be completed.

10.2 Reviews

10.2.1 As set out in the HCC guidance on Travel Plans, review meetings are required. Therefore, these will be held 12 months following the first occupation of the site and then in years 3 and 5. The review meetings will be organised by the TPC who will invite attendance from representatives of the local planning authority, public transport operators, the County Council and community representatives.

10.2.2 The Section 106 Agreement commits Bargate Homes to pay the Hampshire County Council monitoring and approval fee (£15,000 and £1,500 respectively). The Section 106 Agreement also requires Bargate Homes to provide HCC with a "Travel Plan Bond" or "Travel Plan Security Deposit" (this being the sum of the costs of implementing the Travel Plan) and the TP will be implemented for five years.

10.3 Questionnaire

- 10.3.1 At the time of the 50% dwelling occupation, or 12 months after 1st occupation (whichever comes sooner), a residents' travel survey will be distributed amongst residents of the site. Bargate Homes will be sending the questionnaire surveys out to residents, and this will likely be in an online format.
- 10.3.2 The surveys will determine a number of important statistics such as awareness of the TP, work destinations, number of cars and bicycles per household, modal split of journeys to work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport.
- 10.3.3 The surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the TP which may be implemented in the future and to monitor travel patterns at the site over set periods of time to quantify modal shift.
- 10.3.4 In order to maximise response rates to the survey there is potential to offer incentives, such as a prize draw entry, encouraging residents to take part.
- 10.3.5 In the event that the survey does not get a desired response of 35% or more (a threshold set by HCC Travel Plan Guidance) an incentive will be introduced, and the survey will be re-distributed to residents after 6 months, following further promotion and incentives for taking part. Should the response rate fall considerably below the 35% threshold then alternative methods for capturing the travel behaviour of residents would be considered, for example ATC's/TRICS.

10.4 Sustainable Travel Voucher Participation

- 10.4.1 Records will be kept of participation levels in the sustainable travel voucher scheme. This will monitor the uptake of the vouchers and determine the awareness of the Travel Plan.

10.5 Delivery and Enforcement

- 10.5.1 The delivery of the Travel Plan is enforced through an obligation within the S106 agreement for the development. The developer has agreed to pay HCC's monitoring fee (£15,000) and approval fee (£1,500) which will total £16,500 for the five-year monitoring period.
- 10.5.2 In addition to the monitoring fee, the developer will provide a cash deposit to HCC which equates to the total amount set out within **Table 9.1**.

10.5.3 In the event of non-compliance i.e. where the developer does not implement the Travel Plan or any particular part of it, then HCC will be able to draw on the cash deposit to implement the Travel Plan or those parts of it itself. However, i-Transport LLP has been appointed to implement the Travel Plan on behalf of the developer with a contractual arrangement in place to ensure it is fulfilled.

10.6 Results

10.6.1 The results and the analysis will be included in an updated TP, or the first monitoring reports, with the TP targets revised or updated accordingly.

10.6.2 The results of these surveys and statistical analysis will form the basis of discussions with HCC to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

10.6.3 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve HCC as well as the TPC. The use of newsletters distributed to all users will assist in informing users of any new measures and give them an understanding of how the TP is operating.

10.7 Reporting

10.7.1 Following each travel survey a monitoring report will be prepared and submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the TP. Residents will also be informed of the survey results via newsletters and Travel Website. The following information is likely to be provided:

- Recap of the site TP's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track, if targets are not being met; and
- Proposals to further develop the TP for the future.

10.8 Remedial Measures

- 10.8.1 Should the TP targets not be met during the monitoring period outlined above, the developer will use reasonable endeavors to work with HCC to identify a strategy and to agree further reasonable actions to get the TP back on track.
- 10.8.2 The proposed sustainable transport strategy and all of the associated measures will provide an opportunity for the 10% reduction in work related car trips to be achieved.
- 10.8.3 An annual TP budget is provided for the development to fund the measures, as well as the cost of monitoring and implementation. How this fund would be allocated and spent will be the responsibility of the TPC. For example, should the first monitoring surveys report that certain schemes or modes are better utilised or more popular, more funds could be invested into those more successful aspects of the TP.

SECTION 11 Conclusion

- 11.1 Bargate Homes has commissioned i-Transport LLP to prepare a Full Travel Plan, for the residential development of 126 dwellings on land east of Brook Lane, Warsash (ref: P/22/1812/FP).
- 11.2 This TP has been prepared in accordance with the Section 106 agreement, 29th May 2024, set out in Schedule 1 Part 2, where an obligation requires the provision of, and funding for a Travel Plan including its preparation and implementation, the appointment of a TPC and its monitoring.
- 11.3 The TP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car and, in particular, reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 11.4 There is a good range of everyday services and facilities accessible to residents of the development within a reasonable walking or cycling distance.
- 11.5 The Travel Plan proposes a range of infrastructure measures and 'soft' measures aimed at influencing modal choice for travel to and from the site, including:
- A new pedestrian crossing has been provided by the applicant (under an S278 Agreement) on Brook Lane near the site access. This has been installed 'up-front' by Bargate Homes to ensure the pedestrian infrastructure to facilitate walking trips is in place prior to new residents living on the site.
 - A series of uncontrolled crossing facilities in the form of dropped kerbs and tactile paving will be provided across the access roads.
 - An on-site cycle route will be provided within the site on a north/south alignment that will be built up to the boundary of the site. This will allow a connection to Greenaway Lane and the adjoining residential development site.
 - A choice of a £50 sustainable travel voucher for the first owner of each dwelling, with options from the following:
 - A £50 bus travel voucher;
 - A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles; or
 - A £50 voucher towards a rail season ticket to encourage travel by rail.

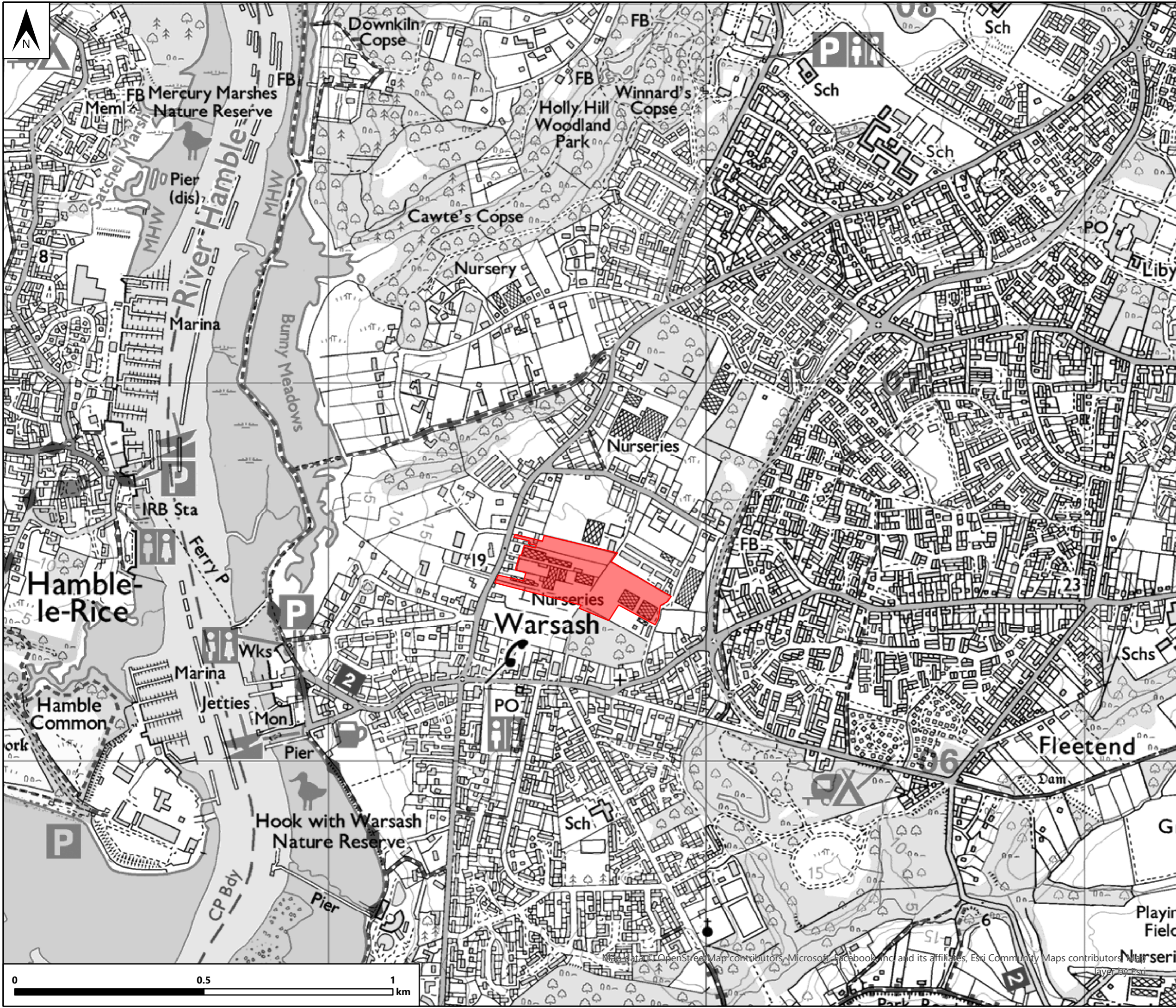
11.6 Additional measures include:

- A dedicated Travel Plan website and a Residents Welcome Pack to promote sustainable modes of transport and provide residents with up-to-date travel information

11.7 A framework for management and implementation of the Travel Plan is proposed. i-Transport has been appointed as the Travel Plan Co-ordinator and will oversee the development of the proposed measures and ensure the implementation of the Travel Plan ahead of occupation. A suggested timetable for the implementation of these measures has been put forward.

11.8 The total monitoring programme of the development will be for five years. An annual monitoring report over this period will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

FIGURES



Key
 Site Boundary

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Basingstoke: 01256 637 940
Leeds: 0113 357 1360
London: 020 3705 9215
Manchester: 0161 830 2172

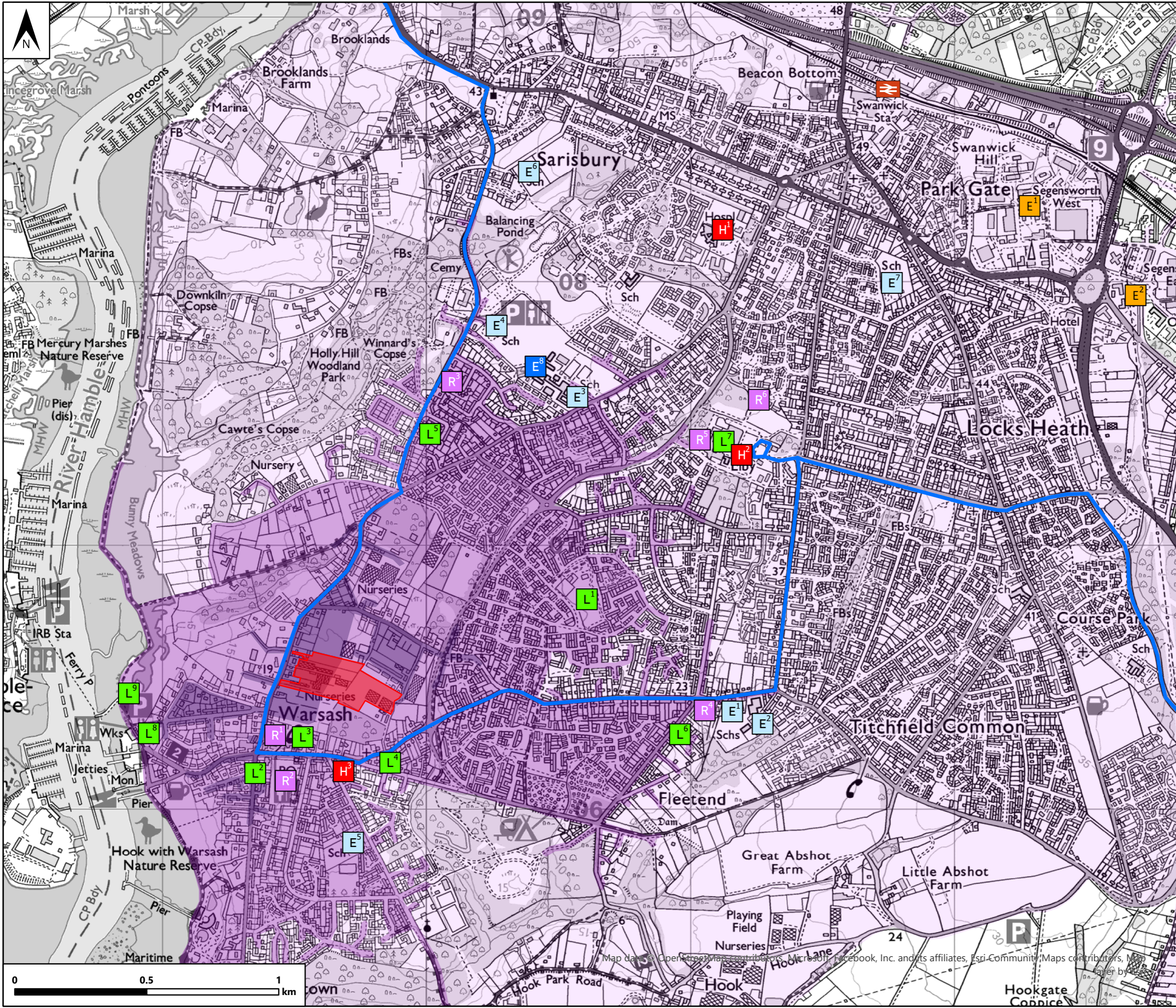
www.i-transport.co.uk

Title: **Site Boundary**

Project: **Admirals Green**

Project Number: ITS200474	Figure Number: Figure 1	Revision: -
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Key

Site Boundary	Warsash Dental Practise
800m Isochrone	Co-op
2000m Isochrone	One Stop
5000m Isochrone	Holly Hill Convenience Store
Swanwick Railway Station	Tesco Express
Bus Route: X5 Solent Rangers	Iceland
Priory Park	Waitrose
The Ferryman	Locks Heath Infant School
The Silver Fern	Locks Heath Junior School
The Victory Hall	Ducklings Preschool
Moja Indian	Sarisbury Infant School
The Jolly Farmer	Warsash Day Nursery
Locks Heath Shopping Village	Sarisbury Junior School
Local Nature Reserve	Park Gate Primary School
Warsash-Hamble Ferry	Brookfield Community School
Fareham Community Hospital	Park Gate Industrial Estate
Lockwood Surgery	Titchfield Park Industrial Estate

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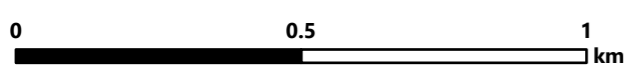
Basingstoke: 01256 637 940
 Leeds: 0113 357 1360
 London: 020 3705 9215
 Manchester: 0161 830 2172

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Title: **Local Accessibility Plan**

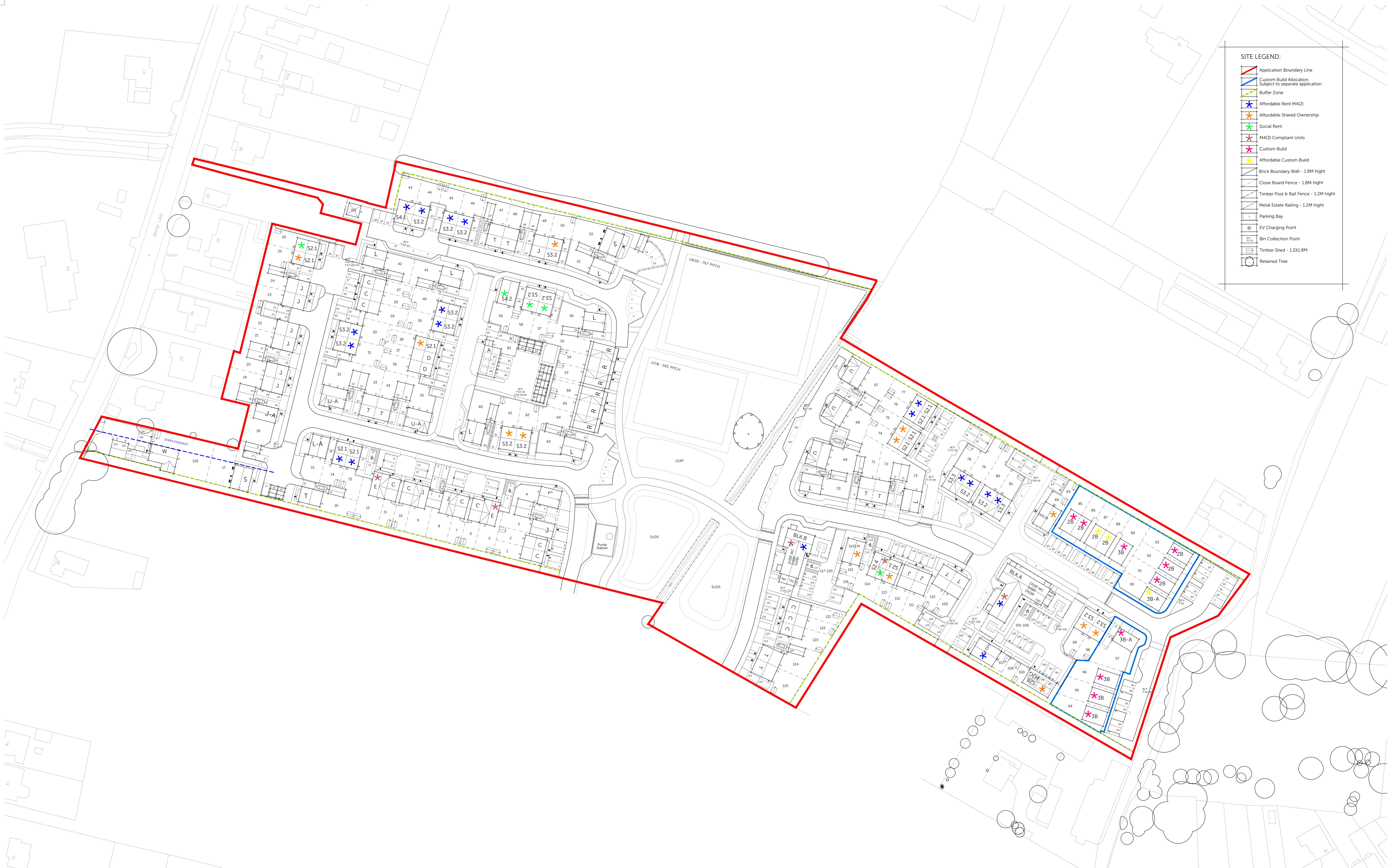
Project: **Admirals Green**

Project Number: ITS200474	Figure Number: Figure 2	Revision:
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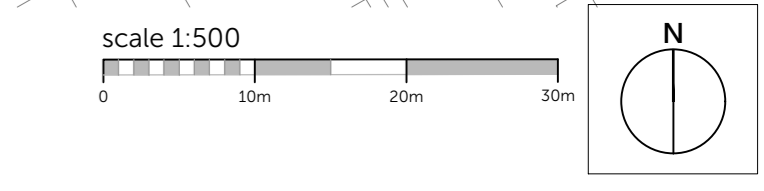
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APPENDIX A. Site Masterplan



SITE LEGEND:

- Application Boundary Line
- Custom Build Allocation. Subject to separate application.
- Buffer Zone
- ★ Affordable Rent M4(2)
- ★ Affordable Shared Ownership
- ★ Social Rent
- ★ M4(3) Compliant Units
- ★ Custom Build
- ★ Affordable Custom Build
- Brick Boundary Wall - 1.8M high
- Close Board Fence - 1.8M high
- Timber Post & Rail Fence - 1.2M high
- Metal Estate Railing - 1.2M high
- Parking Bay
- EV Charging Point
- Bin Collection Point
- Timber Shed - 1.2x1.8M
- Retained Tree



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Rev	Description	Date	Au	Ch	Rev	Description	Date	Au	Ch	Rev	Description	Date	Au	Ch	Rev	Description	Date	Au	Ch					
A	Planning Issue	29.11.22	CMJ	-	H	House types to plots 47-49 and 61-62 swapped. Affordable housing tenure locations amended.	15.06.23	CMJ	-	P	Layout development following client comments. Affordable mix adjustments.	17.10.23	CMJ	-	V	Block A footprint amended. Block repositioned with amendments to adjacent parking court and footpaths.	15.01.24	CMJ	-	BB	Minor adjustment to positions of plots 5-6, 11-12, 115-116, HT to plot 114 amended. Tenure of plots 26 and 113 amended. Adjustments to Block A mix.	04.03.24	CMJ	-
B	Buffer introduced adjacent plot 45.	16.02.23	CMJ	-	J	Bay window and chimney added to plots 52 and 17.	27.06.23	MS	-	Q	Layout development following client comments. Affordable mix adjustments.	19.10.23	CMJ	-	W	Visitor parking spaces relocated adjacent Block B and plot 108.	18.01.24	CMJ	-	CC	Access to northern boundary between plots 81, 83 and southern boundary between plots 107-109 omitted. Ecological buffer extended.	27.05.24	CMJ	-
C	Layout development.	17.03.23	CMJ	-	K	Im handstanding added to visitor parking spaces. Custom build area redesigned.	17.08.23	CH	CMJ	R	Layout development following client comments.	09.11.23	CMJ	-	X	Proposed trees indicated.	26.01.24	CMJ	-	DD	Adjusted mix following house type review.	13.08.24	CMJ	-
D	Layout development.	23.03.23	CMJ	-	L	Layout development following client comments.	02.10.23	CMJ	-	S	Affordable Custom Build plots relocated.	11.11.23	CMJ	-	Y	Plot 18 handed.	12.02.24	CMJ	-	EE	Boundary treatments amended to client comments.	14.08.24	MS	CMJ
E	Central open space updated to indicate sport pitch provision. Ecological buffers updated.	28.03.23	CMJ	-	M	Layout development following client comments.	11.10.23	CMJ	-	T	House Types to plots 25-26 and 111-112 swapped. Plots 19-26 repositioned. Paving to plot 59 adjusted. Parking adjacent plot 26 amended. Parking spaces 90-95 repositioned.	05.01.24	CMJ	-	Z	Road build out opposite plots 19-20 omitted.	20.02.24	CMJ	-	FF	Plot footprints updated to eastern parcel.	12.09.24	CMJ	-
F	Visitor parking space allocation updated opposite plots 51, 56 and 70.	30.03.23	CMJ	-	N	Layout development following client comments. Affordable mix adjustments.	16.10.23	CMJ	-	AA	Overrun to brand adjacent play 4 omitted. Width of parking spaces increased to plots 75, 76, 83, 87, 89, 90-95 and visitor space adjacent 108.	23.02.24	CMJ	-										
G	Amended in response to LA Urban Design comments and Affordable mix and locations.	11.05.23	CMJ	-																				

Project Land East of Brook Lane, Warsash
Drawing Site Layout

Client	Bargate Homes	Date	January 2022
Job no.	BARG180620	Rev.	FF
Dwg no.	SL.01	Scale	1:500 at A0
Author	AS	Checked	CMJ
Status	PLANNING	Office	Romsey

Client ref.

