

Inaccuracies Note – February 2009

The schedule of amendments to the Planning Statement is as follows:

- Paragraph 3.12 should refer to 965 sqm of retail floorspace as opposed to 1,060 sqm;
- Paragraph 3.22 should state 262 family homes, 53% of the total number of residential units proposed and 237 1&2 bedroom flats (47%) proposed as opposed to 261 and 52% and 238 and 48% respectively;
- In relation to the Planning Statement's discussion of employment generation, the table at Paragraph 7.32 commented upon an earlier iteration of the scheme. Design enhancements were made to one of the B1 office buildings to create an atrium which led to a modest reduction to the overall office content. Notwithstanding this reduction, there is still more office space in the scheme than in the proposals that were the subject of public consultation in the summer. The correct figures for the tables are shown below:

Option 1 -scheme use	Space (gross internal area)	Employment density	Jobs created
B1 office	23,272 sqm	22 to 19	1,058 to 1,225
150 bed hotel	8,700 sqm	0.5 to 0.8 employees per bedroom	75 to 120
Art gallery	130 sqm	36	4
A1/A2/A3/A5	965 sqm	20 to 13	48 to 74
Total			1,185 to 1,423

Option 2 -scheme use	Space (gross internal area)	Employment density	Jobs created
D1 educational	23,272 sqm	32	727
150 bed hotel	8,700 sqm	0.5 to 0.8 employees per bedroom	75 to 120
Art gallery	130 sqm	36	4
A1/A2/A3/A5	965 sqm	20 to 13	48 to 74
Total			854 to 925

- Paragraph 7.36 should state 23,272 sqm of office floorspace and not 23,727 sqm;
- Paragraph 9.3 should state 227 three and four bed houses as opposed to 229 units;
- Paragraph 9.27 should state 177 four bed units as opposed to 166 units; and
- Paragraph 12.3 should refer to the provision of 125 affordable units and not 160 affordable units.

Transport Assessment

Queries were also raised about points in the Transport Assessment undertaken by Peter Brett Associates. We address these issues below:

- Traffic Data - Appendix 2 of the Transport Assessment contains the traffic data used in the capacity assessments. PBA commissioned traffic counts to be undertaken on 20th November 2007. The counts for Chapel Hill / Vyne Road / Sherborne Road / Existing Eli Lilly Site Access / Pelton Road / Merton Road and Houndmills Roundabout are included within this Appendix;

- Page 18 paragraph 3.4 - In respect of the train data, the 08.54 service was surveyed leaving Basingstoke station on Tuesday 21st October 2008 with 'Empty' was recorded on the survey sheet. The 08.54 is a stopping service and is typically only very lightly loaded with passengers when departing from Basingstoke. It is likely that there may have been the odd passenger on each coach, but observational surveys would record this as empty as the train is 'virtually' empty;
- Page 21 paragraph 4.1.1 - The housing mix used in the Transport Assessment to calculate trip generation from the residential component of the scheme differs slightly from the mix for which outline planning permission is being sought and as set out in the planning application forms. PBA have recalculated the trips in accordance with the application's proposed mix. This results in:

AM Peak Hour = 15 extra person trips (13 outbound / 2 inbound); and

PM Peak Hour = 6 extra person trips (4 inbound / 2 outbound).

In the context of the assessment of the scheme as a whole, the minor changes to the residential trip generation are inconsequential to the findings of the Transport Assessment;

- Page 25 paragraph 5.2 - Please see response to paragraph 4.1.1 above;
- Page 33 Table - We can confirm that this should read M3 Junction 6; and
- Page 49 Paragraph 8.5.1 - To enable the work on the Transport Assessment to be progressed whilst design development (including parking arrangements) was still continuing on the BCOT element of the scheme, a decision was made to use 450 car parking spaces as the theoretical upper limit of car parking to serve BCOT when assessing car parking demand. The application proposes 410 car parking spaces for BCOT and the TA demonstrates that this is robust for the college.

Residential Travel Plan

- Page 3, Table 1.1 - The total number of residential units is correct at 499 units and the mix of units within the Travel Plan has been amended to 227 houses and 272 flats. This information is being submitted to Hampshire County Council and Basingstoke and Deane along with other supplementary transport material;
- Page 4 paragraph 1.3.2 & Page 26 paragraph 3.7.1 - Parking numbers have been amended to be consistent with the Planning Statement and the Council's website. Amended parking numbers are now contained in paragraph 1.3.3 of the revised travel plan;
- Page 26 paragraph 3.8.1 - West Ham Leisure Park is located 2,500m to the west of the site and the travel plan has been amended accordingly;
- Page 30, Table 4.2 & Page 38, Paragraph 6.1.1 - Paragraph 4.2.2 does refer to a 15% reduction in single occupancy car trips. However, the 15% should be referred to as a 15 percentage point reduction in car driver mode share. Table 4.2 clearly shows this with car driver mode share going from 52% at first occupation, through 49%, 46%, 43%, 40% and 37% by the end of year 5.

Forecast car driver mode share upon occupation is 52%. Forecast mode share at the end of year 5 is 37%. This 15 percentage point reduction in car driver mode share does equate to a targeted 28.8% (15 divided by 52) reduction in actual car driver trips.

A 15% reduction in mode share over 5 years is a typical target for a residential travel plan and these targets will be agreed with HCC.