



Framework Travel Plan

Dunham Bush Site, Downley Road, Havant

Canmoor Developments Limited

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SLR Project No.: 425.065366.00001

Client Reference No: VS0625

5 July 2024

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	5 July 2024	BW	KL	SE
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1.0 Introduction

- 1.1 SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.
- 1.2 The site is situated in the northeast of Havant, a small town in the southeast corner of Hampshire. As such, it is within the jurisdiction of Havant Borough Council (HBC) and Hampshire County Council (HCC) who act as the local planning and highway authorities respectively.
- 1.3 At present, the site is occupied by a single building which comprises 9,933 sqm of B2 floorspace. A total of 81 car parking spaces are provided to the north of this building.
- 1.4 The development proposals comprise the demolition of the existing building and the construction of three buildings comprising a total of 9,424 sqm of flexible E(g)(iii)/B2/B8 use floorspace. The individual units will be split into 3,577sqm, 3,310sqm and 2,545sqm and supported by a total of 136 car parking spaces, of which 5% will be designated for disabled users.
- 1.5 It is proposed that a total of 60 cycle parking spaces be implemented on-site from the onset.
- 1.6 Space to park six motorcycles will be provided in accordance with HBC standards. An indicative Site layout plan is contained at **Appendix A**.

Travel Plan Scope

- 1.7 This Travel Plan (TP) contains a strategy which sets out a range of sustainable travel options and measures to encourage the use of these options by Site users.
- 1.8 This TP is a live document, and as such, will be updated once occupiers have been identified for the proposed units. A Travel Plan Co-ordinator (TPC) will be appointed to implement the measures outlined within this TP.
- 1.9 This TP is primarily aimed at all staff working on the Site, as they will be undertaking regular journeys to / from the development. However, the benefits of travelling by sustainable and active modes, will also be promoted to any visitors.
- 1.10 The benefits of having a TP include improved health associated with increased walking and cycling trips, better uptake of public transport services, reducing congestion on local highway network, and minimising traffic related pollution in the local area.

Travel Plan Aim

- 1.11 This TP has been prepared to support future staff to make informed decisions about their travel and provide them with the necessary tools to enable them to choose sustainable modes of travel to/from the Site. In doing so, the adverse impacts of travel on the environment and the local highway network will be mitigated.
- 1.12 The TP aim will be achieved by setting out a strategy for eliminating the barriers which prevent people from using sustainable travel modes, which in effect can self-manage single-



occupancy vehicular use. Such a strategy needs to be long term, as changing travel behaviour takes time and is only likely to occur through a combination of incentives, improved facilities, government initiatives, as well as changes in individual attitudes.

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

Report Structure

- 1.14 This TP has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the TP.
- 1.15 The remainder of this document has been structured as follows:
- **Section 2:** describes the baseline conditions and accessibility of the Site;
 - **Section 3:** sets out the objectives and benefits of the Travel Plan;
 - **Section 4:** sets out the Travel Plan strategy;
 - **Section 5:** sets out the sustainability measures that could be implemented to help achieve the objectives and targets of the full Travel Plan;
 - **Section 6:** outlines how the monitoring and review programme will ensure the Travel Plan to continue to progress; and
 - **Section 7:** sets out the Action Plan for the Travel Plan.

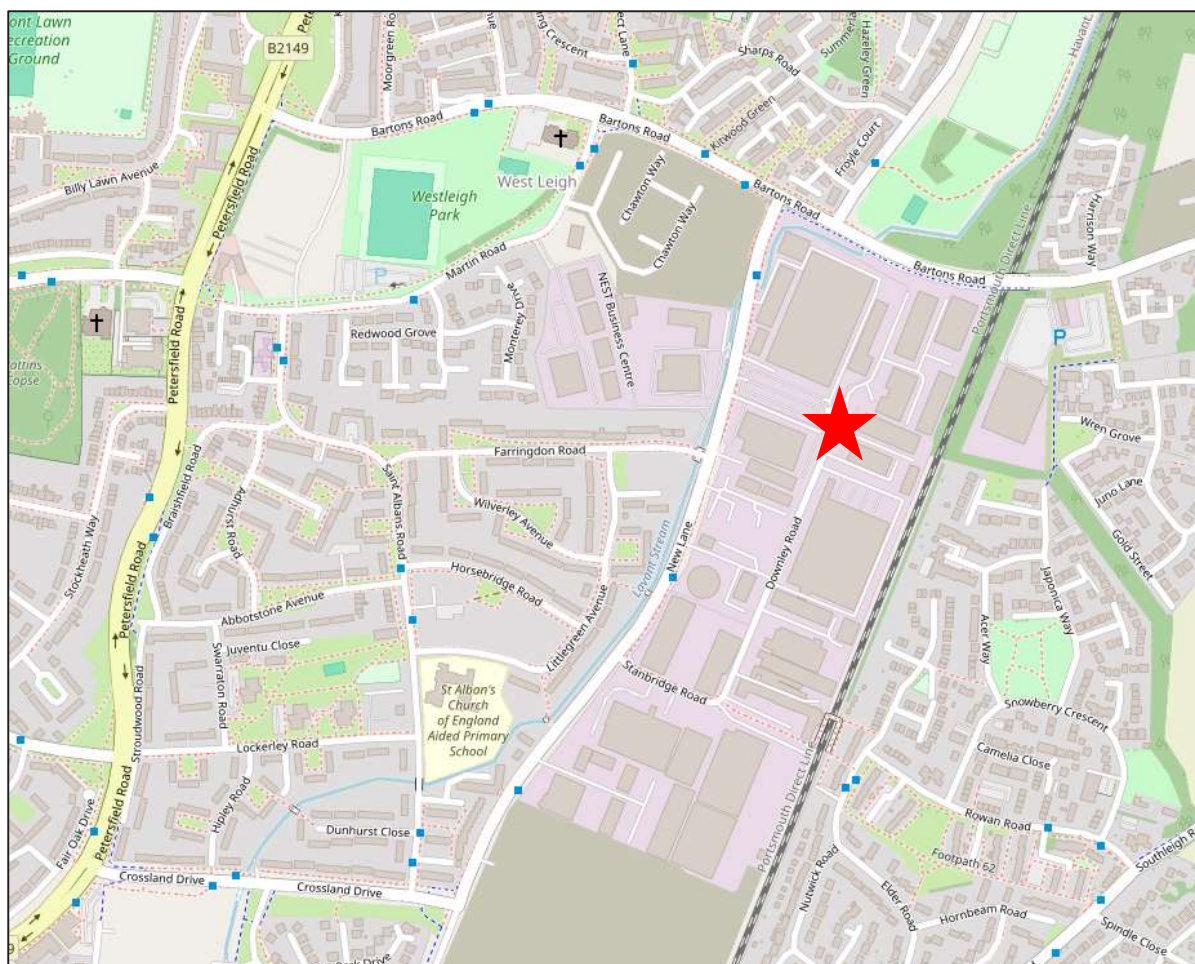


2.0 Baseline Conditions

Existing Site

- 2.1 The location of the Site is indicated by the red star in **Figure 2-1** below.

Figure 2-1 Site Location (Local Context) and Surrounding Highway Network



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

Surrounding Highway Network

- 2.3 Downley Road is a two-way cul-de-sac which generally runs in a north-south alignment, providing access to multiple commercial / industrial developments near the site. It benefits from being approximately 7.5m wide in the vicinity of the site, and lit on both sides of the road. There are no white line markings in the middle of the road for the most part, and either single or double yellow lines along both sides for its entirety.
- 2.4 Downley Road is subject to a 30mph speed limit, as per national guidelines for roads in built-up areas and / or with street lighting. This speed limit is consistent with all roads on the highway network surrounding the site.



- 2.5 At its southern end, Downley Road merges into Stanbridge Road. This road is only approximately 125m in length, and it is generally characterised the same as Downley Road although it runs in a west-east alignment.
- 2.6 Stanbridge Road forms a standard priority junction with New Lane at its western end. From this junction, New Lane runs in a north-south alignment providing access to Havant Town Centre. It runs parallel to Downley Road, and connects to Bartons Road in the north and Crossland Drive in the south.
- 2.7 At their western ends, both Bartons Road and Crossland Drive form high capacity junctions with the B2149. This road is an arterial route which connects to the village of Rowlands Castle in the north, and the suburb of Bedhampton in the southwest.

Accessibility on Foot

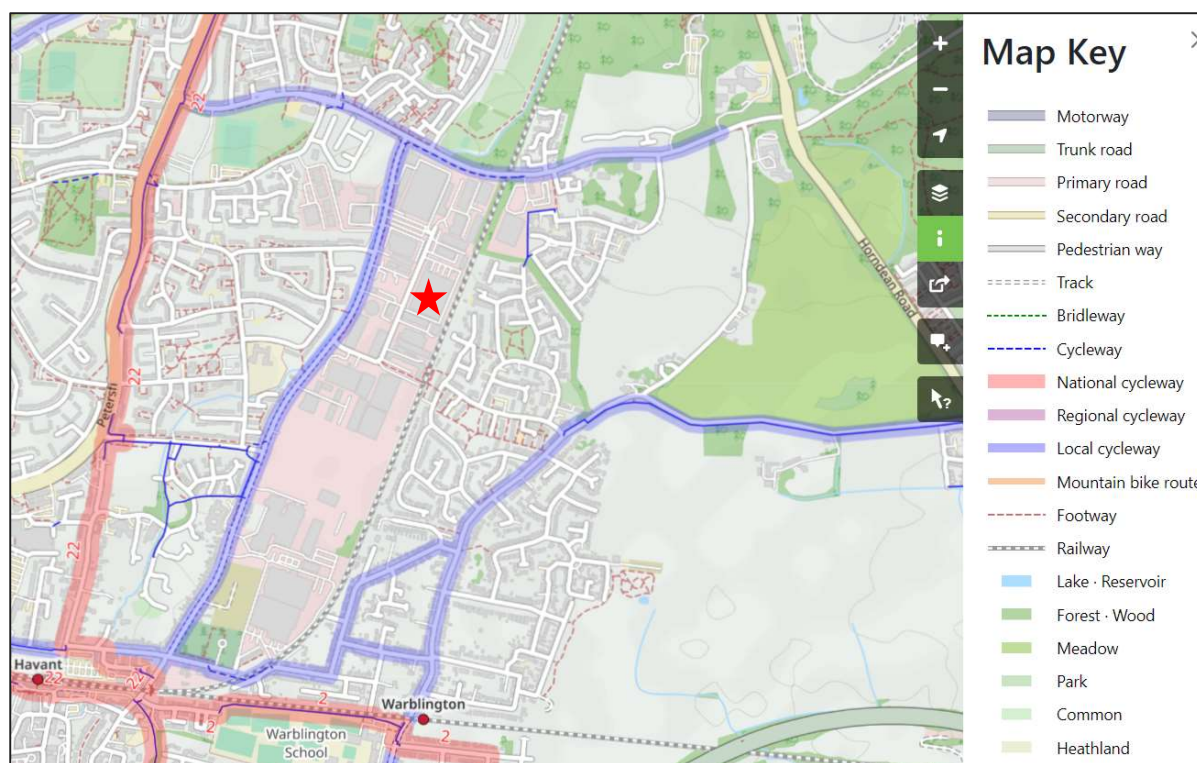
- 2.8 The Institution of Highways and Transportation (IHT) document 'Planning for Walking' (2015) states that most people will make journeys of less than 1 mile on foot and 26% will do the same of journeys for 1-2 miles.
- 2.9 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 2km catchment which is illustrated in **Appendix B**. The 2km walking catchment encompasses the majority of Havant including the outskirts of the Town Centre, and it can be seen that there are a number of public rights of way (PRoW) within this catchment.
- 2.10 The site is embedded within an established urban area, and benefits from a highly accessible network of existing pedestrian infrastructure. To support pedestrian movements, there are street lit footways along both sides of all roads in the vicinity of the site, including both sides of Downley Road, Stanbridge Road and New Lane. Dropped kerbs and typically tactile paving is provided at junctions.
- 2.11 At the eastern end of Stanbridge Road, there is a PRoW which crosses over the railway line in the form of a footbridge. This route provides access to the eastern suburbs of Havant.

Accessibility by Cycle

- 2.12 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph).
- 2.13 **Appendix C** shows the 5km and 10km cycle catchment from the site. The 5km cycle catchment includes all of Havant as well as the town of Emsworth to the southeast, and the 10km encompasses the town of Waterlooville to the northwest, Hayling Island and the northern suburbs of Portsmouth.
- 2.14 The cycle infrastructure in the vicinity of the site is shown in **Figure 2-2** below, with the site location is again indicated by the red star.



Figure 2-2: Cycle Infrastructure



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

Accessibility by Bus

- 2.16 There are two sets of bus stops situated within the pedestrian catchment of the site. The first of these are 900m to the southwest on St Albans Road, which runs parallel to New Lane and can be accessed from Crosslands Drive. These have recently been upgraded to include a shelter and seating. The second pair are on Southfield Road approximately 950m to the southeast of the site, and can be accessed via the footbridge over the railway line. Both sets of bus stops comprise a flag post, with the St Albans Road stops also comprising bus box markings and the Southfield Road stops comprising bus shelters with seating.
- 2.17 A summary of the bus services which serve the bus stops on St Albans Road and Southfield Road is provided in **Table 2-1** below.



Table 2-1 Bus Services Summary

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

- 2.18 It can be seen in **Table 2-1** that the bus stops on St Albans Road are frequently served on all days of the week, which up to 8 services per hour heading towards Havant Town Centre on Portsmouth in both the AM and PM weekday peaks. Whilst the Southleigh Road bus stops are served less frequently, they do provide access to a service which directly connects to Rowlands Castle and Emsworth.

Accessibility by Rail

- 2.19 The closest railway station to the site is Havant, which is located approximately 1.8km to the south. This station is served by Southwestern Railway and Southern services, with frequent services to local destinations such as Portsmouth Harbour and destinations further afield such as Southampton Central, Brighton and London Victoria. The average travel time between Havant and Portsmouth Harbour on this service is 17 minutes.
- 2.20 Havant Railway Station benefits from being within a 2km cycling catchment, and it is situated approximately 450m to the north of Havant Bus Station which is served by all of the aforementioned bus services. As such, there are opportunities for multi-modal trips to the site by rail and walk / cycle / bus. To further support intermodal rail and cycling trips, covered cycle parking is provided at Havant Railway Station and bikes can be stored on both Southwestern Railway and Southern services.



3.0 Travel Plan Objectives and Targets

- 3.1 This chapter sets out the TP objectives and targets by which progress in meeting the aim of the TP will be measured against, with the success of the TP measured by whether the objectives and targets are met over the TP timeframe. The occupiers at the Site will make every effort to meet the objectives and targets within the timeframe covered by this TP.
- 3.2 The TP objectives are set out below, while the targets will be identified following a baseline travel survey and will account for any advice provided by HBC.
- 3.3 Until such a time as the occupiers of the units is known and baseline travel surveys are undertaken, interim targets will be identified later in this section. The interim targets will be reviewed and updated/confirmed as the TP targets once the units are occupied, and the results of the baseline surveys reviewed.

Objectives

- 3.4 The overriding TP objectives are to:
- Engage with and encourage staff to use sustainable travel modes to travel to / from the Site through effective promotion of sustainable transport; and
 - Reduce the amount of single occupied vehicles arriving and departing the Site.
- 3.5 These objectives will minimise the impact of the development on the surrounding road and public transport network during peak hours.
- 3.6 To help meet the overriding objectives, several sub-objectives have been identified, which are as follows:
- To maximise the accessibility of the Site by sustainable travel modes, including facilitating the use of non-car modes where reasonably practical;
 - To actively promote sustainable travel options for travel to/from the Site to enable Site users to make informed decisions about how to travel;
 - To raise awareness of the impacts of employees' travel choices on their health and the local environment etc;
 - To encourage staff to build active travel into their everyday routines to support and contribute to wider health initiatives; and
 - To increase the use of sustainable travel modes by staff, particularly for shorter trips.

Targets

- 3.7 All TP targets are SMART (Specific, Measurable, Achievable, Realistic, Time-bound).
- 3.8 The targets will either form Action Targets or Aim Targets:
- **Action Targets:** are non-quantifiable actions that need to be achieved by a certain time.
 - **Aim Targets:** are quantifiable and in the case of this TP relate to the degree of modal shift the plan is seeking to achieve.



Action Targets

3.9 The Action Targets for this TP are to:

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

Aim Targets

- 3.10 The aim targets of this TP are focused on staff travel to/from the Site with the objective of reducing single-occupancy car travel and increase travel by sustainable modes.
- 3.11 As the occupiers of the units are unknown, the mode split of staff travel at this Site is also unknown, therefore, in the absence of this data 2011 Census journey to work data has been used as a proxy for the Site to establish typical travel behaviour of workers in the local area. Data from the 2021 Census has not been used as this data is skewed by the Covid-19 pandemic, with a high proportion of people working from home on the day of the Census.
- 3.12 Existing 'journey to work' data taken from the 2011 Census has been reviewed for the Havant local authority, which contains the Site and the nearby surrounding area.
- 3.13 A summary of this data is set out in **Table 3-1**.

Table 3-1: 2011 Method of Travel to Work Census Data

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

- 3.14 **Table 3-1** shows the mode split for those working in the area for car driver is 69%.
- 3.15 For this Travel Plan, targets are set over a five-year period from the time of the initial baseline travel survey. The final target for this Travel Plan should be achieved by the fifth anniversary of this travel survey. There will be an interim review of the progress towards targets on the third anniversary of the initial baseline travel surveys.



- 3.16 HBC do not set out a specific percentage reduction which the Travel Plan needs to achieve so a target of 5% reduction in car driver mode share is considered to be appropriate to use for this Site.
- 3.17 The reduction of car driver mode share by 5 percentage points would lead to an increase in the use of non-car modes of transport. In this instance, it is most likely that bus and cycle modes will experience the largest proportion of this increase however this will need to be reviewed following the initial traffic generation surveys.
- 3.18 **Table 3-2** below summarises the total target for employees.

Table 3-2: Travel Plan AIM Target

Target	Indicator	Mode Split		
		Baseline	Interim Review (Year 3)	Final Target (Year 5)
Employees				
Achieve a 5 percentage point decrease in single occupancy vehicle trips for employees	Modal split monitoring surveys for SOV use	69%	67%	66%

- 3.19 The target listed in **Table 3-2** is based on preliminary data and therefore may need to be adjusted once an accurate baseline modal share has been established from the baseline (Year 0) questionnaire surveys. Any adjustments to the targets will be discussed and agreed with HBC.
- 3.20 Indicators are the elements which will be measured in order to assess progress towards meeting the final target. For the most part this will be the main mode listed by employees in the monitoring questionnaire surveys conducted annually up to and including year five. A minimum response rate of 35% will be guaranteed by the TPC.



4.0 Travel Plan Strategy

Management

- 4.1 The role of TPC has not yet been allocated; however, it is considered that the TPC role would be taken on or appointed by the developer of the units prior to first occupation. HBC will be notified of the TPC's contact details once they are known.
- 4.2 The TPC, and the annual costs for administering the TP, will be funded by the developer for the five-year TP timeframe.

Travel Plan Co-ordinator Responsibilities

- 4.3 The TPC will be responsible for the administration of the TP, the implementation of measures, and for the on-going monitoring and review of the TP. They will have overall responsibility for ensuring that measures are successfully delivered on time and to budget.
- 4.4 The TPC will liaise with stakeholders such as employees, staff associations (if applicable) and HBC regarding the implementation and progression of the TP. The TPC will also provide support with negotiating discounts with local bus (and rail) operators, and walking/cycling outlets as appropriate.
- 4.5 The duties of the TPC will therefore include:
- Communicating information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
 - Taking responsibility for data collection and review of the TP;
 - Designing and implementing effective marketing and awareness-raising campaigns to promote the TP;
 - Liaising with external organisations;
 - Co-ordinating the monitoring programme for the TP, including target setting and make necessary changes if the targets are not being met; and
 - Establishing and maintain a filing system for recording all correspondence relating to the TP.

Reporting

- 4.6 The TPC will prepare a monitoring report on an annual basis on the progress of the TP for the first five years from the first occupation of the Site. The reports will include the following information:
- Progress updates regarding the implementation of measures and initiatives to provide sustainable transport use;
 - Latest survey results; and
 - Any revisions to targets and measures.
- 4.7 The report will be provided to HBC's Travel Plan officers within three months of completion of the survey.
- 4.8 The monitoring of the TP is set out in more detail in **Section 7.0**.



Marketing Strategy

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

- Staff notice boards;
- Staff newsletters; and
- E-groups and forums.



5.0 Measures

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

Travel Information Boards

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

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

Public Transport

- 5.3 Details of local bus and rail services will be made available to staff where possible via information boards located in prominent positions.
- 5.4 Public transport operator, journey planner and sustainable transport websites and contact details will also be advertised through all relevant means.

Walking and Cycling

- 5.5 The following measures are proposed to promote walking and cycling to and from the Site:
- All staff will be informed about the Travel Information Boards which will include maps of local walking and cycle routes and information;
 - High quality cycle parking will be provided at convenient and visible locations within the Site and uptake will be monitored; and
 - The TPC will raise awareness of the health benefits of walking and cycling.
- 5.6 Access to each of the units will be designed to accommodate all users including those with visual and mobility impairments.

Cycle Parking

- 5.7 The TPC will monitor the use of cycle parking provided to ensure the supply is sufficient to meet demand.
- 5.8 In terms of cycle parking, if all units were in E(g)(iii) use, 38 long stay spaces and 19 short stay spaces would need to be provided to meet the adopted HBC standards. If all units were in B8 use, 19 long stay and 10 short stay spaces would be needed to meet the HBC standards.



5.9 It is proposed to provide 40 long stay and 20 short stay cycle parking spaces from the onset. It is noted that this provision is above the HBC standards for all land use scenarios.

5.10 A bike repair station will be located within the Site to allow bike owners to perform basic maintenance and repairs on their bicycles.

Cycle to Work Scheme

5.11 The TPC will promote a cycle to work scheme if made available by each occupier.

Car Sharing

5.12 The TPC will work closely with HBC to promote lift share schemes. The TPC will also encourage staff to find car share partners.

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

Measures and Initiatives

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

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

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



6.0 Monitoring and Review

- 6.1 The TP is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the units and its occupiers. This chapter sets out the proposals for monitoring and review of the TP.
- 6.2 Monitoring surveys will be undertaken within six months of occupation, and after the first baseline travel survey. The baseline survey represents the start of the TP for monitoring purposes and is known as Year 0. The baseline and monitoring surveys will take the form of questionnaire surveys.
- 6.3 The process of monitoring will be repeated on an annual basis for the first five years after first occupation at the Site.
- 6.4 The TPC will prepare a TP Monitoring Report after the completion of each annual travel survey. This will include an update on the travel measures in place, the results of the travel surveys and comparison against targets set.
- 6.5 The TPC will also continually monitor the use of the following, and liaise with management whether facilities can be added to as required, such as:
- Cycle parking;
 - Additional showers, lockers and changing facilities; and
 - Take up of cycle to work scheme if applicable.



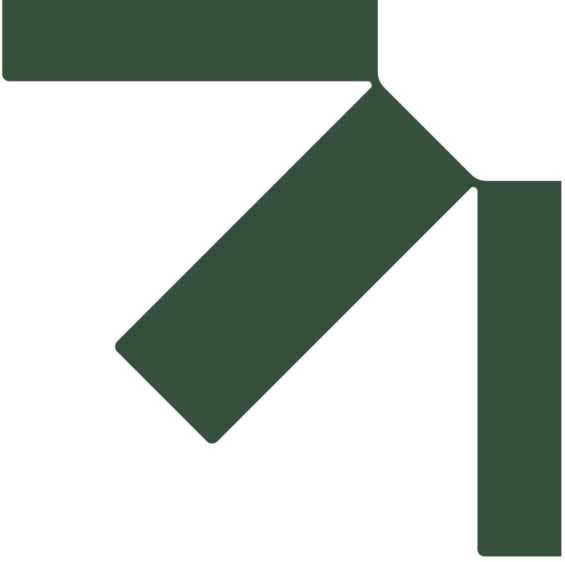
7.0 Action Plan

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

Table 7-1: Action Plan

Measures	Timescale	Implemented By
Cycle Parking	Prior to occupation	Developer
Travel Boards	Upon occupation & ongoing updates	TPC
1st Annual Survey	Within 6 months occupation	TPC
Review/update targets	Following initial survey	TPC
Ongoing Annual Traffic Generation Surveys	Annually for 5 years	TPC
Travel Plan Monitoring Report	Following completion of staff travel survey and annually for 5 years	TPC
Additional Travel measures	Following Travel Surveys if needed	TPC
Increase cycle parking	Annual Review	TPC/Occupier's Management





Appendix A Site Layout Plan

Framework Travel Plan

Dunham Bush Site, Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

5 July 2024



Disclaimer:
Subject to survey.

N

0510152025

Notes:

KEY

Ownership Boundary

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

Key Plan

NEW ENTRANCE

1

Cycle Stands

R

Refuse

D

Disabled Parking Bays

SS

Sub-Station

AREA SCHEDULE (GIA)

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

H	EV Charging bays and Area check	20.06.24	HT	HA
G	Additional cycle and motor bike spaces	17.05.24	AH	HA
F	Unit Plan Updated	01.05.24	HT	HA
E	Changes to Yard Layout	25.01.24	AH	HA
D	Changes to Sheet Layout	25.01.24	AH	HA
C	Hedge Width Increased to 1.5m	24.01.24	AH	HA
B	Additional landscaping and trees added to the Downley Road frontage, car parking spaces increased and ancillary offices completely encompassed into the units	23.01.24	AH	HA
A	Updated Site Plan	13.11.23	TM	HA
-	First Issue	10.11.23	TM	HA

Rev: Notes: Date: Dwn: Iss:

Suitability Code:

PLANNING

Client:

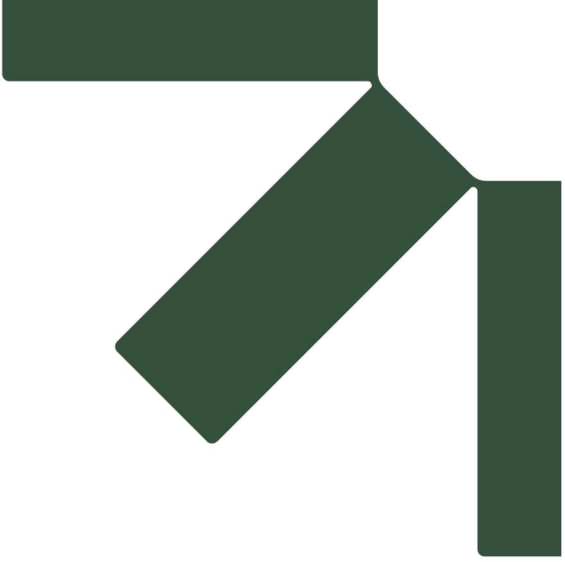
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Project:
Dunham Bush Site, Downley Road Havant

Drawing Title:
Proposed Site Plan

Project No: 23076	Scale @ A1 / A3 1:500 / 1:1000	Revision: H
Drawing No: PL004		



Appendix B Walking Catchment

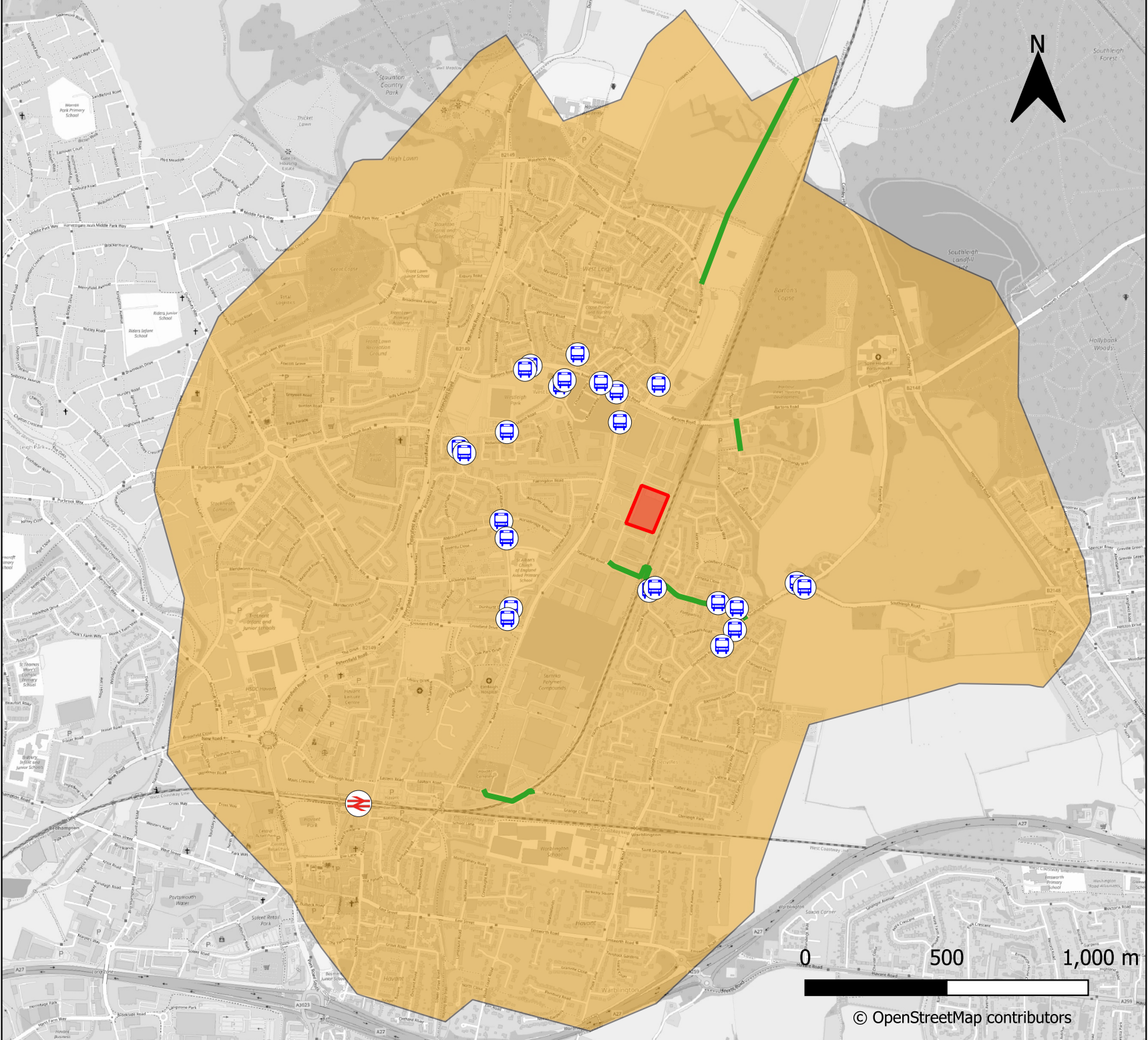
Framework Travel Plan

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5 July 2024



Key:

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

Canmoor

Downley Road, Havant

2km Walking Catchment

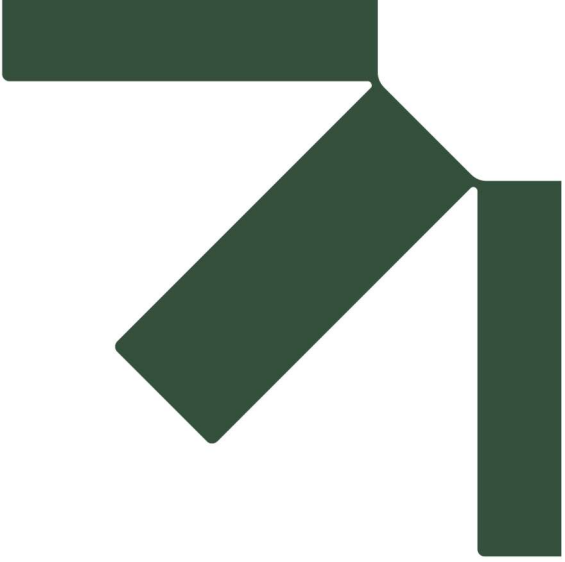


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Figure 1



Appendix C Cycling Catchment

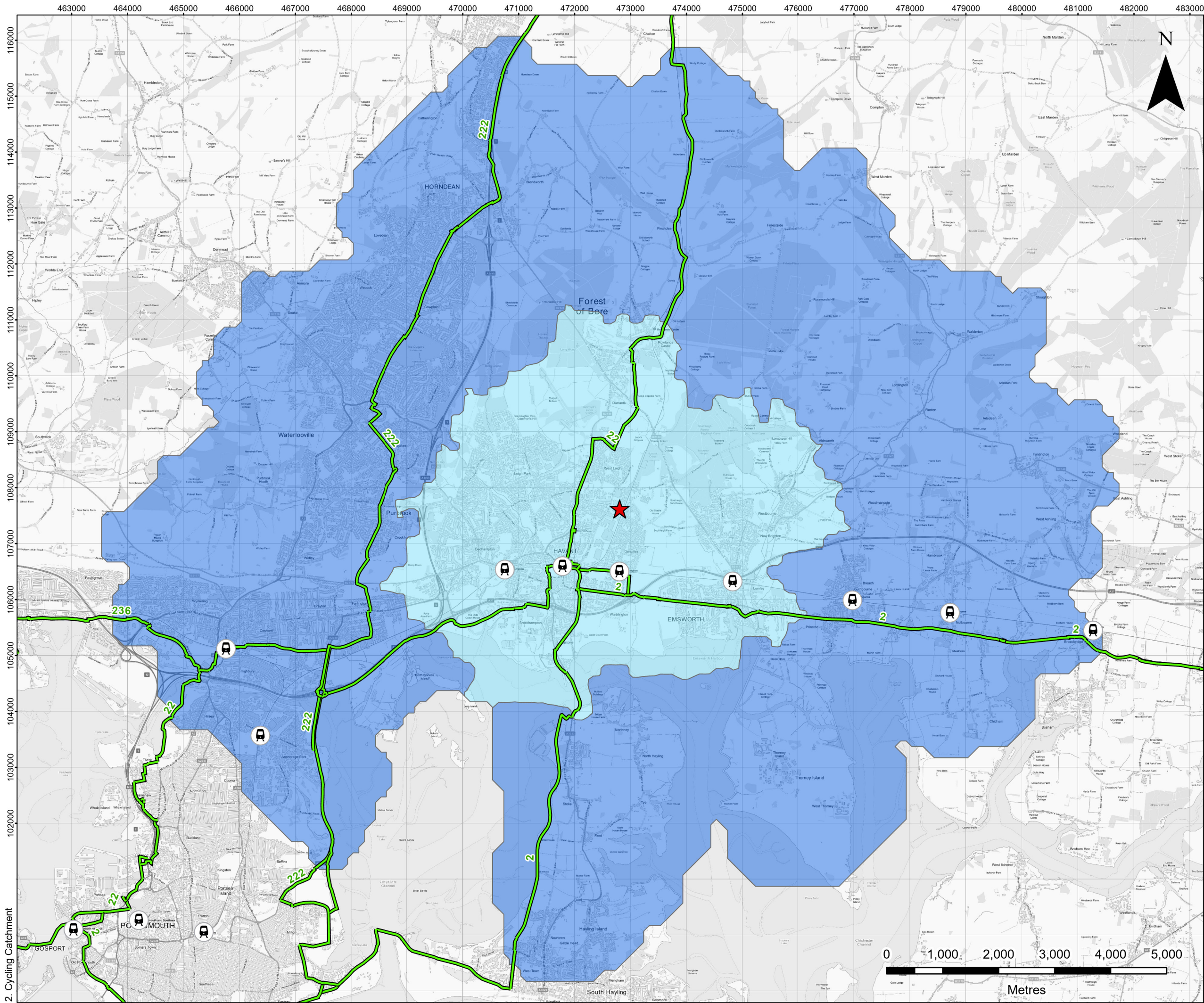
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Canmoor Developments Limited

SLR Project No.: 425.065366.00001

5 July 2024



LEGEND

★ Site Location

🚂 Railway Station

— National Cycle Network (NCN)

Cycling Catchment

0 - 5km

5 - 10km

SLR

425.065366.00001

DOWNLEY ROAD, HAVANT

CYCLING CATCHMENT

PLAN 2

Scale 1:63,750 @ A3 Date JUNE 2024



Making Sustainability Happen