

Former Dunham Bush Site



To: Sophie Osbourne & Kayleigh Taylor

From: Stephen Eyton

cc: Natalie Fellows, Kim Lewis

Date: 24 December 2024

RE: Former Dunham Bush Site, Downley Road, Havant – Technical Note

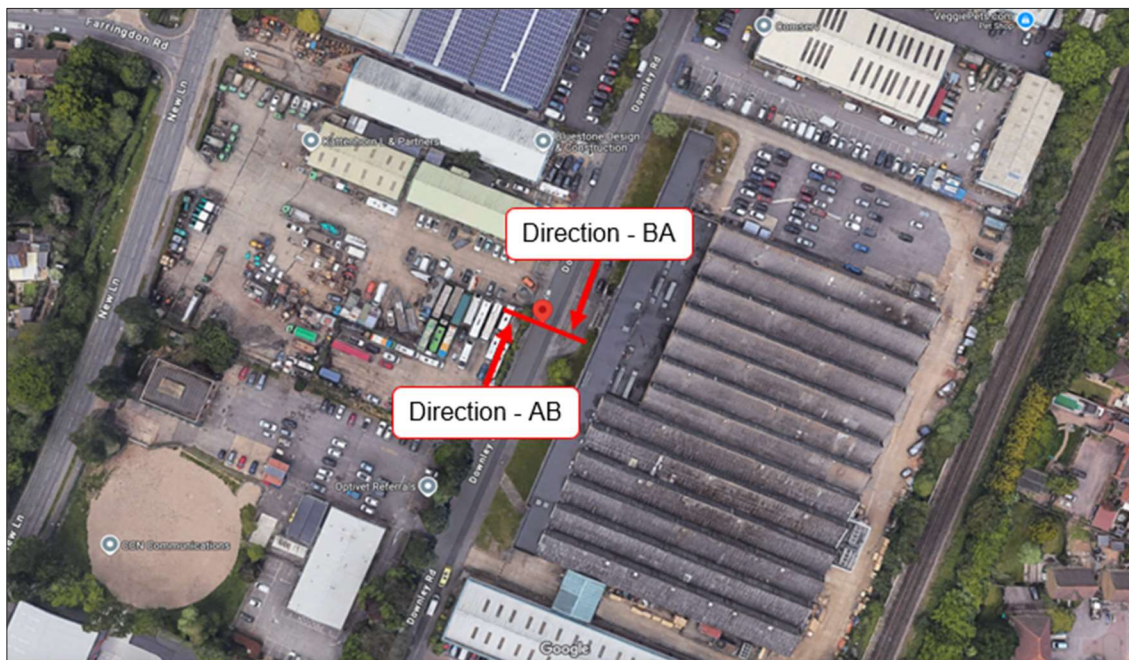
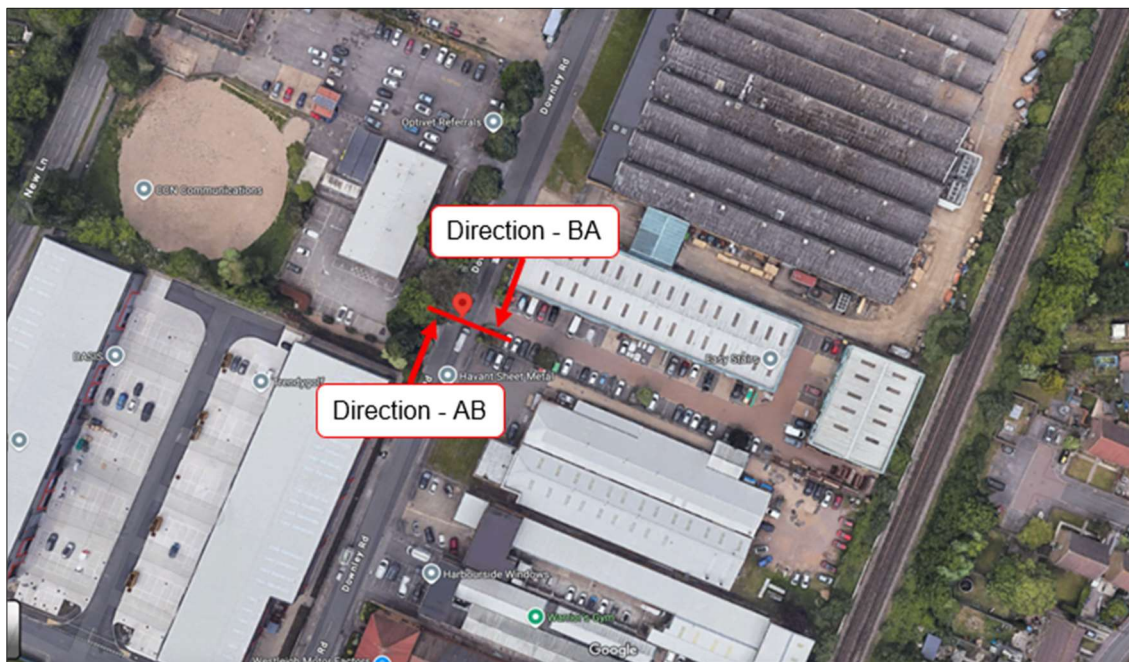
1.0 Introduction

1. This Technical Note (TN) has been prepared to address outstanding transport issues set out in the Letter from HCC, dated 9th December 2024, relating to the planning application, PP/24/00606 8 Downley Road, Havant, PO9 2JD, to redevelop the above site. This is provided in **Appendix A**. The TN only addresses the comments which require further action, where a comment is not addressed it does not mean SLR necessarily agree with the comment.

2.0 Site Access

HCC say that “the submitted Technical Note (TN) states that the proposed site access junction visibility splays are 2.4m x 61m to the left and 2.4m x 120m to the right. The TN states that the splays exceed the minimum requirements outlined in Manual for Streets for a design speed of 37 mph, which is 59m. It also references Hampshire County Council’s TG3 guidance, which requires visibility splays to be based on recorded 85th percentile speeds. However, the TN considers it unlikely that speeds will exceed 37 mph on this section of Downley Road, given the 30 mph (48 kph) posted speed limit and the road’s nature as a dead-end route. Consequently, the note concludes that the proposed visibility splays are generous and appropriate for the type of road and anticipated traffic conditions. This position is not accepted by the Highway Authority and the need for speed surveys has been made clear since the pre-application stage”.

2. Speed surveys have been carried out for the week commencing 16th December 2024 and will be surveyed again the week commencing January 6th January 2025 as agreed with HBC on 12th December 2024. They have been carried out at two locations which coincide with the visibility splay for 30 mph which is the posted speed limit of Downley Road. Locations are shown on **Figure 2-1** and **2-2** below.

Figure 2-1 Location of Speed Survey 1**Figure 2-2 Location of Speed Survey 2**

3. The results for the December surveys have been returned and the 85th percentile speeds are summarised below. The January results will be forwarded as soon as they have been returned from the survey company.



Table 2-1 85th Percentile Speeds

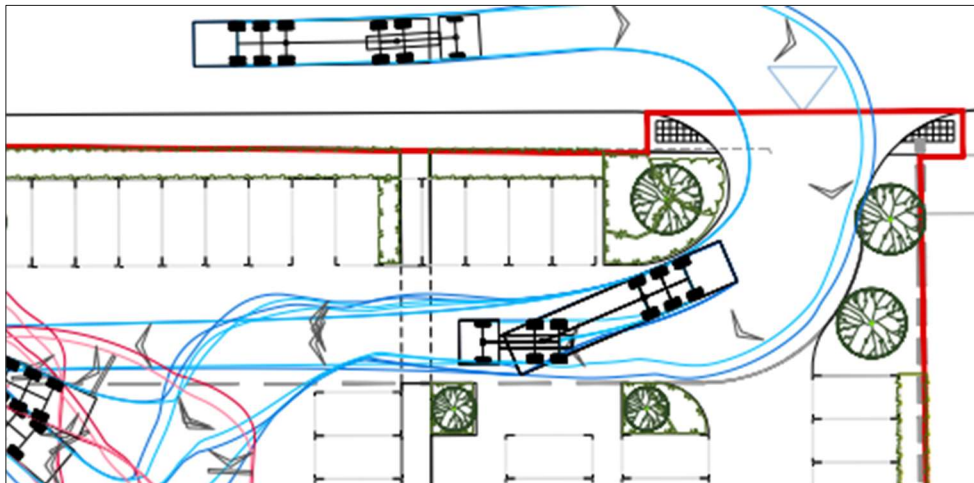
Site	Direction	85 th Percentile Speed	
		7-day	Weekday
Site 1	Northbound (AB)	30.2 mph	30.09 mph
	Southbound (BA)	28.3 mph	28.16 mph
Site 2	Northbound (AB)	29.72 mph	29.53 mph
	Southbound (BA)	28.66 mph	28.63 mph

4. The results show that the 85th percentile speed along Downley Road for both directions and Sites recorded is 30mph or lower. This demonstrates that the visibility being provided for the redesigned Site access meets the HCC design standards.

HCC say that *“The proposed access plans do not appear to show any pedestrian crossing facilities. The proposed bellmouth arrangements should include the provision of dropped kerbs with tactile paving, to facilitate inclusive crossing facilities across the site access arrangements for all users. All dropped kerb crossing points should be supported by TG3 compliant pedestrian visibility splays”*.

5. The proposed site layout plan has been revised so that it includes tactile paving and dropped kerbs at both site accesses. They are also included on SLR drawing 425.065366.00001_AT_SK04 Rev B which shows the proposed site accesses. Copies of both drawings are included at **Appendix B**.
6. **Figure 2-3** shows the position of the pedestrian crossing locations within the Site, as well as demonstrating that an HGV is able to wait within the Site while someone crosses.



Figure 2-3 HGV Waiting at Pedestrian Crossing

3.0 Proposed Internal Layout

HCC say that “the Highway Authority have reviewed the survey data provided within Table 4-1 of the response note and Appendix E which outlines that the maximum demand was 45% of the total parking capacity (116 spaces). Upon *interrogating the data further, Appendix E does not appear snapshots of the data collected which was provided within therefore the Highway Authority are unable to corroborate the data provided. Additionally, the survey also appears to include HGV loading total count of 116 spaces which would skew the parking would need to be discounted from the calculations*”.

7. There are 123 standard bays on Site with 5 disabled and 8 Loading bays. The occupancy figures were based upon the 128 spaces, the loading bays were not included in the total number of spaces. Full data from the surveys will be provided separately due to the size of files.

Other Layout Comments

HCC say that “A fire tender swept path analysis in accordance with TG2 is as required under building regs and has not been provided for review. This should be provided for consideration”.

8. A fire tender tracking has been provided on drawing 425.065366.00001_AT_C03 and is included in **Appendix B**.

HCC say that “the Applicant states there is ample space between loading and car parking spaces. However, no dimensions or tracking have been provided as evidence for this”.

9. The previous comment made by HCC arose from a misunderstanding of how some of the car parking spaces were accessed. Once it is understood how they will be access it is apparent that there is enough space for cars to get in and out of them. This is illustrated in **Figure 3-1** below.



Figure 3-1 Aisle Used to Access Car Parking

HCC say that “As discussed within the HCC pre-application response, the position of the internal crossing would mean that should pedestrians cross at the first crossing point within the site, HGV’s would partially be located within the carriageway, which is an obstruction. Any obstructions of the highway raise highway safety concerns and would not be accepted by the Highway Authority. It is requested that the layout amended, and location of the crossing points revised in order to ensure that the HGV trailers do not need to obstruct the carriageway, at any time”.

10. As previously stated, this is not uncommon for an industrial estate location. The Road Safety Audit did not highlight it as a problem.

11. Nevertheless, the pedestrian crossing location has been revised and is shown in the revised proposed site layout plan in **Appendix C**.

12. The Stage 1 RSA has been updated to reflect the changes made and is included in **Appendix D**.



4.0 Accessibility by Non-Car Travel Modes

The proposed development would result in a reduction in trips to/from the site by all modes during the weekday peak hours, and the site is accessible by active and public transport modes of travel. Despite this, and the evidence provided to show that there would be no overspill car parking as a result of the proposed development, the applicant proposed a S106 contribution of £11,000 towards public transport improvements. HCC do not consider this to be enough. This will be dealt with under separate cover.

5.0 Summary and Conclusions

13. The TN has provided the additional information requested by HCC in order to aid their determination of planning application PP/24/00606.
14. The first speed survey has demonstrated that the egress onto Downley Road has been designed to meet the HCC TG3 guidance. Once the January surveys have been carried out the data will be provided to HCC.
15. The Stage 1 RSA was updated to reflect the internal changes and demonstrated that there are no safety issues with the proposed access arrangements to the Site and internal layout.



Appendix A Response from HCC



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Enquiries to	Sophie Osborne	My reference	054821
Direct Line	N/A	Your reference	APP/24/00606
Date	9 December 2024	Email	havantdc@hants.gov.uk

For attention of Kayleigh Taylor

Dear Sirs

Re: APP/24/00606 At 8 Downley Road, Havant, PO9 2JD

Demolition of existing buildings and redevelopment of the industrial site comprising of a single industrial building, split into three units having a flexible set of mixed industrial uses. This includes use classes E(g) (iii), B2 and B8 along with ancillary offices, car parking, yard areas, soft landscaping and associated infrastructure

I refer to your consultation for the above planning application and would offer the following comments. The development is for the demolition of the existing building and redevelopment of the site to provide three new buildings of approximately 9,423 sqm of flexible E(g)(iii)/B2/B8 use.

These comments have been made based on the information which has been provided, including the Transport Assessment dated July 2024 and a supplementary Technical Note dated October 2024.

Stage One Road Safety Audit (RSA1)

As requested the applicant has undertaken a Stage One Road Safety Audit (RSA1) of the proposed site access arrangements and internal road network. The audit did not raise any safety issues which is noted.

Site Access

The Application Site is located to the east of Downley Road within an existing industrial area which is accessed via New Lane and Stanbridge Road. To the west of New Lane is residential area, with Havant Town Centre to the south

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

and the railway line to the east. Downley Road is an adopted highway which is subject to a 30mph speed limit.

Access to the site is currently gained via two existing accesses which are located at either end of the site frontage. The accesses take the form of a vehicle footway crossovers. There is a drop off layby in front of the building, central along the site frontage. This is also served by two vehicle crossovers.

The two main site accesses are proposed to be retained and upgraded to simple priority junctions which would operate as an informal entry/exit arrangement with one-way operation within the site. The amendment to the accesses to priority junction is considered to be necessary given the likely level of HGV movements which will be generated by the proposals.

The Applicant should note that as the proposed access works involve works within the highway, the works would be subject to a S278 Agreement and a subsequent S278 approval will be required prior to implementation. As such early engagement with the S278 team would be advised. Details of the S278 process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

The submitted Technical Note (TN) states that the proposed site access junction visibility splays are 2.4m x 61m to the left and 2.4m x 120m to the right. The TN states that the splays exceed the minimum requirements outlined in Manual for Streets for a design speed of 37 mph, which is 59m. It also references Hampshire County Council's TG3 guidance, which requires visibility splays to be based on recorded 85th percentile speeds. However, the TN considers it unlikely that speeds will exceed 37 mph on this section of Downley Road, given the 30 mph (48 kph) posted speed limit and the road's nature as a dead-end route. Consequently, the note concludes that the proposed visibility splays are generous and appropriate for the type of road and anticipated traffic conditions. This position is not accepted by the Highway Authority and the need for speed surveys has been made clear since the pre-application stage. No evidence has been provided which proves that the 85th percentile speeds are below 37mph. Furthermore, TG3 is clear that for priority junctions, visibility splays must be based on speed survey data. On this basis, speed survey data is required in order to justify the site access visibility splays, and compliance with TG3 has not been demonstrated.

The submitted swept path analysis plans are acceptable and demonstrate that the geometry can accommodate the likely vehicle types which would use the accesses.

The proposed access plans do not appear to show any pedestrian crossing facilities. The proposed bellmouth arrangements should include the provision of dropped kerbs with tactile paving, to facilitate inclusive crossing facilities across the site access arrangements for all users. All dropped kerb crossing points should be supported by TG3 compliant pedestrian visibility splays.

Traffic Generation

The existing B2 use is not operational, therefore, The Transport Assessment (TA) includes a TRICS assessment to establish the quantum of trips for a typical B2 uses traffic generation. Whilst site specific surveys are the preferred approach of the Highway Authority, given the above, the use of TRICS data is considered acceptable in this instance and was agreed at the pre-application stage. The results provided in the TA are replicated below:

Time Period	Arrivals	Departures	Total
AM	46	24	70
PM	19	45	63
Daily	377	368	745

A TRICS assessment has also been undertaken for the proposed development, and is based on both B2 and B8 uses, given the flexible use proposed. The results provided in the TA are as follows:

Time Period	Arrivals		Departures		Total	
	E(g)(iii)/B2	B8	E(g)(iii)/B2	B8	E(g)(iii)/B2	B8
AM	43	18	23	15	66	34
PM	18	15	42	24	60	39
Daily	358	299	349	284	707	583

Our assessment of the TRICS database suggests slightly different development trip rates, however this is unlikely to have a bearing on the wider result, and it is accepted that the proposals are unlikely to result in a material increase in development traffic generation. On this basis, detailed junction modelling and traffic distribution would not be necessary.

The TRICS outputs provided within the TA outline that there would be an average of 3 two-way movements per hour should the site be in E(G)(iii)/B2 use and 12 two-way movements an hour if the site was fully occupied by B8 users. Whilst it is acknowledged that there is an overall net reduction in trips for the proposed change of use, should all units be in B8 use this would increase the number of HGV movements over the peak hour and daily period.

Proposed Internal Layout

Parking Provision

A total of 60 cycle parking spaces are proposed. This level of cycle parking provision is considered to accord with the local parking standards.

A total of 6 motorcycle spaces are proposed. This level of parking provision is also considered to accord with the HBC standards.

The proposed development includes 136 parking spaces, including 5% disabled spaces. Referring to the HBC parking standards and taking into account the flexible use classes proposed, the development would require

between 105 and 209 spaces. On this basis, there is a significant shortfall in parking provision.

The TA states that the proposed development parking provision equates to a ratio of 1 space per 69 sqm. This provision is below the adopted HBC Parking SPD standards for E(g)(iii)/B2 uses, which require 1 space per 45 sqm, but exceeds the requirement for B8 use, which is 1 space per 90 sqm.

The TA highlights that similar developments within Hampshire, including the nearby Velocity development, have been approved with parking ratios below the adopted standards without resulting in parking issues. A parking accumulation exercise using TRICS trip rates predicts a maximum parking demand of 94 spaces for the proposed site. The Highway Authority at the pre-application stage raised concern with the use of TRICS data for parking accumulation purposes. Whilst it can provide a good base assumption, it does not consider fluctuations in demand for parking due to shift patterns for example. This position was accepted by the applicant.

It was therefore requested that a parking survey was undertaken at a representative site within the county to justify a reduction in parking in accordance with the SPD. The applicant has undertaken a survey at the adjacent Velocity site which has been agreed to be considered representative by the Highway Authority. The survey has been undertaken between Wednesday 18th September – Monday 23rd September at 30-minute intervals between 07:00-19:00 to add to the initial survey date of Tuesday 2nd September which accords with the requirements of both the Parking Authority and the Highway Authority. The survey outlined minimal movements on a Saturday-Sunday and therefore it is considered reasonable to assume that weekend activities do not occur at this development.

The Highway Authority have reviewed the survey data provided within table 4-1 of the response note and Appendix E which outlines that the maximum demand was 45% of the total parking capacity (116 spaces). Upon interrogating the data further, Appendix E does not appear to provide snapshots of the data collected which was provided within the initial TA and therefore the Highway Authority are unable to corroborate the data provided. Additionally, the survey also appears to include HGV loading bays within the total count of 116 spaces which would skew the parking stress results. This would need to be discounted from the calculations.

Irrespective of the above, the TA concludes that the proposed parking provision is adequate to meet likely demand and will not lead to overspill parking on surrounding streets. It also notes that surrounding streets are controlled by single yellow line TRO restrictions, which is recognised by the Highway Authority, further minimising the risk of overspill parking in the immediate vicinity of the development. However, it should be noted that the presence of illegal parking has been observed on site visits and on Google Street view along Downley Road itself.

The reference to parking levels at other similar sites in the district is noted and the information provided in relation to the Velocity development is acknowledged, nevertheless, each development must be assessed on its own merits. The TRICS parking accumulation calculations are also acknowledged; however, the calculations are based on an average number of arrivals and departures for multiple sites, therefore, the calculations themselves carry limited weight, and actual parking demand is likely to differ from what the data predicts.

Overall, although the TRICS data and reference to other sites carries some weight, it must be acknowledged that these are theoretical calculations, based on other developments. In the case of the application site, given that the end user is unknown the actual level of parking demand is also unknown. Other unknown factors, such as staff shift changes, will also influence parking demand. A potential shortfall of 73 spaces is significant and remains a concern to the Highway Authority. On the assumption that the Highway Authority can corroborate the parking survey data with the provision of snapshot images, it is considered that indirect mitigation to significantly reduce potential parking demand, should be provided to ensure that parking demand does not exceed the assumed lower supply levels.

Servicing:

The submitted swept path analysis plans demonstrate that a 16.5m articulated vehicle can enter the loading bays and adequately manoeuvre within the site. There are no concerns with the swept path drawings that have been provided, and the layout is likely to be able to adequately accommodate HGV and refuse vehicle movements.

Other Layout Comments:

The Applicant states there is ample space between loading and car parking spaces. However, no dimensions or tracking have been provided as evidence for this. Fire tender swept path analysis in accordance with TG2 is as required under building regs and has not been provided for review. This should be provided for consideration.

As discussed within the HCC pre-application response, the position of the internal crossing would mean that should pedestrians cross at the first crossing point within the site, HGV's would partially be located within the carriageway, which is an obstruction. Any obstructions of the highway raise highway safety concerns and would not be accepted by the Highway Authority. It is requested that the layout amended, and location of the crossing points revised in order to ensure that the HGV trailers do not need to obstruct the carriageway, at any time.

Accessibility by Non-Car Travel Modes

There is limited narrative within the TA on the walking and cycling connections to the site. It is understood pedestrians can access the site via Stanbridge Road and New Lane from northern and southerly directions utilising the existing pedestrian infrastructure. Footways also abut both sides of the

carriageway along Stanbridge Road and Downley Road. The applicant also refers to a network of footways however does not confirm their widths or the general suitability or condition for use by pedestrians. Any deviation from a minimum 2.0m width does not accord with HCC TG10.

Regarding cycling, the SN identifies provision of cycle lanes along New Lane. The width of these and quality of the infrastructure when assessed against LTN1/20 have not been confirmed. The National Cycle Network (NCN) Route 22 runs to the west of the development along Leigh Road connecting into NCN Route 2 running to the south of the site both providing connections to the wider cycle network.

As requested at the pre-application stage, the applicant has undertaken a Walking and Cycling Audit which considers three active travel routes which are laid out below. These have been agreed with the Highway Authority through pre-application discussions.

1. To Havant Railway Station
2. To Bartons Road bus stops
3. To St Albans bus stops

For Route 1, the audit identifies the pedestrian and cycle infrastructure along New Lane, including uninterrupted cycleways and tree-lined footways. The report highlights visibility issues at the New Lane/Eastern Road crossing due to overgrown vegetation, which the audit suggests could be improved by trimming the hedge. Additional wayfinding along New Lane was also recommended to match the high-quality signage near Havant Station and Town Centre. However, no details of proposed wayfinding features have been provided. Wayfinding is beneficial in making pedestrians and cycles clear of the route to take increasing the attractiveness of travel via these modes.

The identified crossing point at the New Lane/Eastern Road junction could be improved as suggested. It does appear there would be scope within the existing highway, to possibly extend the footway west to a more suitable crossing location or undertake amendments to the radius of the junction to accommodate a more appropriate crossing point. The Highway Authority would therefore seek for the proportionate contribution secured to include the delivery of this crossing improvement to improve sustainable connectivity to and from the site to Havant railway station.



For Route 2, the audit noted the infrastructure along New Lane and recommends improvements to the bus stop facilities, such as adding shelters, seating, and real-time information displays. This deficit had been previously identified by the Highway Authority during the preapplication process. It is noted that the distance of these bus stops from the site fall outside the recommended walking distance as laid out within the ATE guidance (400m). Both bus stops along Bartons Road are currently only equipped with bus stop poles. On this basis, the improvements to the bus stop infrastructure are acceptable in principle. However, it is unclear if these improvements have been discussed with the public transport operator or with the HCC public Transport team. It is likely that any financial contribution sought from this site would seek to also utilise this to improve the bus stop infrastructure.

Additionally, crossing provision to access the bus stops on the opposite side of the carriageway is poor and improvements should be identified to improve the route to the bus stops. Whilst this deficit is acknowledged, improvements to upgrade the crossing facilities in the form of a pedestrian refuge island in this location is to be delivered by the housing development on the Colt International site. Given the improvements to be delivered, the cost of these works would be significant compared to the contribution proposed by the applicant.

For Route 3, the audit found the route to be well-lit and accessible but identified a lack of tactile paving at a crossing on Littlegreen Avenue. Adding tactile paving to existing dropped kerb crossing points was recommended to improve accessibility for visually impaired users. The Highway Authority would seek to secure the financial contribution towards these improvement works identified. Depending on the direction of travel for future employees' improvements to both sets of bus stops identified would be beneficial to encourage use of sustainable modes.

The audit concludes that while the current infrastructure is considered to be sufficient, it states that the suggested improvements would make the routes more attractive and accessible for active travel users. The findings of the audit are accepted in principle, and it is considered that the suggested deficits should be overcome in order to enhance the accessibility of the site, in accordance with local and national policies which seeks to promote active travel. Additional improvements to pedestrian, cycle and public infrastructure are required, particularly in light of the shortfall in parking provision.

The applicant has proposed a contribution of an £11,000 sustainable transport contribution towards the deficits identified through the audit process. The contribution proposed would not be sufficient to deliver any of the improvements identified, due to the engineering complexities, therefore not achieving any benefit of improving sustainable connectivity to and from the site and reducing car dependency to support the lower parking quantum proposed or to comply with the NPPF and LTP4. It is noted that the contribution value has not been supported by any costings and it is unclear

how the applicant considers this to be fair and proportional to address the highway considerations of the site.

In addition to the above and as raised at the pre-application stage, the Highway Authority through study work undertaken by Sustrans have identified the need to improve crossing facilities at the Crossland Drive/Petersfield Road junction to provide a signalised crossing point for pedestrian and cyclists. This improves the connectivity for cyclists wishing to cross and access the NCN route along Petersfield Road on the opposite side of the junction but also for those utilising the shared use provision on the southern side of Crossland Drive. Additionally, the Highway Authority have also identified the need for the existing zebra crossing to be upgraded to a parallel crossing also providing facilities for cyclists to access the continuation of the shared use provision on the southern side Crossland Drive which is currently lacking. In its current format cyclists are expected to dismount.

The Havant LCWIP identifies a number of improvements to the pedestrian and cycle infrastructure along New Lane towards Havant railway station however, the Highway Authority consider it more proportionate given the scale of development for a contribution to be sought for improvements to the cycle crossing provision at the Crossland Drive/Petersfield Road junction.

The Crossland Drive/New Lane junction has an inherent accident history and safety risk for active modes. As part of the 32 New Lane planning application (APP/21/00200) a financial contribution to improve the safety of this junction for cyclists was secured. This includes provision of an uncontrolled crossing point south of the New Lane junction for cyclists to cross safely to access the dedicated cycle infrastructure on the either side of Crossland Drive. At present crossing infrastructure for cyclists is limited along Crossland Drive and therefore accessing New Lane is not continuous. The current controlled crossings along the route cater for pedestrians only. Upgrading the current zebra to a parallel crossing would provide a continuous cycling route for those wishing to access the site from the NCN route on Petersfield Road and combined with travel planning measures reduce vehicle dependency of this development.

Using the walking and cycling audit, and deficits in the infrastructure identified at the pre-application stage the Highway Authority would expect a contribution to be secured the following walking and cycling strategy (in no priority order):

- a) Bus stop improvements along Bartons Road
- b) Wayfinding provision
- c) Pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction
- d) Crossing improvements at New Lane/Eastern Road junction
- e) Provision of tactile paving at Littlegreen Avenue junction

The cost of upgrading an existing zebra crossing to a parallel crossing is c. £169,298.00 taken from the cost of undertaking these works at alternative

locations in Hampshire. It would seem appropriate to use this figure to base a proportionate contribution for this development site. The Highway Authority welcome a discussion with the applicant to agree an appropriate contribution figure based on the above.

LTP4 identifies the need to reduce car dependency even on brownfield sites and actively encourage the use of sustainable transport modes to travel to and from the site. Therefore, a contribution towards the identified measures as laid out above will be required in order to ensure that the proposals fully meet local and national policies which seek to reduce reliance on the private car and promote sustainable travel. Furthermore, as raised above the Highway Authority consider that the potential shortfall in car parking provision must be appropriately mitigated by appropriate sustainable travel infrastructure to ensure parking demand does not exceed the supply. The provision of a proportionate contribution towards the walking and cycling strategy as identified above would have a benefit to reducing the car dependency of the site.

Travel Plan

The submitted Framework Travel Plan is considered to be acceptable, subject to the document and associated approval fee, monitoring fee and bond amounts being secured as part of the S106 Agreement.

Personal Injury Accident Data

The TN includes PIA data obtained from Hampshire Constabulary for a five-year period up to February 2024. This shows that within the study area, 7 accidents were recorded, including 4 'slight' accidents and 3 'severe' accidents. When taking into account the location of the accidents and their likely causation factors, no significant highway safety issues are apparent, and it is deemed unlikely that the proposed development will create an adverse highway safety impact in this context.

Framework Construction Traffic Management Plan

The submitted Framework CTMP is considered to be acceptable in principle, subject to it being secured by planning condition.

Recommendation

Having regard to the above the Highway Authority require the further information requested before a formal recommendation can be made. The Highway Authority welcome engagement with the applicant to agree a proportionate contribution to be secured to mitigate the impact of the development.

Yours faithfully,

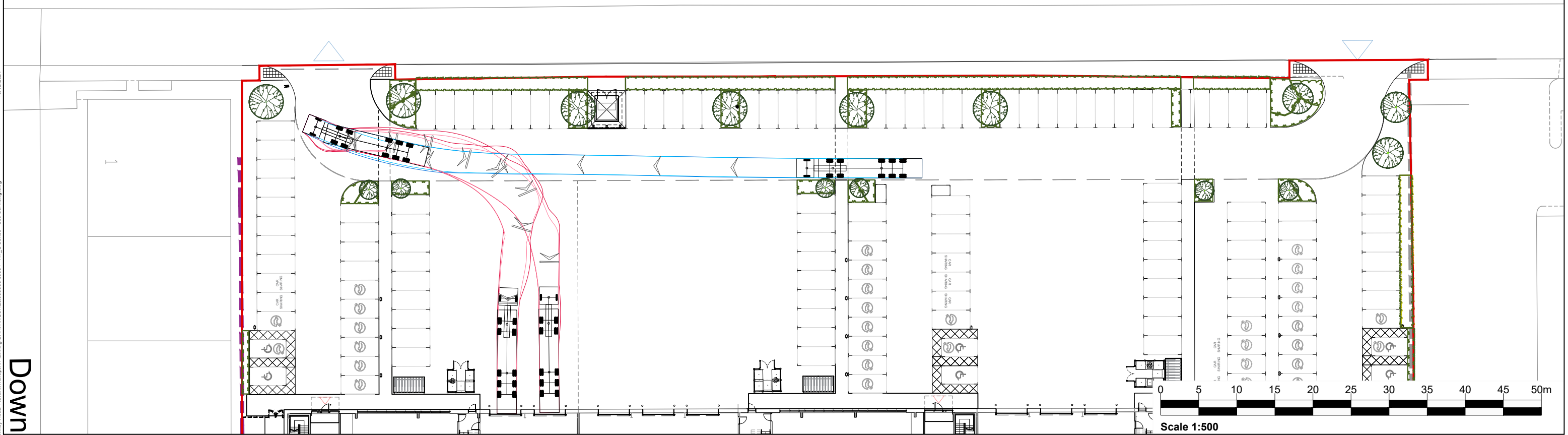
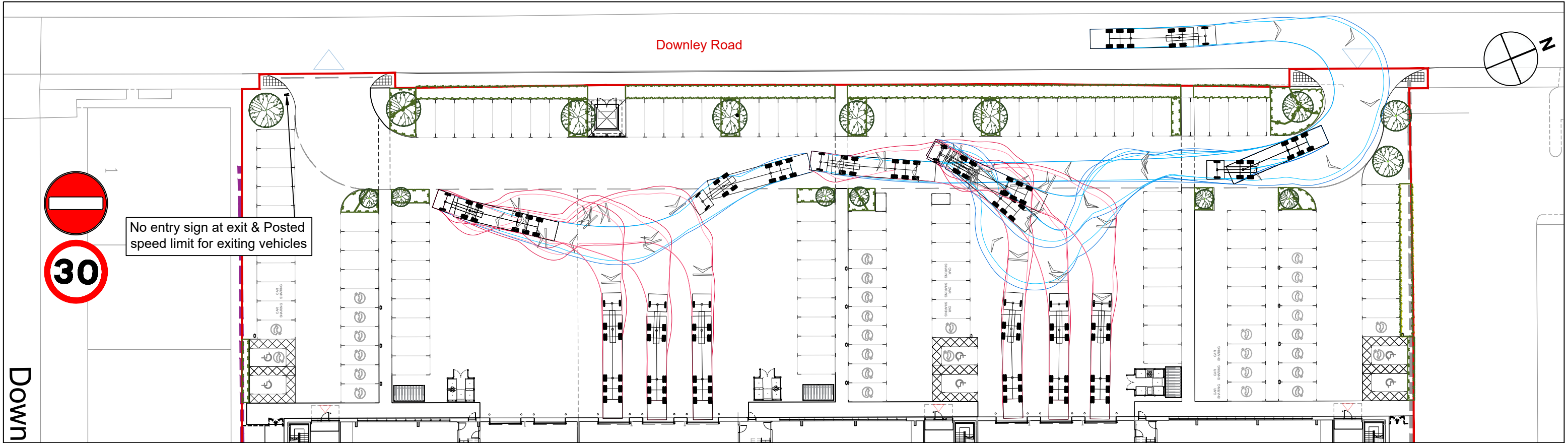
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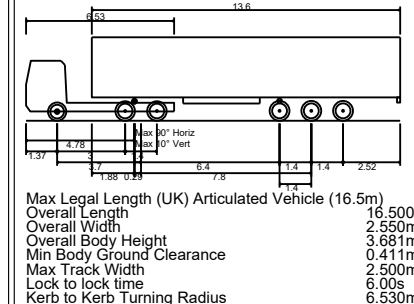
Senior Transport Planner - Highway Development Planning
Hampshire 2050

Appendix B Revised Tracking

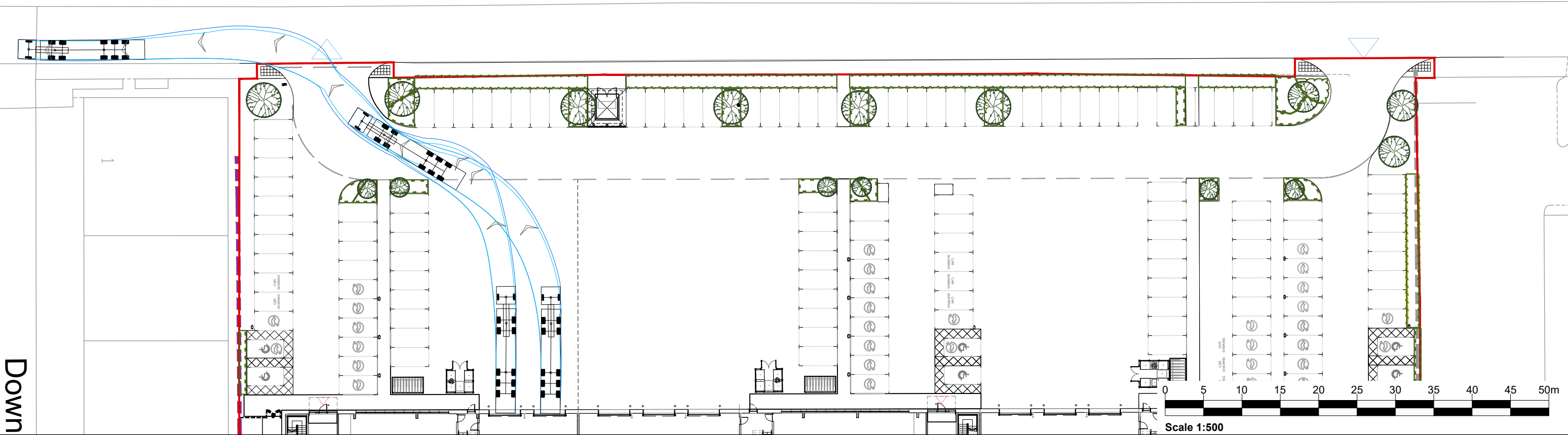
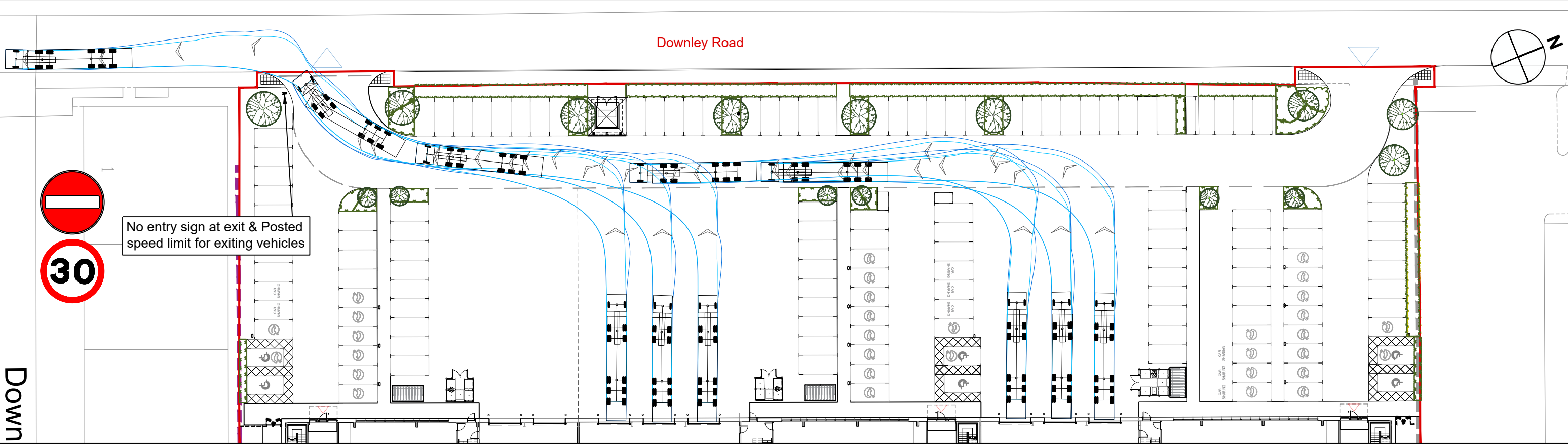


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 www.slrconsulting.com		Client Canmoor Developments Limited		<table><tr><td>Rev</td><td>Amendments</td><td>Date</td><td>By</td><td>Chk</td><td>Auth</td></tr><tr><td>E</td><td>Site plan updated</td><td>17.12.24</td><td>LJ</td><td>TF</td><td>KL</td></tr><tr><td>D</td><td>Tracking amended</td><td>16.10.24</td><td>LJ</td><td>TF</td><td>KL</td></tr><tr><td>C</td><td>Tracking amended</td><td>15.10.24</td><td>LJ</td><td>TF</td><td>KL</td></tr><tr><td>B</td><td>Tracking amended</td><td>11.10.24</td><td>LJ</td><td>TF</td><td>KL</td></tr><tr><td>A</td><td>Tracking amended</td><td>08.10.24</td><td>LJ</td><td>TF</td><td>KL</td></tr></table>				Rev	Amendments	Date	By	Chk	Auth	E	Site plan updated	17.12.24	LJ	TF	KL	D	Tracking amended	16.10.24	LJ	TF	KL	C	Tracking amended	15.10.24	LJ	TF	KL	B	Tracking amended	11.10.24	LJ	TF	KL	A	Tracking amended	08.10.24	LJ	TF	KL	Notes: 1.			
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Drawing Status & Suitability Code

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Drawing Number
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Rev.
B

Client
Canmoor Developments Limited

Project
Downley Road, Havant

Drawing Title
Swept Path Analysis - 16.5m HGV
Site Access - Outbound

Scale
1:500

@ A3

SLR Project No.

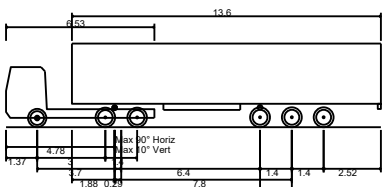
Rev	B	Site plan updated	17.12.24	LJ	TF	KL
	A	Tracking amended	16.10.24	LJ	TF	KL
Rev		Amendments	Date	By	Chk	Auth

Rev		Amendments	Date	By	Chk	Auth
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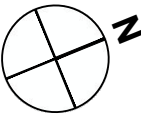
Notes:

1.

Legend:



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.500m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



El Sub Stn

Downley Road



No entry sign at exit & Posted speed limit for exiting vehicles



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Drawing Status & Suitability Code			
Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	Date	Date	Date
	11.10.24	11.10.24	
Drawing Number		Rev.	
425.065366.00001_AT_C02		D	

Client	Canmoor Developments Limited
Project	Downley Road, Havant
Drawing Title	Swept Path Analysis - Refuse Vehicle Site Access
Scale	1:500 @ A3
SLR Project No.	

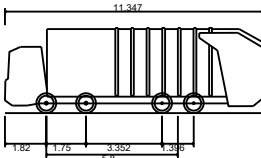
Rev	D	Site plan updated	17.12.24	LJ	TF	KL
Rev	C	Tracking amended	16.10.24	LJ	TF	KL
Rev	B	Tracking amended	15.10.24	LJ	TF	KL
Rev	A	Tracking amended	14.10.24	LJ	TF	KL
Rev		Amendments	Date	By	Chk	Auth

Rev		Amendments	Date	By	Chk	Auth
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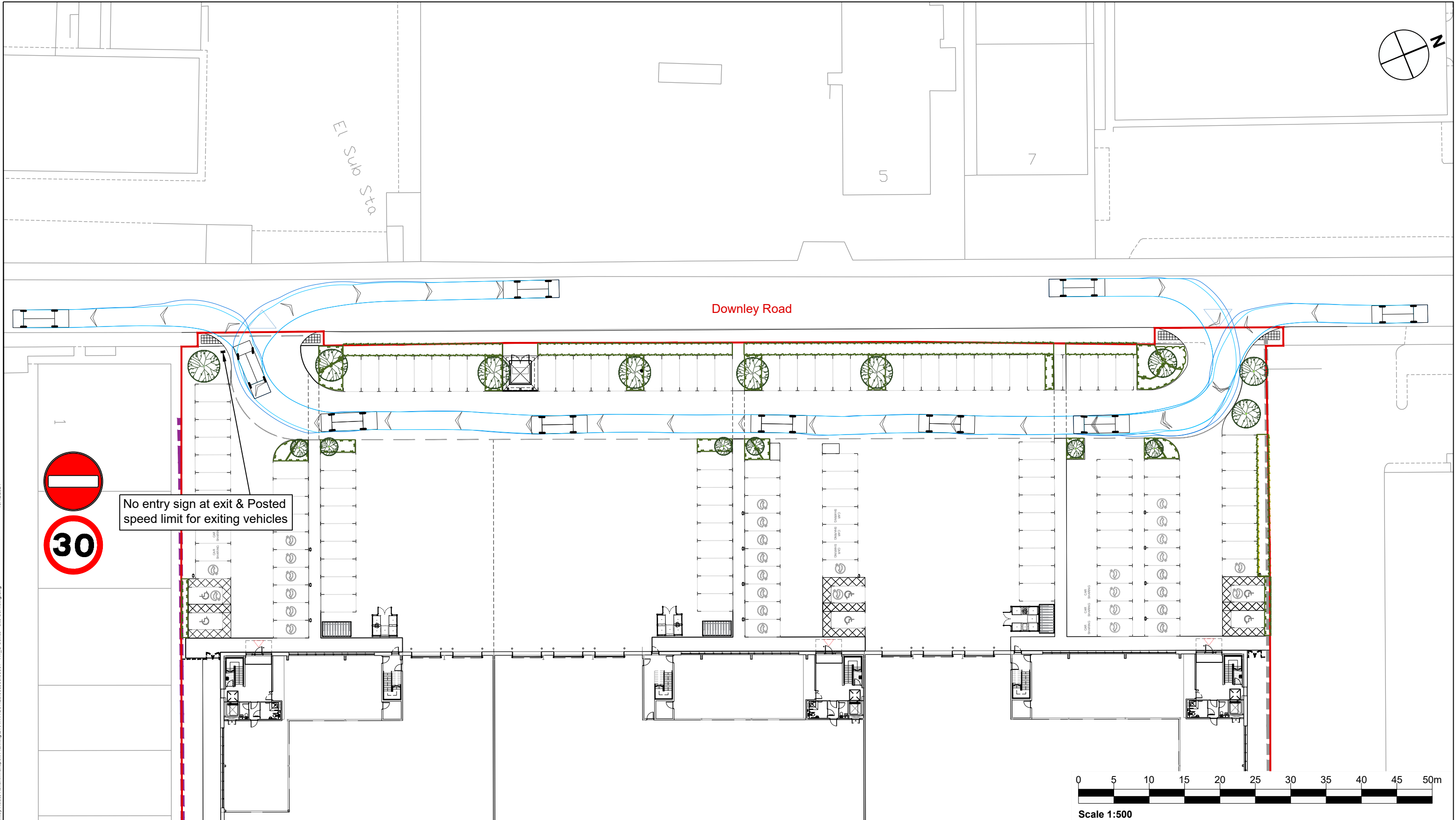
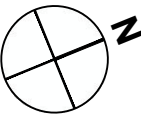
Notes:

1.

Legend:



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m





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Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	19.12.24	19.12.24	Date

Drawing Number	Rev.
425.065366.00001_AT_C03	

Client
Canmoor Developments Limited

Project
Downley Road, Havant

Drawing Title
Swept Path Analysis - Fire Tender
Site Access

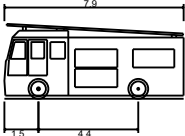
Rev	Amendments	Date	By	Chk	Auth

Rev	Amendments	Date	By	Chk	Auth

Notes:

1.

Legend:



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

Appendix C Revised Pedestrian Crossing Location





Disclaimer:
Subject to survey.

Notes:

KEY

- Ownership Boundary
- Site Boundary

GENERAL KEY

- Unit Entrance
- Site Access Route
- 1 Cycle Stands
- 2 Car Share Spaces
- 3 EV Charging Bays
- R Refuse
- D Disabled Parking Bays
- SS Sub-Station
- Existing Steel Palisade Fence
- Proposed Steel Palisade Fence

AREA SCHEDULE (GIA)

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

N	Landscape & Kerbs Updated	13.12.24	AH	HA
M	Unit 3 pedestrian layout	11.12.24	HT	HA
L	Motorbike parking	15.10.24	HT	HA
K	Site access changed to one way north/south + refuse enclosures moved to adjoin units	14.10.24	HT	HA
J	Landscaping updated	04.0724	HT	HA
I	Car Sharing	26.08.24	HT	HA
A-H	See previous issues for notes	13.11.23	TM	HA
-	First Issue	10.11.23	TM	HA
Rev:	Notes:	Date:	Dwn:	Iss:
Suitability Code:				

PLANNING

Client:

CANMOOR

hale
ARCHITECTURE
22c Leathermarket Street, London, SE1 3HP

Project:
Dunham Bush Site, Downley Road Havant

Drawing Title:
Proposed Site Plan

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

Appendix D Revised RSA



23 December 2024

Stephen Eyton
SLR Consulting Ltd
3rd Floor Summit House,
12 Red Lion Square
London,
WC1R 4QH

SLR Project No.: 425.065366.00001

Client Reference No.: Downley Road

RE: SLR Downley Road, Stage 1 RSA Addendum

Stage 1 RSA Addendum

Stephen,

Thanks for the recently received updated submission drawings for the Stage 1 RSA at Downley Road, Havant. These are listed below;

- 425.065366.00001 - AT_C01 Rev E - 16.5m HGV - Site Access – Inbound
- 425.065366.00001 - AT_C01.1 Rev B - 16.5m HGV - Site Access – Outbound
- 425.065366.00001 - AT_C02 Rev D - Refuse - Site Access
- 425.065366.00001_SK02 Rev D - Site Access Visibility
- 425.065366.00001_SK04 Rev B - Proposed Site Accesses

There was 1 previous Stage 1 RSA's undertaken on a similar scheme on 17th October 2024. The design changes presented have resulted from a request for additional dropped kerb pedestrian crossings at both access and egress points. These have been added and additional swept path analysis plans undertaken on the new layout

I have reviewed these proposed changes and updated plans with the RSA team and can confirm that we have no new problems to raise in addition to those that may have been presented in the previous RSA report of 17th October 2024.

Regards,

Alastair Pike

SLR Consulting Limited



Alastair Pike MICE, MCIHT, EngTech, MSoRSA

Head of Road Safety

Alastair.pike@SLRConsulting.com