



FURNISS WAY, HAYLING ISLAND

TRANSPORT STATEMENT

May 2023

Hayling Island Builders

COMMERCIAL DEVELOPMENT
FURNISS WAY
HAYLING ISLAND

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Hayling Island Builders to support a planning application for 3 additional Use Class B2/B8/E(i)g units totalling 309sqm at Furniss Way, Hayling Island.
- 1.2 The site has been subject to two previous applications including an outline application for up to 59 residential units and 1250sqm of light industrial accommodation under planning reference: APP/13/00639, which received planning approval in December 2013. A later, replacement, application was submitted for the development of 76 residential units and 1000sqm of light-industrial accommodation (use class B1) under planning reference: APP/15/00919 for the same area of land which received planning permission in December 2015 and is now fully constructed and occupied. The proposed development is outlined in red in **Figure 1**, with the constructed development site in blue.

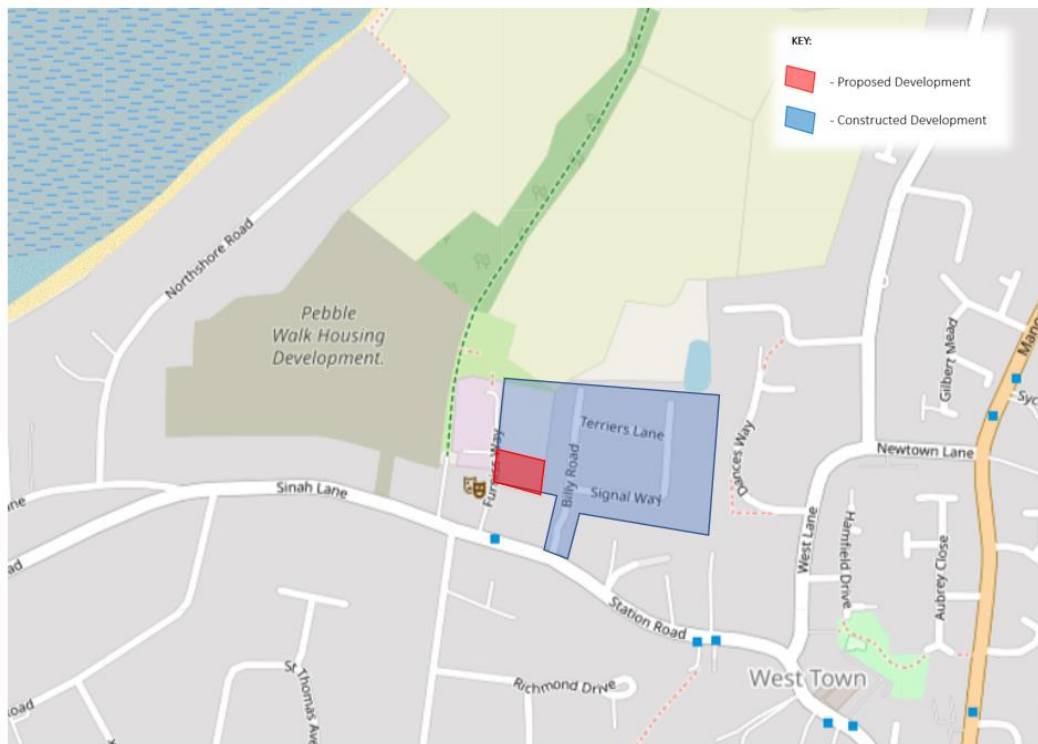


Figure 1: Site Location

- 1.3 It should be noted that whilst the land subject to this planning application has been included within the previous planning applications, nothing has been constructed on this land, as can be seen from a google satellite screenshot, shown in **Figure 2** with the location of the proposed development outlined in red and the commercial units developed under application reference: APP/15/00919 shown to the immediate north.



Figure 2: Existing Site Context (extract from Google Maps)

- 1.4 The scope of this TS has been informed by the works completed under the previous planning applications and considers the existing conditions, PIA data, development proposals including car parking provision, trip generation before drawing conclusions.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The application site is located immediately south of an existing commercial/industrial development site, approximately 600m north west from central West Town and approximately 1.7km north west from South Hayling. The site is currently undeveloped land and is bordered by Furniss Way to the west, residential development to the south and east and the existing industrial units to the north.

Local Road Network

- 2.2 The existing site is currently accessed from Furniss Way, a single carriageway road that measures approximately 6.5m wide and is subject to a 30mph speed limit. Furniss Way is a no through road facilitating access to other industrial units as well as the recently consented and constructed units. Furniss Way culminates through a priority junction with Station Road.
- 2.3 Station Road is also a single carriageway road that measures approximately 8.5m wide and is subject to a 30mph speed limit. Station Road has an east-west alignment and approximately 30m west of the junction with Furniss Way becomes Sinah Lane and approximately 560m east Station Road meets a priority junction with Manor Road/Beach Road (A3023).
- 2.4 Manor Road/A3023 is a single carriageway road that measures approximately 6.2m wide and is subject to a 30mph speed limit within proximity of the junction with Station Road, changing to a 40mph speed limit approximately 100m north of the Station Road/Manor Road junction. Manor Road is one of the main arterial routes within Hayling Island. Approximately 1.6km north east of the Station Road/Manor Road junction, Manor Road meets a roundabout with Church Road and Havant Road/A3023 with the A3023 continuing north to connect with the A27.
- 2.5 The suitability of the local road network to accommodate commercial/light industrial uses was considered through the consent of two previous planning applications, one of which has now been implemented. The proposed development offers the same land uses and therefore the local road network is considered suitable to serve a small additional level of commercial/light industrial development.

Pedestrian and Cycle Network

- 2.6 A continuously lit footway flanks the western side of Furniss Way that measures approximately 1.5m wide. This footway continues for approximately 75m south of the site egress to tie into the existing footway present along Station Road. The priority junction with Furniss Way and Station Road is equipped with dropped kerbs and tactile paving to facilitate safe pedestrian movements to the bus stop located adjacent to the access.

- 2.7 Station Road is equipped with a continuously lit footway that flanks the southern side of the road that measures between 1.5m – 2.0m wide and facilitates safe pedestrian movements to the east into West Town. On the northern side of Station Road, a continuous footway that measures approximately 2.0m wide, is present to the west, however, to the east the northern footway terminates approximately 76m from the Furniss Way/Station Road junction at the Billy Road/Station Road junction. However, there are appropriately placed dropped kerbs and tactile paving present along Station Road, approximately 50m from the Billy Road junction to facilitate safe pedestrian movements to the southern footway along Station Road (as constructed as part of the 2015 planning application).
- 2.8 Furthermore, the site is located a 2 minute walk, approximately 200m from the Hayling Billy Trail/coastal path, a long-distance trail that routes on a north-south alignment between Station Road and Langstone Road Bridge approximately 8km to the north. This trail is used as both a National Cycle Route and a hiking trail, as demonstrated within **Figure 3** highlighting the PRoW within Hayling Island and the Trail route.



Figure 3: PRoW within Hayling Island (PRoW highlighted in light pink and the Hayling Billy Trail in green)

- 2.9 **Figure 4** shows the NCR stop on the west coast of Hayling Island approximately 2km from the site. At this location there is a pedestrian and cycle ferry service that connects to Eastney, Portsmouth, and therefore provides a direct link between Hayling Island and Portsmouth without the need for car travel.

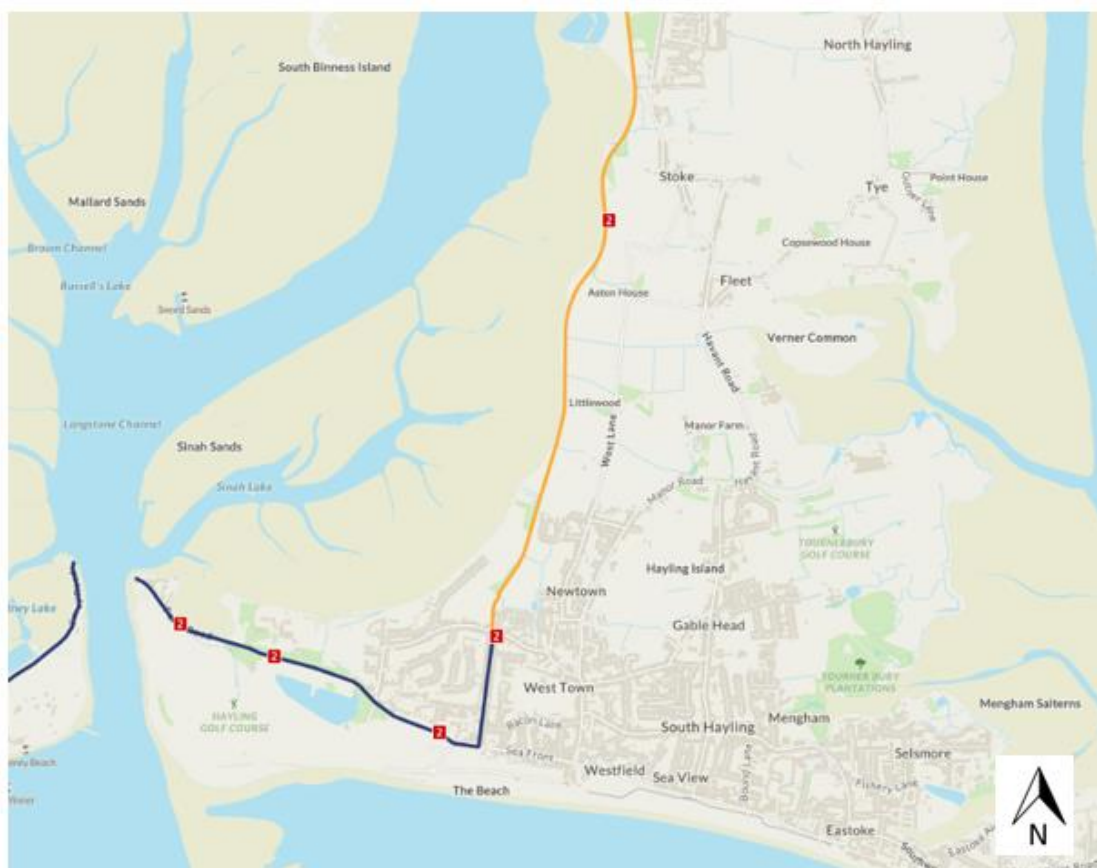


Figure 4: NCR for Hayling Island along the Hayling Billy Trail

- 2.10 Again, pedestrian and cycle routes to support commercial/light industrial land use were considered acceptable as part of the two previous consented planning applications which included off-site highway works to improve such facilities and such routes are therefore still considered suitable for this small extension of development. Given off-site highway works to improve walking and cycling facilities have recently been provided it not considered necessary to complete a separate Walking, Cycling and Horse Riding Assessment Review (WCHAR) to support this application given its minor impact.

Local Facilities

- 2.11 The site is located in a sustainable location and is in close proximity to an abundance of facilities and amenities. The site is within a 5-minute walk to West Town centre and is a 2-minute walk from the nearest bus stop. West Town provides access to facilities including retail, public houses, restaurants, a pharmacy and community facilities, all of which are a 5-minute walk. Further facilities, including schools, banks, a library, places of worship and retail shops and located approximately a 15 minute walk away.
- 2.12 Manual for Streets states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance. In addition, the CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average

length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes.

- 2.13 **Table 1** identifies distances and subsequent walking and cycling times to/from the site. Taking into consideration the average length of pedestrian journeys, it is only the Library and Medical Centre that fall outside of this distance, which are not likely to be well used by staff of these employment uses.

Facility	Approximate Journey Distance (m)	Approximate Journey Time (Minutes)	
		Walking	Cycling
Bus Stops – Station Theatre	120	1	1
Pub - West Town Inn	300	2	1
Supermarket - Tesco	500	5	1
Bank – Tesco ATM	500	5	1
Pharmacy – Lloyds Pharmacy	500	5	1
Public House – The Barley Mow	550	5	2
Place of Worship – Hayling Island Baptist Church	550	6	2
West Town	600	7	2
Post Office	700	8	3
Library – Hayling Island Library	1.3km	17	5
Medical Centre – Hayling Island Medical Centre	1.5km	18	6

Table 1: Local Facilities within proximity to the site

- 2.14 The suitability of the site to support sustainable development and sustainable travel patterns was considered as part of the two previous planning applications and it is therefore still considered that employees of the development could travel via sustainable modes.

Public Transport

- 2.15 The closest bus stop entitled 'Station Theatre' is located approximately 120m south of the site, equating to a 2 minute walk. On Hayling Island there are two bus services that serve the area on the same route in different directions. The 31 service (operating clockwise towards Havant) and the 30 service (operating anti-clockwise) both operated by Stagecoach bus company.
- 2.16 The 'Station Theatre' bus stops comprise sheltered seating area and a timetable pole on the clockwise 31 service bus stop and a singular timetable pole on Station Theatre bus stop for the 30 bus service (the anti-clockwise route).

2.17 Both buses serve the south and west of Hayling Island, passing through West Town, East Stoke, Selshire, South Haling, Gable Head, Fleet, Stoke and then north to Langstone Road, Havant and Havant Station.

2.18 The services defined in **Table 2**, operate approximately every 30 minutes in each direction, and take approximately an hour to circle the island. Due to the high frequency of the services these bus services would present a viable opportunity for future employees to use bus services as a means of sustainable transport.

Service No.	Operator	Bus Stop Location	Route	Frequency		
				Mon-Fri	Sat	Sun
30	Stagecoach	Station Theatre Bus Stop	Havant Bus Stop B – Hayling Island – West Town – Beachlands – Eastoke – Mengham – Hayling Island – Havant (B)	Every 30 minutes between 11am-3pm (Varied occurrence all other times (AOT))	First Bus: 5:55am Frequency: Every 30 minutes Last Bus: 21:55pm between 9am-6pm (Varied occurrence AOT)	Every Hour between 9:30am-5:30pm (Varied occurrence AOT)
31	Stagecoach	Station Theatre Bus Stop	Havant (B) – Hayling Island – Mengham – Eastoke – Beachlands – West Town – Hayling Island – Havant (B)	Every 30 minutes between 11am-3pm (Varied occurrence AOT)	Every 30 minutes between 8:30am-5:30pm (Varied occurrence AOT)	

Table 2: Summary of Local Bus Services

Rail Services

2.19 While there is no train station on Hayling Island, the bus services identified in **Table 2** stop at Havant Railway station, the closest rail service to the site via a 28 minute journey. Havant Railway Station is equipped with 492 car parking spaces and 92 cycle parking spaces and is staffed Monday-Friday during daytime operational hours. Havant Railway Station provides direct services to destinations such as Portsmouth Harbour, Southampton Central, Brighton, London Victoria and London Waterloo. These services operate at a frequency of two services per hour to Southampton Central, Brighton and London Victoria, three per hour to London Waterloo and five per hour to Portsmouth Harbour. Havant Railway Station therefore provides opportunities for journeys to these key destinations to be made by public transport and reduce the necessity for car travel.

Personal Injury Accident (PIA) Data

2.20 Personal Injury Accident (PIA) had been obtained for the most recent 5-year period (2017 to 2021) within the vicinity of the site from the Crashmap database. The PIA data is summarised in **Figure 4**.

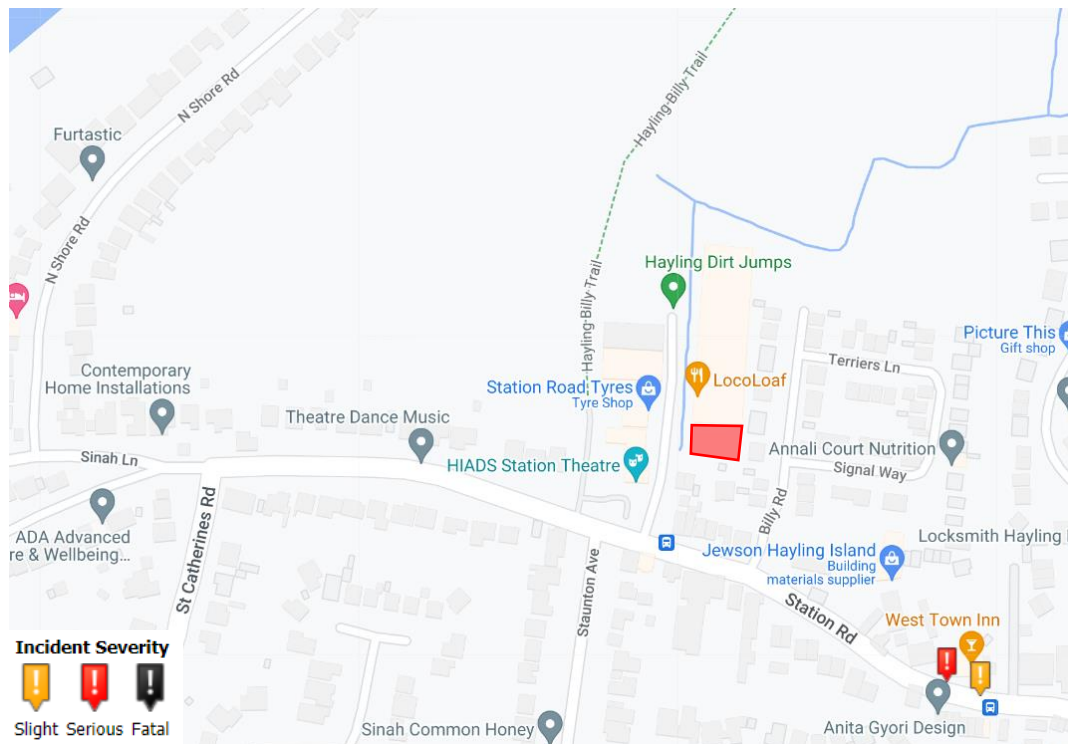


Figure 2: PIA data for the site (Source: Crashmap)

- 2.21 There have been 2 incidents that have occurred within vicinity of the site, but not within proximity to the site access. The incidents occurred along Station Road approximately 200m east of the junction with Furniss Way. One incident was classified as 'slight' in nature in 2018, with the other classified as 'serious' and occurred in 2021. Upon a closer inspection of the 'serious' incident, it occurred between a pedal cyclist and a car with the 'slight' incident occurring between a pedestrian and a car. Due to the frequency and distribution of these incidents, it can be determined that both of these incidents likely occurred due to driver/pedestrian/cyclist error rather than highway design and the development proposals will not have a detrimental impact upon the operation of the local highway network.
- 2.22 This assessment has also been corroborated using Thames Valley and Hampshire Police Road Traffic Collisions Map from June 2018 to June 2022 (most recent data available). This shows the same single slight incident, as shown in **Figure 5**, with no additional incidents in the same area.

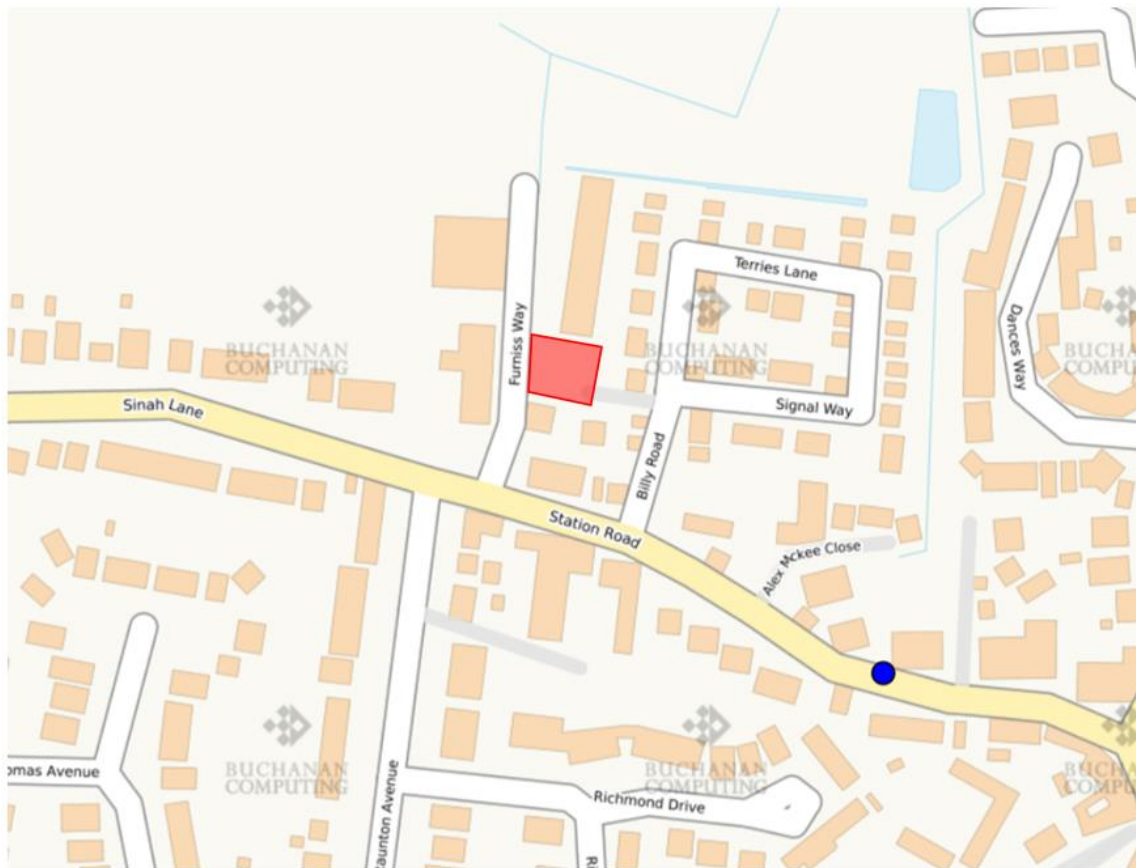


Figure 5: TVHP Road Traffic Collisions Map

- 2.23 It is therefore considered that there are no existing highway safety concerns which could be exacerbated by the proposed development or that would require further investigations. Given this information, the scale of development proposed and the previous applications at this site it is not considered necessary to obtain data from Hampshire Constabulary on this occasion to support the planning application.

Summary

- 2.24 In summary, the proposed development which forms a natural extension of an existing commercial/light industrial development is well located to support access to the local and strategic road network. The site is suitably located to support sustainable travel and having reviewed two databases, there does not appear to be a highways safety concern which could be exacerbated by the small scale development. Such conclusions were also agreed as part of the two previous planning applications following the implementation of off-site highway improvements to support pedestrian movements.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development consists of three additional small units under use Class E(g) (former B2/B8/) units totalling 309sqm (103sqm for each unit), in addition to the existing 8 units already present on the site. The proposed site is attached in **Appendix A**. The development proposed therefore act as a natural extension to the existing site. It is also worth highlighting that the 2013 application applied for 1,250 sqm of light industrial, which was consented, whilst the 2015 application reduced the scale to 1,000sqm.

Access Arrangements

- 3.2 The proposed units will be accessed via the existing arrangement in place to serve the existing 8 units, which consists of an 'in and out' access arrangement that measure approximately 10m wide to facilitate larger vehicles entering (to the north) and exiting the site (to the south). As this access arrangement was consented as part of planning application ref: APP/15/00919, has the appropriate signage, visibility and is currently in use without any operational or highway safety concerns the modest level of additional traffic arising from the proposed development can be accommodated through the existing access. The existing 'in' and 'out' arrangement will remain and vehicle tracking has been completed to ensure these access points remain suitable.

Parking Provision

- 3.3 The level of car parking for the proposed units has been assessed against Havant Borough Council's Car Parking Standards (July 2016). For a B1(b)(c) high tech/light industry and B2 general industrial the minimum car parking standard is 1 space per 45sqm. Therefore, for the proposed GFA of 309sqm, this would equate to the provision of 7 spaces.
- 3.4 The current industrial site is provided with 22 spaces, of which 2 spaces are for disabled users. Following the creation of the 3 additional units the 4 parking spaces located further south will be removed to provide access and re-provided in the site through the conversion of the 3 parallel spaces on the western boundary into 7 echelon spaces, one of which will be suitable for disabled users. The existing site will therefore retain the same level of provision of 22 spaces with 2 disabled user spaces.
- 3.5 The proposed development provides 10 spaces, including 2 disabled bays, thus in excess of HBC demand to ensure that no overspill parking occurs onto the local road network. As stated previously, 2 accessible bays will also be provided in excess of the stated 5% of the total allocation. Swept path analysis of large vehicles navigating through the designed and re-designed areas has been completed to ensure the site remains operational.

- 3.6 It is confirmed that the land owner associated with the proposed development is also the land owner of the existing commercial/industrial development to the north and therefore has control over the parking arrangements on site and such the authority to re-arrange parking.
- 3.7 Car parking spaces measure 2.4m x 4.8m, with a 6m reversing distance in accordance with Havant Borough Council's SPD and Manual for Streets guidance.
- 3.8 In excess of Havant Borough Council's cycle parking guidance, 4 Sheffield Stands will be provided, equating to 8 cycle spaces for the site.

Servicing Arrangements

- 3.9 Refuse collection will take place on site with an appropriately placed refuse store located within 10m of the roadside, in accordance with Manual for Streets guidance on Eurobin distances. Refuse vehicle tracking has been completed and is attached as **Appendix B**. In addition to this, a fire tender is also able to reach within 45m of all parts of the buildings in accordance with Building Regs.
- 3.10 Furthermore, delivery vehicle tracking has been undertaken to show that a 16.5m articulated vehicle and a 7.5t box van can safely access and egress the site (demonstrated within **Appendix B**). Additionally, vehicle tracking of these vehicles has been completed for the proposed units, highlighting that both vehicles can safely access and egress the proposed units, with these drawings attached within **Appendix C**.

Summary

- 3.11 The proposed development has therefore been demonstrated to provide a safe and suitable access (as per the previously agreed access), parking in line with current standards which although includes reorganising of existing on-site parking, still ensures there is no decrease in parking on-site and still meets standards and that the units have been designed to ensure the appropriate vehicles are able to access the units.

4. TRIP GENERATION

4.1 In order to establish the number of trips the proposed development could generate, the approved trip rates from the previously consented scheme (ref: APP/15/00919) have been utilised. The TRICS outputs are summarised in **Table 4**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.84	0.36	0.24	0.81	23.82
Trip Generation (309sqm)	3	1	1	3	74

Table 4: Proposed Development Trip Generation (from APP/15/00919)

4.2 **Table 4** suggests the additional units are likely to generate 4 trips in each of the AM and PM peaks, with 74 trips generated across a 12 hour period.

4.3 However, taking into consideration the time that has passed between applications, a further TRICS assessment has been undertaken in order to provide a robust assessment, noting that in order to yield surveys a larger GFA had to be selected. The TRICS database has been used with the following parameters:

- Under Use Class 'Employment' and sub category 'Industrial Estate'
- Sites in England and Wales (excluding Greater London);
- Parameter of 708 – 2500 sqm;
- Weekday surveys only;
- Edge of Town and Suburban Area locations only.

4.4 The TRICS results are summarised in **Table 5**, with the full TRICS outputs attached within **Appendix D**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.995	0.343	0.275	0.652	13.385
Trip Generation (309sqm)	3	1	1	2	41

Table 5: Proposed Development Trip Generation (Source: TRICS)

- 4.5 The assessment with latest TRICS database information suggests proposed development could generate in the order of 4 trips in the AM peak, 3 trips in the PM peak, with 41 trips generated across a 12-hour period, thus lower than previously agreed trip rates.
- 4.6 Considering that the consented industrial development (ref: APP/15/00919) would generate in the order of 12 trips in the AM peak, with 10 trips in the PM peak, and the consented scheme submitted before that (ref: APP/13/00639) was for a larger area (1,250sqm) and stated that there would be 15 trips generated in the AM peak, with 13 trips in the PM peak, the proposed number of additional trips arising from the proposed units should be considered acceptable here. Whether the agreed trip rates or latest TRICS database trip rates are used, the proposed development would not have a severe impact on the proposed development, generating at most 1 additional vehicle trip every 15 minutes onto the local and strategic road network.

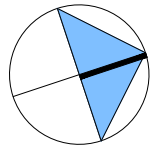
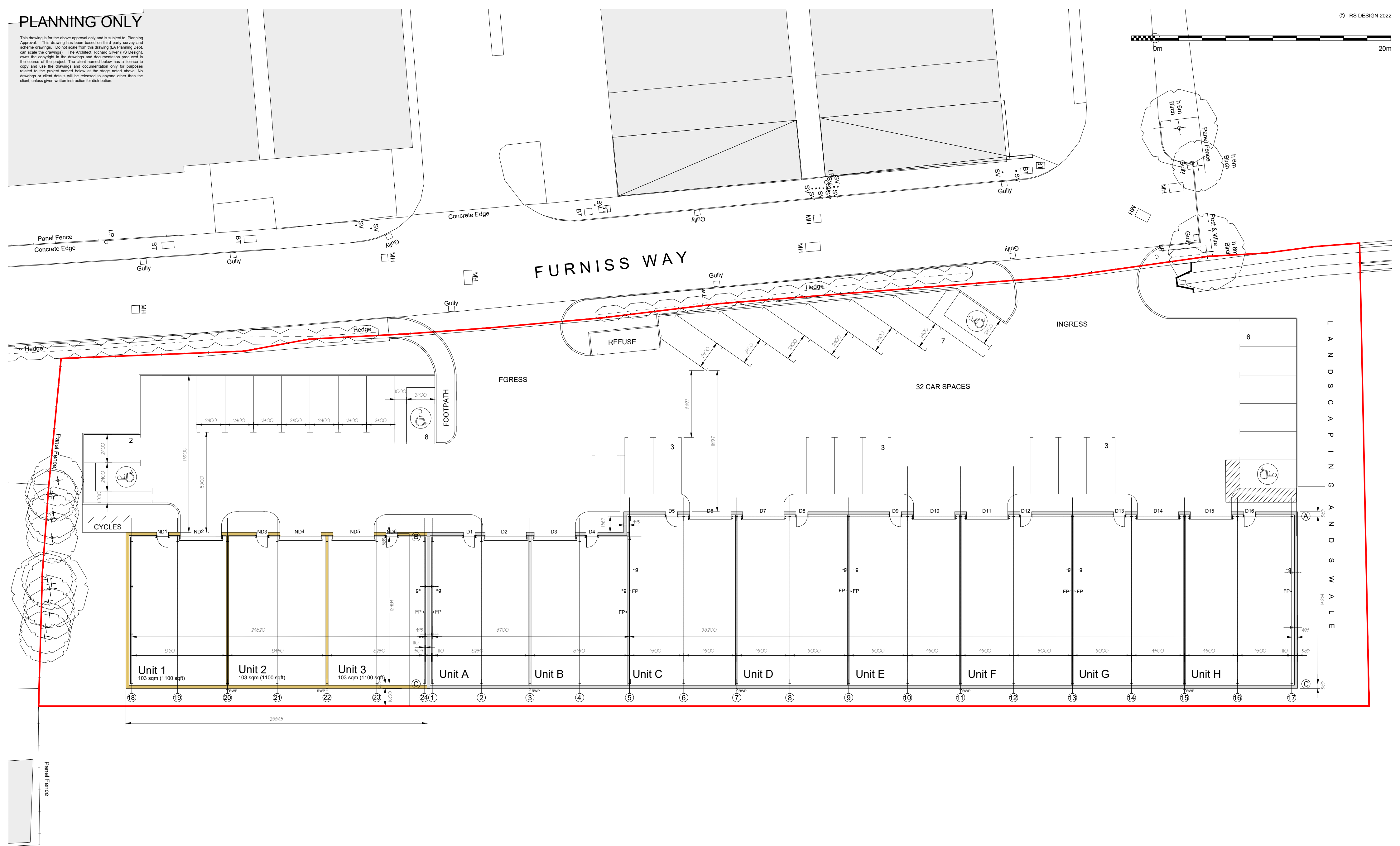
5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Hayling Island Builders to support a planning application for 3 additional Class E(g) (former B2/B8) units totalling 309sqm at Furniss Way, Hayling Island.
- 5.2 The site has been subject to two previous applications including an outline application for up to 59 residential units and 1250sqm of light industrial accommodation under planning reference: APP/13/00639, which received planning approval in December 2013. A later, replacement, application was submitted for the development of 76 residential units and 1000sqm of light-industrial accommodation (use class B1) under planning reference: APP/15/00919 for the same area of land which received planning permission in December 2015 and is now fully constructed and occupied.
- 5.3 The site is located approximately 600m from 'West Town' centre and the associated amenities. The site is well connected to the local public transport network which facilitates access to the surrounding areas such as Havant and Portsmouth. The site is also well connected to excellent pedestrian and cycle routes such as the Hayling Billy Trail. These provide an opportunity to promote and establish a sustainable development. A PIA data assessment does not indicate any highway safety concerns that would worsen because of the proposed development.
- 5.4 Vehicular and pedestrian access to the site will be via Furniss Way via the existing arrangements that have already been built out as part of the aforementioned application on the site.
- 5.5 There will be 10 car parking spaces provided for the development in excess of Havant Borough Council's Parking SPD. The existing industrial site will be provided with the same number of spaces (22 spaces including 2 disabled spaces), albeit with some re-design work. The landowner of the proposed development has control of all parking and therefore has the ability to implement these changes. 4 Sheffield Stands will be provided as part of the development proposals, equating to the provision of 8 cycle spaces.
- 5.6 Refuse will be collected off-street with an appropriately placed refuse store provided, in accordance with Eurobin carry distances within Manual for Streets. A fire tender is also able to get within 45m of all parts of the site, in accordance with Building Regulations. Delivery vehicle tracking has also been completed to show that a 16.5m articulated vehicle and a 7.5t box van are able to track around the site.

- 5.7 The proposed development is likely to generate in the order of will generate in the order of 4 trips in the AM peak, 3-4 trips in the PM peak, with 41-74 trips generated across a 12 hour period. When compared to the consented schemes on the site, the proposed development will result in a negligible impact upon the operation the operation of the local road network.
- 5.8 This Transport Statement has demonstrated that the proposed development will not result in a detriment to the operation of the local road network. We would therefore encourage the local highway and planning authorities to look favourably upon this development in relation to highways.

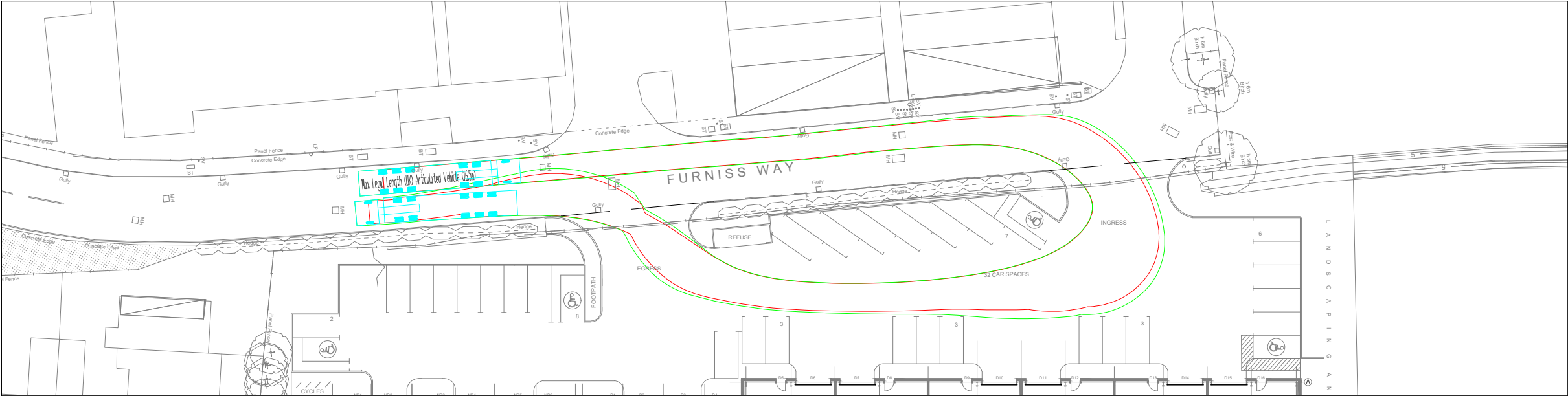
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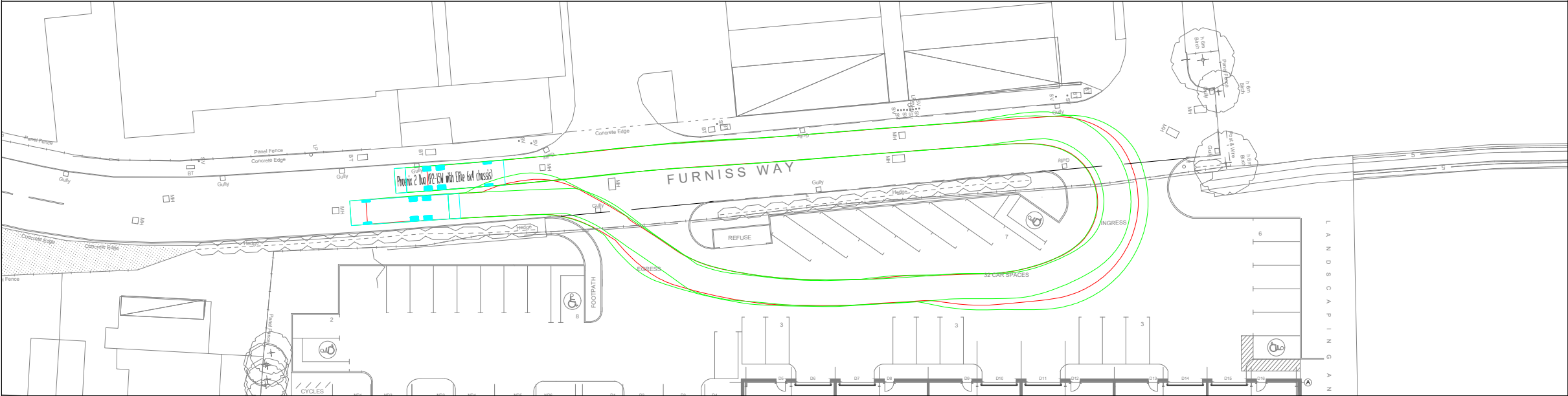


CLIENT	Gillenden Developments Ltd.	PROJECT	Furniss Way	DATE	June 2022	DRAWN	RS
SCALE	1:200 @ A2	DRAWING	Site plan as Proposed	DRAWING NO	22854 P 10	REV	D

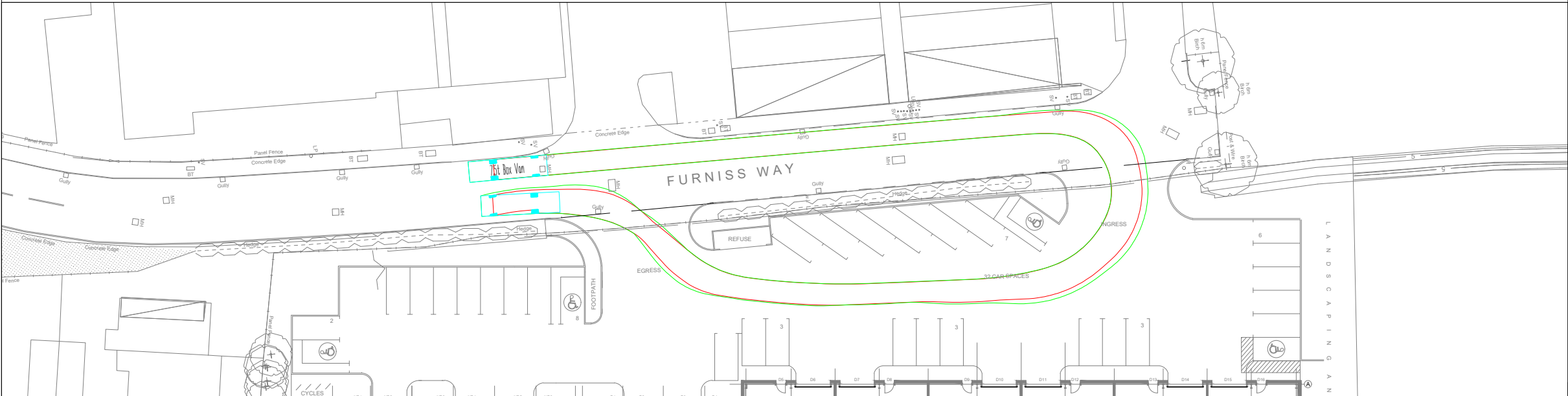
Appendix B



ARTICULATED VEHICLE



REFUSE VEHICLE

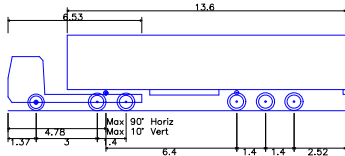


BOX VAN

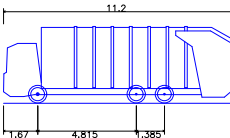
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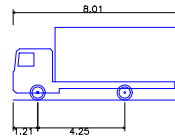
VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
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



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.060m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 1.00s
Kerb to Kerb Turning Radius 7.400m

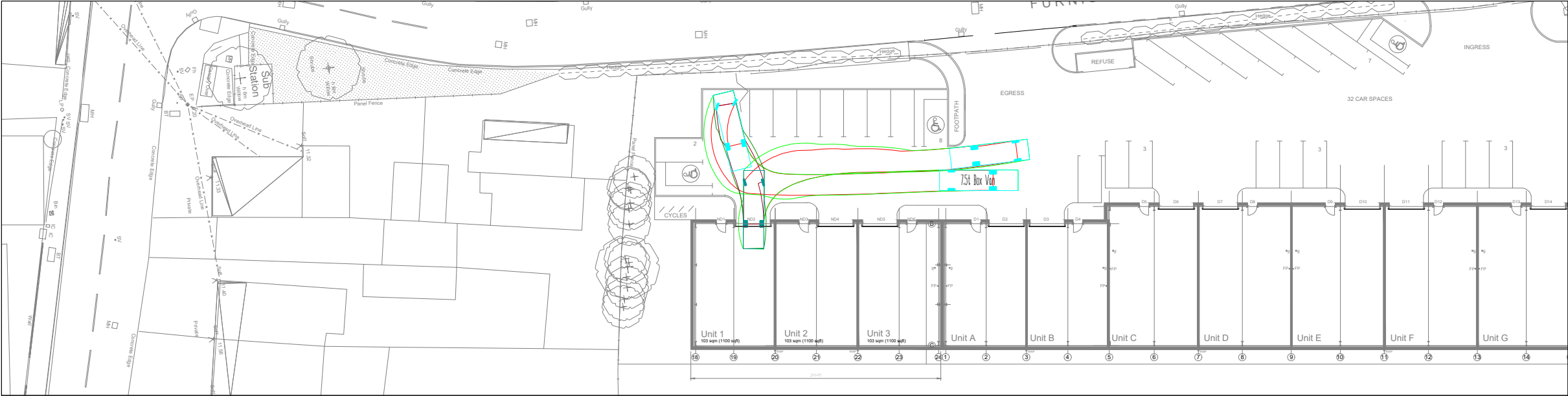
VEHICLES TRACKED AT 10MPH



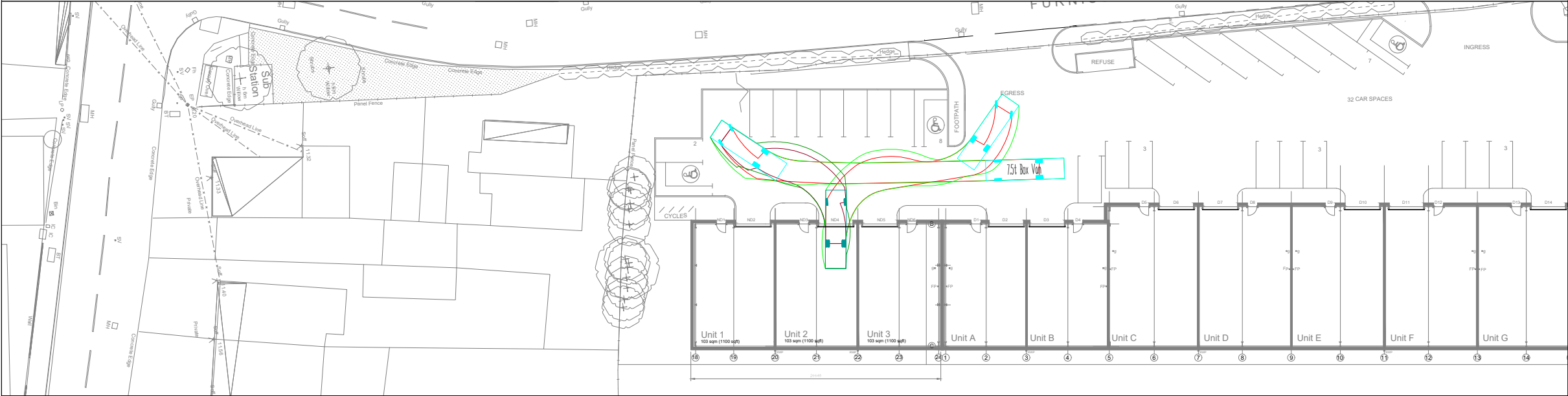
A	UPDATED SITE LAYOUT	12.05.23	ID	JM
Rev	Description	Date	By	Chkd

Project Name FURNISS WAY HAYLING ISLAND	Title ACCESS ARRANGEMNTS TRACKING	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client HAYLING ISLAND BUILDERS	Checked By JL	Checked Date 13.09.22	Scale 1 : 500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By AF	Drawn Date 08.09.22	Client Drawing No. -	PBA Drawing No. 020.0788.001	Revision A	

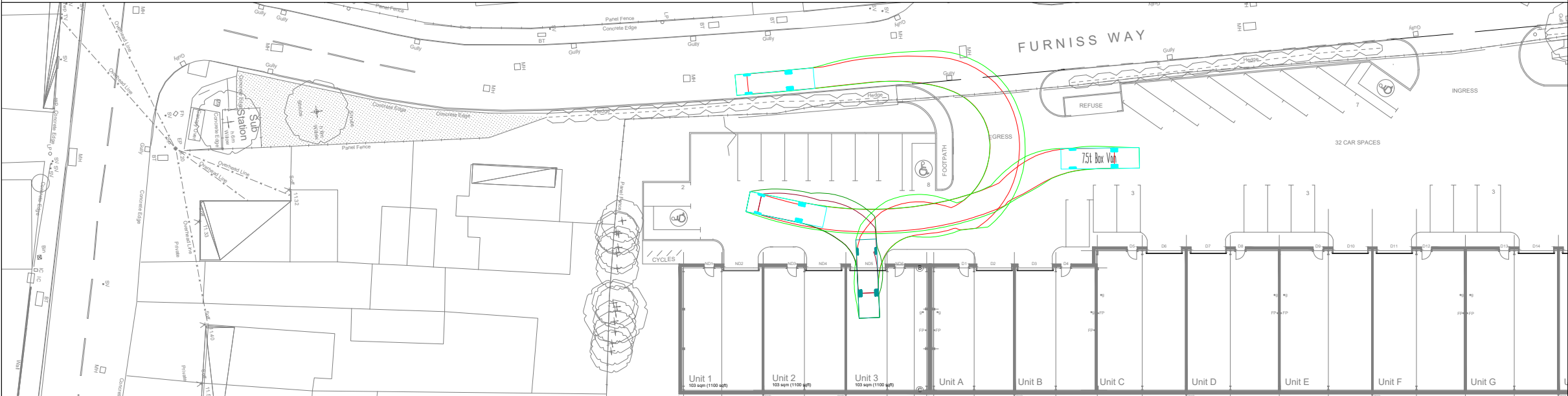
Appendix C



BOX VAN VEHICLE TRACKING FOR UNIT 1



BOX VAN VEHICLE TRACKING FOR UNIT 2

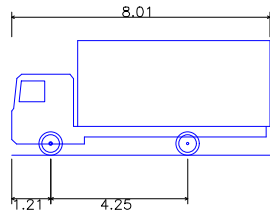


BOX VAN VEHICLE TRACKING FOR UNIT 3

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



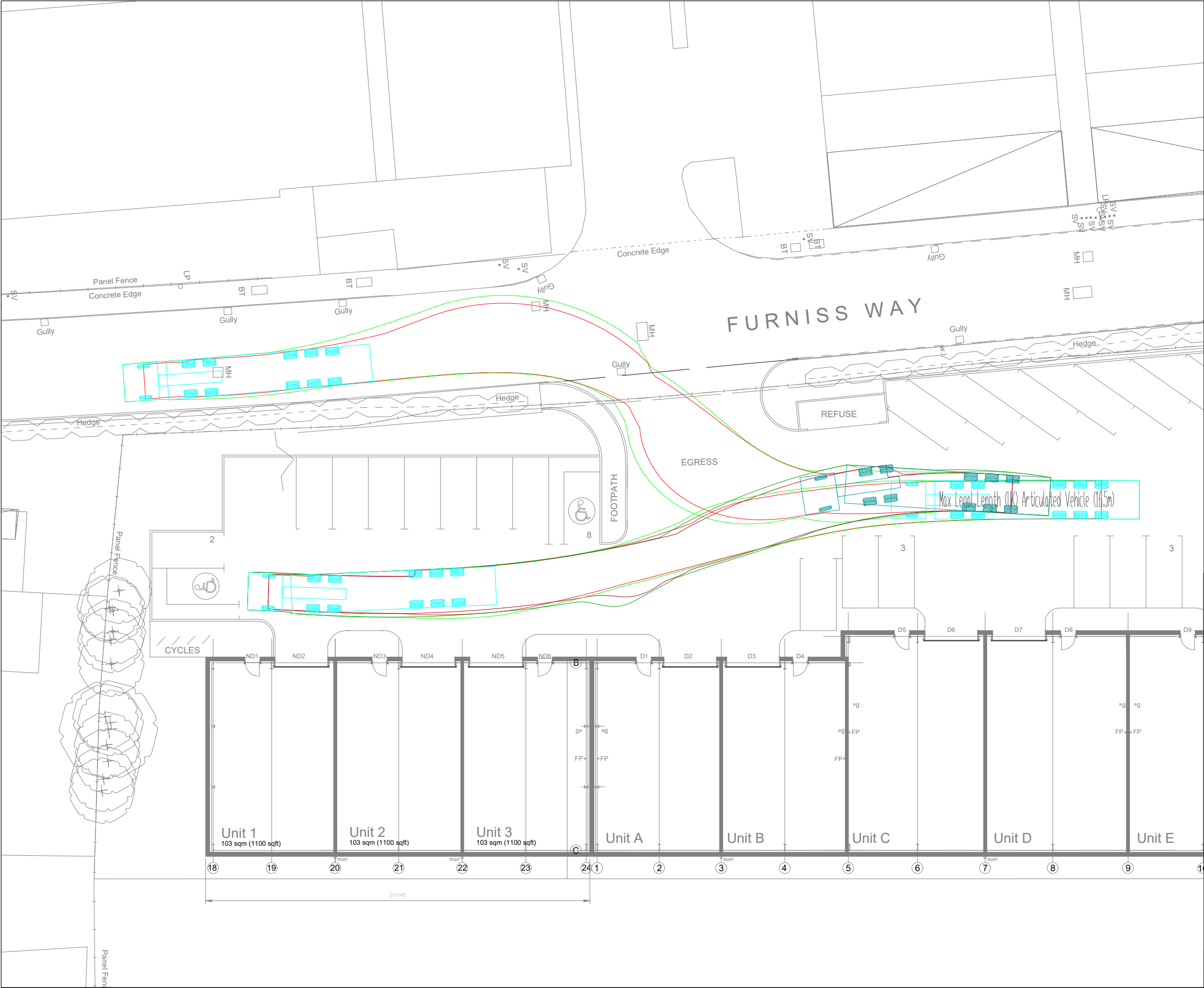
7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

VEHICLES TRACKED AT 10MPH



A	UPDATED SITE LAYOUT	12.05.23	ID	JM
Rev	Description	Date	By	Chkd

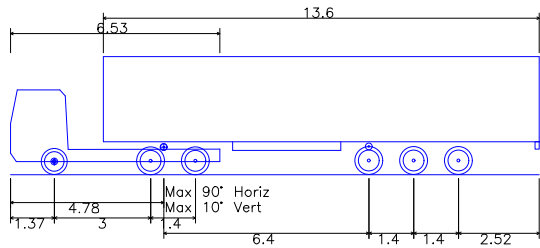
Project Name FURNISS WAY HAYLING ISLAND	Title NEW UNITS BOX VAN TRACKING	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client HAYLING ISLAND BUILDERS	Checked By JL	Checked Date 13.09.22	Scale 1 : 500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By AF	Drawn Date 08.09.22	Client Drawing No. -	PBA Drawing No. 020.0788.002	Revision A	



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
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



A	UPDATED SITE LAYOUT	12.05.23	ID	JM
Rev	Description	Date	By	Chkd

Project Name FURNISS WAY HAYLING ISLAND		Title ARTICULATED VEHICLE NEW UNITS ACCESS ARRANGEMENTS	 Paul Basham Associates Ltd The Bottry, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client HAYLING ISLAND BUILDERS	Checked By JL	Checked Date 13.09.22	Scale 1 : 250 (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By AF	Drawn Date 08.09.22	Client Drawing No. -	PBA Drawing No. 020.0788.003	Revision A

Appendix D

Calculation Reference: AUDIT-247601-230509-0538

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 1138 to 1776 (units: sqm)
 Range Selected by User: 708 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

Selected survey days:

Monday	1 days
Tuesday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

Not Known	2 days
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Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

Travel Plan:

No	2 days
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PTAL Rating:

No PTAL Present	2 days
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LIST OF SITES relevant to selection parameters

1	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD		
	STOURBRIDGE		
	AUDNAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL
2	WY-02-D-05	INDUSTRIAL ESTATE	WEST YORKSHIRE
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1457	0.309	2	1457	0.103	2	1457	0.412
08:00 - 09:00	2	1457	0.995	2	1457	0.343	2	1457	1.338
09:00 - 10:00	2	1457	0.309	2	1457	0.275	2	1457	0.584
10:00 - 11:00	2	1457	0.755	2	1457	0.515	2	1457	1.270
11:00 - 12:00	2	1457	0.652	2	1457	0.755	2	1457	1.407
12:00 - 13:00	2	1457	0.961	2	1457	1.098	2	1457	2.059
13:00 - 14:00	2	1457	0.755	2	1457	0.755	2	1457	1.510
14:00 - 15:00	2	1457	0.858	2	1457	0.927	2	1457	1.785
15:00 - 16:00	2	1457	0.446	2	1457	0.515	2	1457	0.961
16:00 - 17:00	2	1457	0.377	2	1457	0.721	2	1457	1.098
17:00 - 18:00	2	1457	0.275	2	1457	0.652	2	1457	0.927
18:00 - 19:00	2	1457	0.000	2	1457	0.034	2	1457	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.692			6.693			13.385

Parameter summary

Trip rate parameter range selected: 1138 - 1776 (units: sqm)
 Survey date range: 01/01/15 - 18/11/22
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0