



SOUTHLEIGH PARK, HAVANT

Reserved Matters Transport Statement

September 2023

Bargate Homes

**RESIDENTIAL DEVELOPMENT
SOUTHLEIGH PARK
HAVANT**

RESERVED MATTERS TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Approved by:</i>	Mark Smith	September 2023

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	26.09.23	TAF	Updated Site Plans	CAT
3	08.12.23	TAF	Updated Site Plans	CAT
4	19.02.24	CAT	Updated Site Plans	TAF

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**RESIDENTIAL DEVELOPMENT
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HAVANT**

RESERVED MATTERS TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Reserved Matters Transport Statement (RMTS) has been prepared by Paul Basham Associates on behalf of Bargate Homes to support a Reserved Matters planning application for a residential development comprising 41no. dwellings at Southleigh Park, Havant. The site location is demonstrated in **Figure 1**, with red accommodating the RM site and the blue the site which has full consent, as explained within **Chapter 2** with the site layout included **Appendix A**.



Figure 1: Site Location

- 1.2 The site was identified in the Havant Borough Council (HBC) Housing Statement which was subject to public consultation and adopted in December 2016, as an early release housing site.
- 1.3 To support the preparation of this RMTS and development of the proposed site layout pre-application advice was sought from Hampshire County Council (HCC) Highways. To support the pre-app a suite of drawings was prepared along with a meeting between Paul Basham Associates and HCC on 6th September 2023. Formal comments were provided on 13th September 2023 (attached as **Appendix B**) and have been used to inform the scope of this RMTS.
- 1.4 The remainder of this report will focus on the implications of the detailed site layout and will cover the following elements:

- Site and planning history
- Confirm the proposed accommodation schedule
- Assess the provision for both car and cycle parking in accordance with Havant Borough Council Parking Standards
- Review of the site layout including carriageway and footway widths and routes to desire lines
- Refer to internal swept path analysis, forward and junction visibility splays to be undertaken by MJA Consulting

2. SITE AND PLANNING HISTORY

Hybrid Planning Application

- 2.1 A Hybrid planning application was submitted in August 2017 under application reference APP/17/00863 for the following:

'Full Application for change of use, alterations to and extension of existing buildings to 20 Residential units (13 dwellings in the main house and 7 in other Listed Buildings) with associated landscaping parking and amenity space.

Outline Application (All Matters Reserved except means of access) for the demolition of 1983 office building and associated brick and glad corridor link and development of up to 70 residential units, associated landscaping, parking and infrastructure works'.

- 2.2 A Transport Statement (TS) and Residential Travel Plan (FTP) were produced by Ardent Consulting Engineers and submitted as part of the application. Of particular importance the vehicular, pedestrian and cycle access was agreed through the planning application (which constitutes a bellmouth arrangement) along with the off-site highway impact and sustainability of the site location. As such, these matters will not be covered further within this RMTS.

- 2.3 The application was granted permission in January 2019.

- 2.4 The following conditions were set out relating to transport, accessibility and highway safety for the Outline Application:

Condition 12

Any single garage/car port shall measure a minimum of 6m by 3m and be constructed as such and made available for the parking of motor vehicles at all times

Condition 13

The garages hereby permitted shall be retained and kept available for the parking of cars at all times and shall not be converted to living accommodation without the prior written approval of the Local Planning Authority.

Condition 14

Prior to the commencement of development, a programme for the phased implementation of the car parking, servicing and other vehicular access arrangements shown on the approved plans shall be submitted for approval by the Local Planning Authority. The car parking, servicing and other vehicular access arrangements shall be made fully available for use in accordance with the agreed programme and shall be retained thereafter for their intended purpose.

2.5 The Section 106 Agreement, dated 30th January 2019, defines the highway works associated with the hybrid application as:

- a) *Existing central island at junction of Bartons Road and Eastleigh Road to be widened to 2.4m and crossing point moved south to retain existing light column*
- b) *Two surface mounted traffic islands on Bartons Road with 'keep left' sign facing east and west*
- c) *Existing light column to be moved to the back of the proposed footway on south side of Bartons Road*
- d) *New 3m wide access into the site on the north west corner from Eastleigh Road for pedestrians and cyclists*
- e) *Existing 40mph speed limit sign to be relocated to back of footway on Bartons Road and junction with Horndean Road*
- f) *New 3m wide shared cycle way and footpath along the south side of Bartons Road*
- g) *New 3.5m wide footway along Horndean Road to provide 0.5 buffer to carriageway edge, existing kerb to realigned into carriageway to retain flint wall*
- h) *New 3m wide access into the site from Horndean Road for pedestrians and cyclists*
- i) *New regulatory signage along Bartons Road to direct pedestrians and cyclists*
- j) *Existing central island width at crossing on Horndean Road to be a minimum width of 2.4m*

2.6 Schedule One of the Section 106 under 'Highway Works' states:

'to enter into a Highways Agreement with the County Council for the Highway Works before Commencement of Development

Not to Commence or permit Commencement of Development until the Owner has entered into the Highways Agreement with the County Council for the Highway Works

That it shall at its own expense carry out and complete the Highway Works in a good and workmanlike manner in accordance with the highways agreement

Not to occupy or permit occupation of any dwelling until the Highway Works have been completed to the reasonable satisfaction of the County Council.'

2.7 It is understood these works are to be delivered by Bargate Homes through Section 278 works.

2.8 The Section 106 Agreement also makes reference to the Travel Plan and its implementation which will be dealt with separately from this RM application / RMTS.

3. PROPOSED DEVELOPMENT

- 3.1 The site proposes to deliver 41no. residential dwellings at Southleigh Park, Havant. A summary of the accommodation schedule is provided in **Table 1**.

Type of Dwelling	Number of Units
1 Bedroom Maisonette	2
2 Bedroom Maisonette	2
2 Bedroom Coach House	6
2 Bedroom House	4
3 Bedroom house	13
4 Bedroom House	14
Total	41

Table 1: Accommodation Schedule

Access Arrangements

- 3.2 The development proposes access from Eastleigh Road utilising the existing site access junctions. Three access points have been secured all of a priority junction arrangement serving the northern, central and southern parts of the development. The access roads will measure 5.5m in width and feed into primarily shared surface arrangements internally. The access arrangements for the site were previously submitted and agreed through the hybrid planning application with the northern access also serving the development being delivered under the full planning consent of the hybrid application. The access drawings submitted at the hybrid application stage are attached as **Appendix C**.
- 3.3 To facilitate pedestrian movements, a 2m wide footway is provided on the northern side of the northern access to connect with the existing footway on the eastern side of Eastleigh Road. Further pedestrian routes are available through the site as discussed in **Chapter 5**.

4. PARKING STRATEGY

- 4.1 The number of parking spaces required to serve the mix of residential dwellings has been informed by Havant Borough Council's 'Parking Supplementary Planning Document' (July 2016/September 2019). A summary of HBC's standards is provided in **Table 2**.

Dwelling Size	HBC Standards (minimum)	Number of Units	Parking Requirement
1 Bedroom	1	2	2
2 Bedroom	2	12	24
3 Bedroom	2	13	26
4+ Bedroom	3	14	42
TOTAL	N/A	41	94

Table 2: HBC Parking Standards

- 4.2 In accordance with HBC standards the development would be required to provide a total of 94 parking spaces. In addition, HBC state that an additional 20% per dwelling should be provided for visitor parking, i.e. 0.2 per dwelling which equates to 8 spaces. The development should therefore provide a total of 102 parking spaces.
- 4.3 The current site layout (attached as **Appendix A**) demonstrates a total provision of 105 spaces of which 94 are allocated and 11 are visitor spaces. The development therefore provides development in accordance with HBC standards providing visitor parking in excess of the standards and therefore ensures there should be no overspill parking onto the local road network.
- 4.4 Furthermore, all car parking spaces measure 2.5m x 5m in excess of HBCs standards with additional space for car doors and garages to be opened. Where garages are proposed internal dimensions would measure 3m x 6m in accordance with HBC standards and Condition 12 of the outline consent. The layout proposes a small number of triple tandem parking. Whilst HCC raised a concern over this arrangement in the pre-app response this is a rare occurrence and is a matter for the planning authority to consider, given the roads will be not offered for adoption as outlined in **Chapter 5** of this RMTS. Vehicle tracking of the parking spaces has been completed (**Appendix D**) and is shown as acceptable albeit with a small number of spaces resulting in multiple manoeuvres. This has been completed using the HCC car (4.9m x 2m) This is and the triple tandem parking spaces, due to their rare occurrence, is not considered to result in a severe impact on the operation or safety of the highway network in accordance with the NPPF Para 111, and has been accepted in moderation at multiple development sites in Havant Borough.
- 4.5 In accordance with the latest Building Regulations Part S, all units will have access to electric vehicle charging.

Cycle Parking Provision

- 4.6 In accordance with HBC's standards, all properties should be provided with long stay, secure (overnight) cycle storage facilities. Should a garage meet the standards as per the standards outlined in paragraph 4.4 then no further storage is required. For properties without a garage, sheds in rear gardens would be provided. Each house should therefore be able to store at least two bicycles. For the maisonettes secure storage will be provided on the ground floor, as shown within the layout. The development therefore provides cycle parking in accordance with standards.

5. INTERNAL LAYOUT REVIEW

- 5.1 The internal road layout has been designed to create an attractive and permeable pedestrian environment. The area of development served by the northern access comprises one main spine road upon entry into the site, before bending to the south-east of the site. Two minor junctions are served off this spine road along with some direct driveway access. The spine road leading from the northern access measures 5.5m upon entering the site before narrowing to 5m throughout the remainder of the internal routes which is of a sufficient width to enable two cars to pass simultaneously, or a larger vehicle and a car. Where parking spaces directly abut the carriageway a minimum width of 6m is retained to ensure spaces are accessible.
- 5.2 The development being served by the central access comprises 7 dwellings and their associated parking. The access measures 5.5m wide and leads directly into a shared surface parking court for the 7 dwellings. A 2m wide footway is provided to the rear of the parking spaces for plots 35-38 which also connects onto wider footway/cycleway connections to the open space to the south through the development.
- 5.3 The southern access serves three dwellings and also operates a shared surface arrangement measuring 5.5m wide. A 1.8m wide footway is provided in the northern corner of this development area which connects into the central area of development as well as wider footway/cycleways through the open space to the south.
- 5.4 The site layout reflects home zone environments where applicable, adopting shared surfaces, traffic calming features in the form of raised tables, where appropriate, which collectively help to denote the residential nature of the roads and reducing vehicle speeds.
- 5.5 The roads within the site layout have been designed to accommodate speeds of 20mph. In line with MfS guidance visibility has been measured to 2.4m x 25m. Whilst it is noted HCC referenced the X-distance could be relaxed to 2.0m, these have still been shown to 2.4m to show a robust scenario. Forward visibility splays have also been measured to 25m to reflect 20mph speeds. Visibility splays would be kept free of obstructions 600mm in height. Both internal and forward visibility splays have been undertaken by MJA Consulting and are demonstrated as achievable in **Appendix E**.

Pedestrian Routes to Desire Lines

- 5.6 In addition to footways associated with the vehicular access points there is a 3m wide footway/cycleway through the northern parcel of the site which directly connects Eastleigh Road to Horndean Road to the north of the Gate House. This width is suitable to accommodate likely pedestrian and cycle demand from a 41 unit development, which is allowable in accordance with HCCs TG10. Internal routes through

the development connect onto this, which can be accessed via the shared space environments. There are also two 3m wide footway/cycleways which extend from the developable area to the southern site boundary through an area of open space which respond to HCC's pre-app comments regarding the pedestrian and cycle access strategy. Whilst HCC's comments suggest such routes should be 4m wide, HCC's TG10 quotes widths from LTN 1/20 guidance where 4m should be provided when peak hour flows would be over 1000 per hour (two-way). A development of 41 units and any existing demand would not meet such thresholds and therefore 3m is considered a suitable width for these footway/cycleways.

- 5.7 Whilst within HCC's pre-app a north to south route through the eastern side of the site between the Gate House and plot 25 was requested, it is not possible to provide such a route due to the presence of existing dense vegetations and trees through this area and also the varying levels. As such this is not included within the layout. In addition, the proposed plot boundary for the Gate House would restrict wider public access.

Extents of Adoption

- 5.8 It is proposed that all main internal spine/secondary roads would remain private and will not be offered for adoption. It is recognised that the site will be subject to the Advanced Payment Code.

Levels

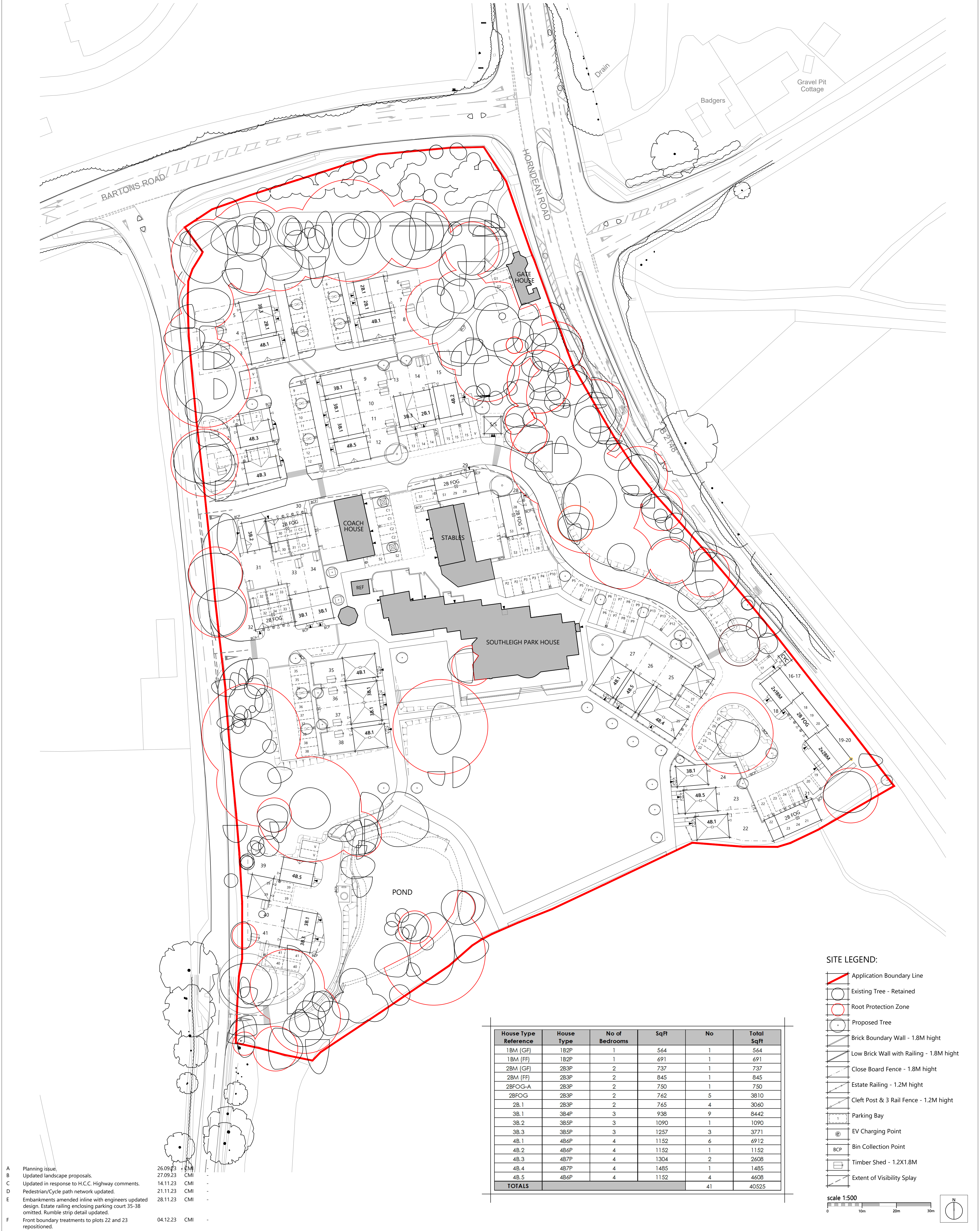
- 5.9 Details of levels will be provided under a separate cover by MJA Consulting.

Servicing Arrangements

- 5.10 Provision for servicing of the site is provided with adequate on-site turning facilities for refuse vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. A vehicle tracking exercise demonstrating turning manoeuvres for an 11.2m refuse vehicle has been undertaken by MJA and is included in **Appendix F**.
- 5.11 In accordance with MfS guidance (paragraph 6.8.9) no resident would be required to carry their bins greater than 30m to a collection point or kerb edge, with the refuse vehicle able to get within 25m of each property or bin collection point. Bin collection points, where required are identified on the site layout attached as **Appendix A**.
- 5.12 Swept path analysis has also been undertaken with a fire tender vehicle to ensure that it is able to enter and exit the site in forward gear. In accordance with Building Regulations Part B a fire tender is able to be within 45m of all units. This tracking has been undertaken by MJA and is also demonstrated in **Appendix F**.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Reserved Matters Transport Statement (RMTS) has been prepared by Paul Basham Associates on behalf of Bargate Homes to support a Reserved Matters planning application for a residential development comprising 41no. dwellings at Southleigh Park, Havant.
- 6.2 This RMTS reviews outstanding highways details of the development that have not already been approved at the hybrid planning application stage. This primarily relates to accommodation schedule, parking provision, pedestrian access and internal road layout design.
- 6.3 The proposed residential development will provide 105 parking spaces, which includes 94 allocated spaces and 11 spaces provided for visitors. The proposed parking provision is therefore in accordance with HBC standards, providing visitor parking in excess of the standards.
- 6.4 Tracking of the internal road layout has been undertaken and completed by MJA consulting for the site. This demonstrates the refuse collection strategy accords with MfS principles, and the fire tender can meet Building Regulation requirements.
- 6.5 From a transport and highways perspective, the layout is acceptable. We therefore encourage HBC and Hampshire County Council Highways to look favourably upon the Reserved Matters application in relation to highways matters.



A	Planning issue.	26.09.23	CM	-
B	Updated landscape proposals.	27.09.23	CM	-
C	Updated in response to H.C.C. Highway comments.	14.11.23	CM	-
D	Pedestrian/Cycle path network updated.	21.11.23	CM	-
E	Embankments amended inline with engineers updated design. Estate railing enclosing parking court 35-38 omitted. Rumble strip detail updated.	28.11.23	CM	-
F	Front boundary treatments to plots 22 and 23 repositioned.	04.12.23	CM	-

House Type Reference	House Type	No of Bedrooms	SqFt	No	Total SqFt
1BM (GF)	1B2P	1	564	1	564
1BM (FF)	1B2P	1	691	1	691
2BM (GF)	2B3P	2	737	1	737
2BM (FF)	2B3P	2	845	1	845
2BFOG-A	2B3P	2	750	1	750
2BFOG	2B3P	2	762	5	3810
2B.1	2B3P	2	765	4	3060
3B.1	3B4P	3	938	9	8442
3B.2	3B5P	3	1090	1	1090
3B.3	3B5P	3	1257	3	3771
4B.1	4B6P	4	1152	6	6912
4B.2	4B6P	4	1152	1	1152
4B.3	4B7P	4	1304	2	2608
4B.4	4B7P	4	1485	1	1485
4B.5	4B6P	4	1152	4	4608
TOTALS				41	40525

SITE LEGEND:

- Application Boundary Line
- Existing Tree - Retained
- Root Protection Zone
- Proposed Tree
- Brick Boundary Wall - 1.8M high
- Low Brick Wall with Railing - 1.8M high
- Close Board Fence - 1.8M high
- Estate Railing - 1.2M high
- Cleft Post & 3 Rail Fence - 1.2M high
- Parking Bay
- EV Charging Point
- BCP Bin Collection Point
- Timber Shed - 1.2X1.8M
- Extent of Visibility Splay

scale 1:500

0 10m 20m 30m

N

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Rev	Description	Date	Au	Ch
G	Amendments to cycle/footpath network.	18.12.23	CM	-
H	Frontage set backs of plots 9-12 and 35-38 increased. Minor hiway adjustments adjacent plot 12.Adjustments to boundary wall to the rear of plots 35-38.	21.12.23	CM	-

Project Southleigh Park, Havant
Drawing Site Layout

Client	Bargate Homes	Date	04.07.23
Job no.	BARG230130	Revision	H
Dwg no.	SL01	Scale	1:500 at A1
Author	CM	Checker	
Status	PLANNING	Office	Romsey
Client ref.			

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Appendix B



Tom Fisher
Paul Basham Associates
t.fisher@paulbashamassociates.com

Enquiries to	Chris Hirst	My reference	6-3-13-187
Direct Line	0370 779 0563	Your reference	
Date	13 th September 2023	Email	Chris.Hirst@hants.gov.uk

For the attention of Tom Fisher

Dear Sir,

Thank you for your enquiry seeking pre-application advice on the internal site layout for the proposed development of 41 dwellings at Southleigh Park House, Havant.

An initial suite of drawings were provided as part of the pre-app submission, followed by a meeting between the Highway Authority and Paul Basham Associates on 6th September 2023. During the meeting, it was highlighted that the design had altered, and a wider internal spine road was now being provided (5.5m instead of 4.8m).

The Highway Authority have reviewed the information submitted to date and have the following comments to make.

Layout

The applicant is required to clarify whether they are proposing to offer the internal site layout for adoption to the Highway Authority, a position which is strongly supported. Should the applicant not wish to put the layout forward for adoption, the site will be subject to the Advanced Payment Code, further details of which is available via the following link - [The Advance Payments Code \(hants.gov.uk\)](https://www.hants.gov.uk/the-advance-payments-code). Any elements of the site being put forward should be supported by dimensions, for example carriageway width, visitor parking bays, etc. Further plans providing the drainage layout, road markings, location of crossing points and street lighting strategy will also be required.

Forward visibility splays have been shown to 25m; however, it is noted some of the splays are located tight against individual property boundaries. To ensure that the splays remain clear in perpetuity, they should be located within the adoptable highway, as recommended by the road safety auditor within

Director of Hampshire 2050
Gary Westbrook

their comments raised as part of the RSA1. The 'X' splay for vehicle crossovers is being shown to 2.4m, when this can be relaxed to 2.0m in accordance with HCC TG3.

There are instances where triple tandem parking is being provided (plots 1 and 2). Triple tandem spaces are not considered acceptable and will result in cars parking within the shared space area opposite the plots. As identified within the refuse tracking drawings, access into this area is already particularly tight, so any further obstructions will result in a refuse vehicle being unable to access this part of the site. The triple tandem spaces should therefore be removed from the design to ensure that the site provides a policy compliant level of parking (in accordance with Havant Borough Council's parking SPD). The tracking for estate cars also identifies that parking in end spaces is particularly constrained, resulting in cars having to undertake a number of turning manoeuvres before being able to access the bay. Whilst these areas are to be kept private, the applicant should consider providing additional aisle width in these areas to ensure that future residents have ample space to access their allocated parking spaces.

There are properties within frontages directly onto the site spine road. A footway should be provided in these locations to ensure that pedestrians are not walking out directly into the carriageway, particularly on the bend by 2B FOG. Footways throughout the site should be provided to a minimum of 2m in accordance with HCC TG3. Where visitor parking bays are provided, hardstanding should be provided, supported by crossing points to connect into the proposed footway provision within the site.

Whilst level drawings have been provided, it is noted that the levels have not been provided up to the carriageway edge and should therefore be extended and the position of gullies shown within the design.

The tracking for estate cars travelling through the site has been tracked with the incorrect sized vehicle and should be updated to cover the correct dimensions (4.89m x 1.94m). The tracking undertaken for a fire tender conflicts with kerb lines along the spine road. The tracking should be revised to show these movements without kerb line conflicts.

Pedestrian and Cycle Access Strategy

The current site layout proposal contains a mixture of provision for pedestrians wishing to travel through the site. Footways are provided around Southleigh Park House and a footway is provided on the southern side of the site spine road. At the point at which the spine road joins Road 2, the road becomes shared surface, where a 6m aisle width is being provided for the parking bays. No dedicated cycle facilities are currently being proposed within the site.

During the pre-app meeting, the Highway Authority raised a number of comments regarding cycle permeability through the site, and future connections to emerging development allocations. In the southeastern corner of the development, a footway is provided to allow pedestrians to access plot

number 22. This path should be extended to the red line boundary for the site and widened to 4m to allow for future segregated pedestrian and cycle access to the strategic Southleigh development to the south of the proposed development. Should the potential strategic Southleigh allocation come forward, it will provide a number of key facilities and amenities which occupants of this site will benefit from, such as a school, local shops, a network of pedestrian and cycle routes to leisure facilities and Havant town centre. In some instances, existing facilities are not located within a walkable distance of the current site, and it is therefore likely that occupants will choose to travel via private car in the interim period.

The 4m wide pedestrian and cycle link should extend to the parking court to the east of plot 25, where cyclists are briefly placed on carriageway. An offroad path should be provided to the east of the spine road which heads north/south and provides access to the gate house and the current footway link which runs east/west along the northern boundary of the site. This path should also be widened to cater for cyclists to create a continuous circuitry route around the site for cyclists to utilise. Furthermore, the path to the south of Southleigh Park House should be widened down to plots 39-41 to ensure that these properties are also connected to the wider cycle facilities. These amendments would improve cyclist permeability through the development and allow for future connection into the Southleigh development, thereby according with HCC TG10.

An agreed route from the site connecting the infrastructure secured through the Outline permission and the Southleigh development will be required to be dedicated an appropriate highway status. This may be through adoption through the s38 process or dedication of a public right of way. This is to protect the route in perpetuity and ensure that it is available for use by the public. This would be a matter that would need to be secured through an appropriate condition.

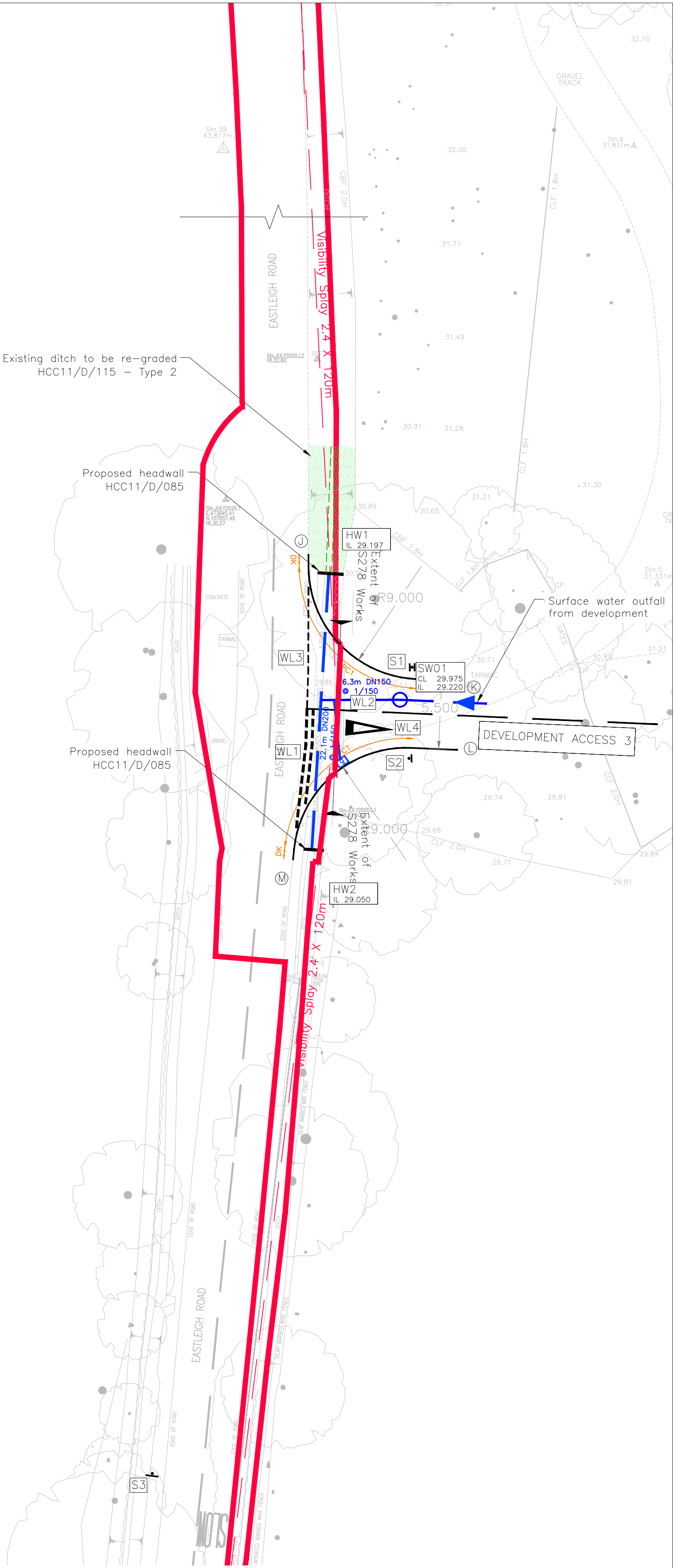
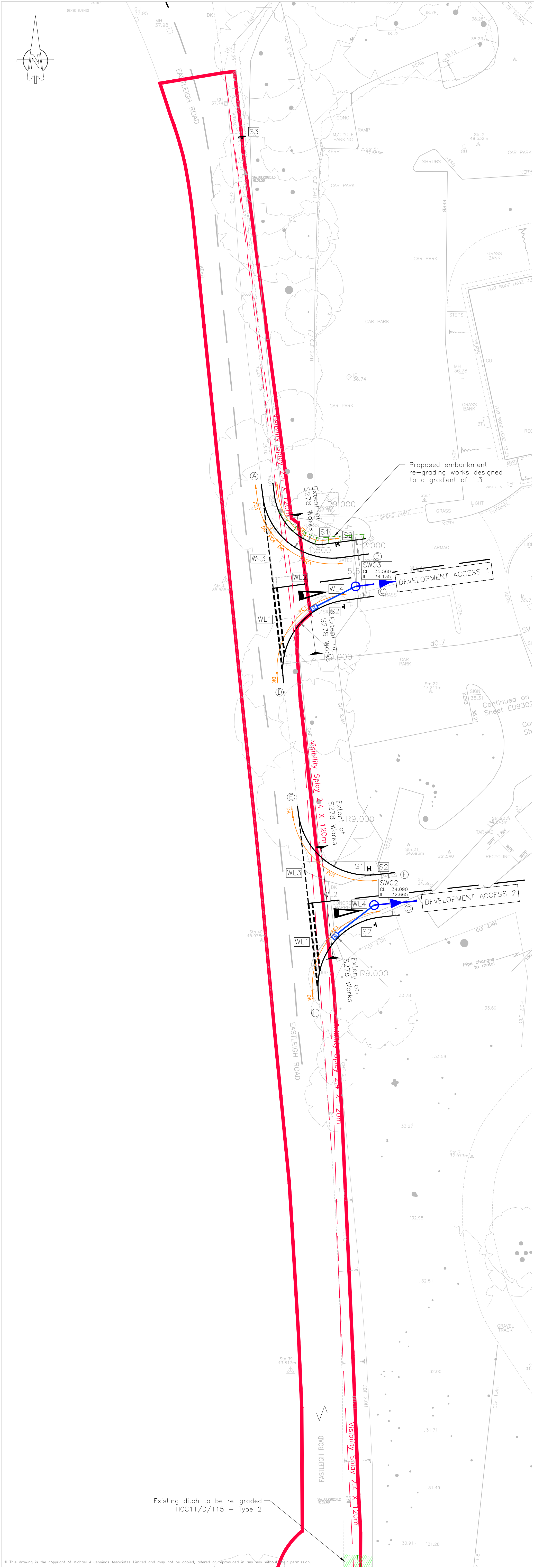
Recommendation

The points raised above should be incorporate into the design as part of any future planning submission, particularly the points raised regarding pedestrian and cycle permeability through the development.

Yours Sincerely,

Chris Hirst – Senior Transport Planner
Hampshire 2050

Appendix C



Key

- PC1 PC1 Kerb with 100mm upstand. Refer to Hampshire standard detail HCC11/C/010
- PC4 PC4 Kerb with 0mm upstand. Refer to Hampshire standard detail HCC11/C/010
- DK Dropper kerb
- EF Concrete edging laid flush. Refer to Hampshire standard detail HCC11/C/045
- Gully to discharge to onsite surface water drainage system
- Extent of S278 Works

Note

Proposed road name plates to be located outside of the junction visibility splays. Exact location to be agreed with Havant Borough Council post construction

NEW ROAD LAYOUT AHEAD

S3
Exact location to be agreed on site with HCC.

WHITE LINING SCHEDULE

LINE No	REFERENCE No	MARK	GAP	WIDTH	DESCRIPTION
WL1	1003A	600	300	200	Give Way Markings
WL2	1004	4000	2000	100	Centre Line Marking
WL3	1009A	600	300	100	Edge of the carriageway at a road junction
WL4	1023A	—	—	—	Junction Approach Marking

	Sign Reference 670-30 Height 600mm Width 600mm Area 0.28 sq.m Material Class RA2 (12899-1:2007) Mount Height 2100
	Sign Reference 670-40 Height 600mm Width 600mm Area 0.28 sq.m Material Class RA2 (12899-1:2007) Mount Height 2100

POST(S) & FOUNDATIONS			
Mounting Height	2100mm	Bases	Individual
Number	1	Base Width	300mm
Size	76.1x3.0CHS	Base Length	300mm
Length	3350mm	Base Depth	650mm
Centres	N/A	Base Vol. o/a	0.059 m ³
Illumination	No	Earth Cover	150mm

Scheme Ref. —	x-height 75.0
Sign Ref. 7014	SIGN FACE
Letter colour WHITE	Width 1000mm
Background RED	Height 580mm
Border WHITE	Area 0.56sq.m
Material Class RA2 (12899-1:2007)	

POST(S) & FOUNDATIONS			
Mounting Height	2100mm	Bases	Individual
Number	1	Base Width	300mm
Size	60.3x3.2CHS	Base Length	300mm
Length	3330mm	Base Depth	800mm
Centres	N/A	Base Vol. o/a	0.072 m ³
Illumination	No	Earth Cover	0mm

This drawing is to be read in conjunction with all other drawings listed below

- 6281:650 Topographical Survey
6281:651 Site Clearance
6281:652 General Arrangement
6281:653 Surfacing Plan
6281:654 Levels Layout
6281:655 Contours Layout
6281:656 Crown and Channel Profiles
6281:657 Construction Details
6281:658-663 Swept Path Analysis
6281:664 Land Plan
6281:665 Culvert Details

All works to be in accordance with the Design Manual for Roads and Bridges and the specifications issued by Hampshire County Council.

P8	25.08.23	Extent of S278 works updated.	WSR	KTG
P7	12.08.21	Drawing amended in line with HCC technical audit comments.	WSR	KTG
P6	11.05.21	Drawing amended in line with HCC technical audit comments.	WSR	KTG
P5	02.11.20	Culvert size updated, development outfall indicated.	WSR	KTG
P4	20.10.20	Junction visibility re-instated for Development Access 1.	WSR	KTG
P3	14.10.20	Extent of S278 works updated.	WSR	KTG
P2	30.09.20	Drawing amended in line with Stage 1/2 Road Safety Audit recommendations.	WSR	KTG
P1	09.09.20	First Issue.	WSR	KTG
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED

Client **BARGATE HOMES**

Project Southleigh Park House, Havant

Title Section 278 Works Proposed Junctions General Arrangement

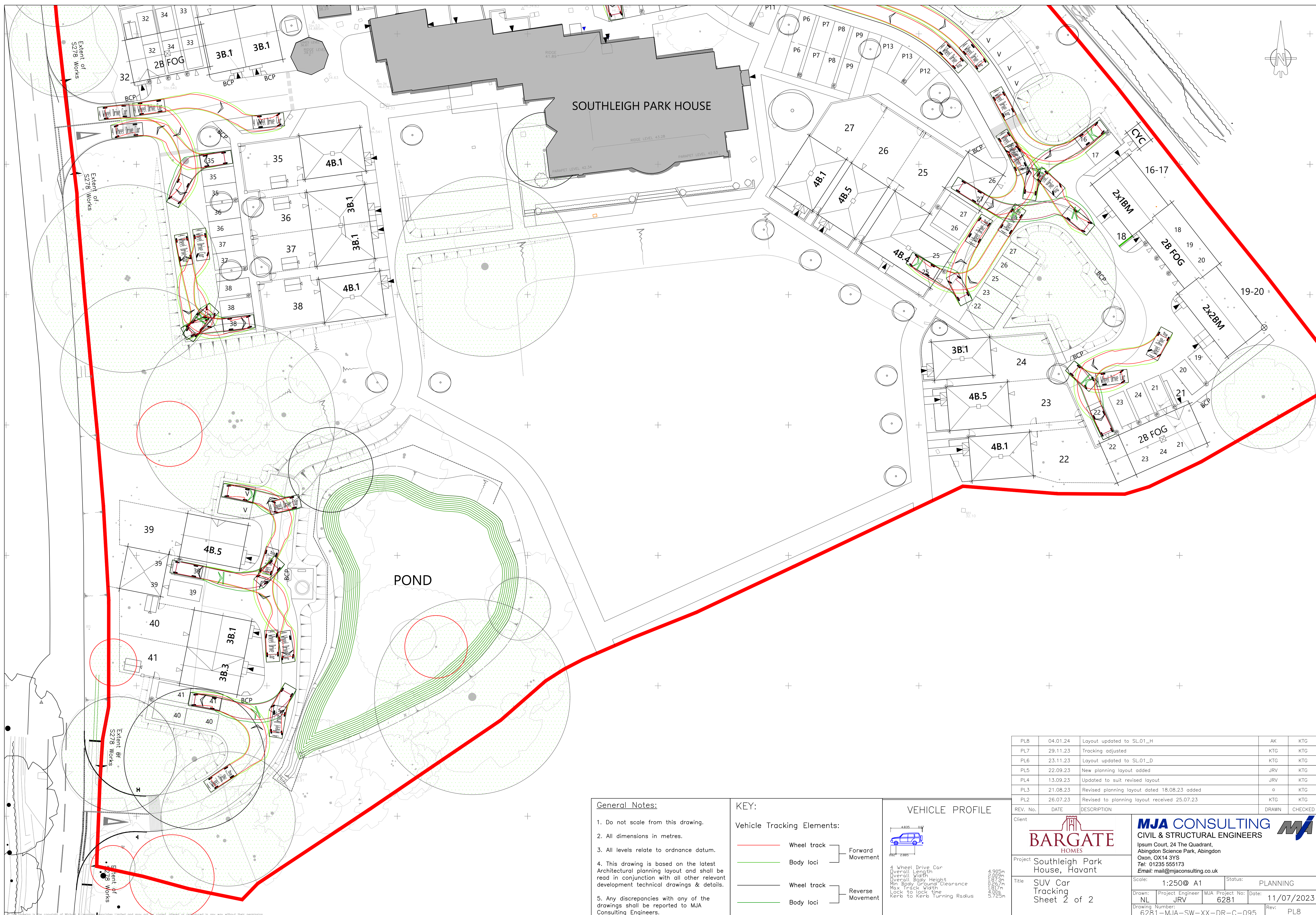
MJA CONSULTING
CIVIL & STRUCTURAL ENGINEERS
Ipsium Court, 24 The Quadrant,
Abingdon Science Park, Abingdon
Oxon, OX14 3YS
Tel: 01235 555173
Email: mail@mjaconsulting.co.uk

Scale: 1:250 @ A1 Status: PRELIMINARY

Drawn: WSR Project Engineer MJA Project No: 6281 Date: 09/2020

Drawing Number: 6281-MJA-SW-XX-DR-C-652 Rev: P8

Appendix D



PL8	04.01.24	Layout updated to SL01_H_H		AK	KTG
PL7	29.11.23	Tracking adjusted		KTG	KTG
PL6	23.11.23	Layout updated to SL01_D		KTG	KTG
PL5	22.09.23	New planning layout added		JRV	KTG
PL4	13.09.23	Updated to suit revised layout		JRV	KTG
PL3	21.08.23	Revised planning layout dated 18.08.23 added		a	KTG
PL2	26.07.23	Revised to planning layout received 25.07.23		KTG	KTG
REV. No.	DATE	DESCRIPTION		DRAWN	CHECKED
Client		 			
Project		Southleigh Park House, Havant Ipsom Court, 24 The Quadrant, Abingdon Science Park, Abingdon Oxon, OX14 3YS Tel: 01235 555173 Email: mail@mjaconsulting.co.uk			
Title		SUV Car Tracking Sheet 2 of 2 Scale: 1:250 @ A1 Status: PLANNING Drawn: NL Project Engineer JRV MJA Project No: 6281 Date: 11/07/2023 Drawing Number: 6281-MJA-SW-XX-DR-C-095 Rev: PL8			



General Notes:

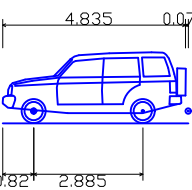
1. Do not scale from this drawing.
2. All dimensions in metres.
3. All levels relate to ordnance datum.
4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant development technical drawings & details.
5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineers.

KEY:

Vehicle Tracking Elements:

- Wheel track } Forward Movement
- Body loci }
- Wheel track } Reverse Movement
- Body loci }

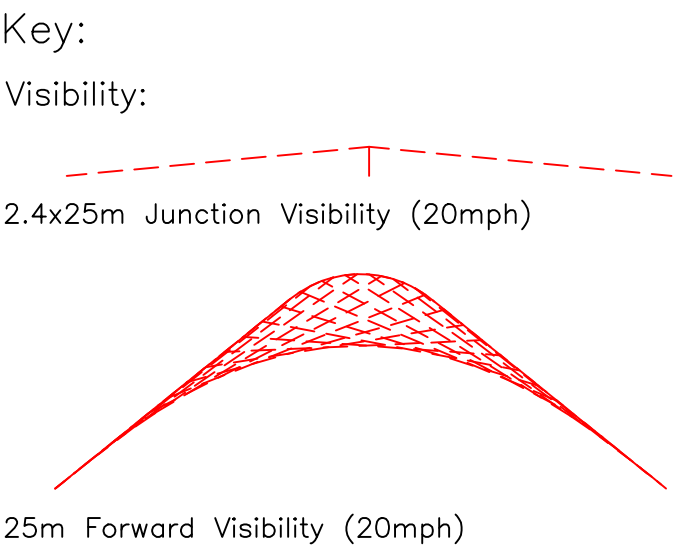
VEHICLE PROFILE



4 Wheel Drive Car
Overall Length 4.835m
Overall Width 1.873m
Overall Body Height 1.873m
Min Body Ground Clearance 0.267m
Max Track Width 1.817m
Lock to lock time 4.00s
Kerb to kerb Turning Radius 5.725m

PL8	04.01.24	Layout updated to SL01_H	AK	KTG
PL7	29.11.23	Tracking adjusted	KTG	KTG
PL6	23.11.23	Layout updated to SL01_D	KTG	KTG
PL5	22.09.23	New planning layout added	JRV	KTG
PL4	13.09.23	Updated to suit revised layout	JRV	KTG
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED
Client				
Project				
Title				
Scale: 1:250@ A1				
Status: PLANNING				
Drawn: NL				
Project Engineer: JRV				
MJA Project No: 6281				
Date: 11/07/2023				
Drawing Number: 6281-MJA-SW-XX-DR-C-094				
Rev: PL8				

Appendix E



- General Notes:
1. Do not scale from this drawing.
 2. All dimensions in metres.
 3. All levels relate to ordnance datum.
 4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant drawings.
 5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
 6. All finished floor levels are shown on the drawing for guidance only and may need to be adjusted on site. However there is to be no deviation without prior approval.

PL8	04.01.24	Layout updated to SL.01_H	AK	KTG
PL7	29.11.23	Layout updated to SL.01_E	KTG	KTG
PL6	23.11.23	Layout updated to SL.01_D	KTG	KTG
PL5	22.09.23	New planning layout added	JRV	KTG
PL4	13.09.23	Updated to suit revised layout	JRV	KTG
PL3	21.08.23	Revised planning layout dated 18.08.23 added	JPS	KTG
PL2	26.07.23	Revised to planning layout received 25.07.23	KTG	KTG
PL1	11.07.23	First issue	NL	JRV
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED

Client

BARGATE
HOMES

Project Southleigh Park House, Havant

Title Visibility and Road Dimensions

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Scale: 1:500@A2

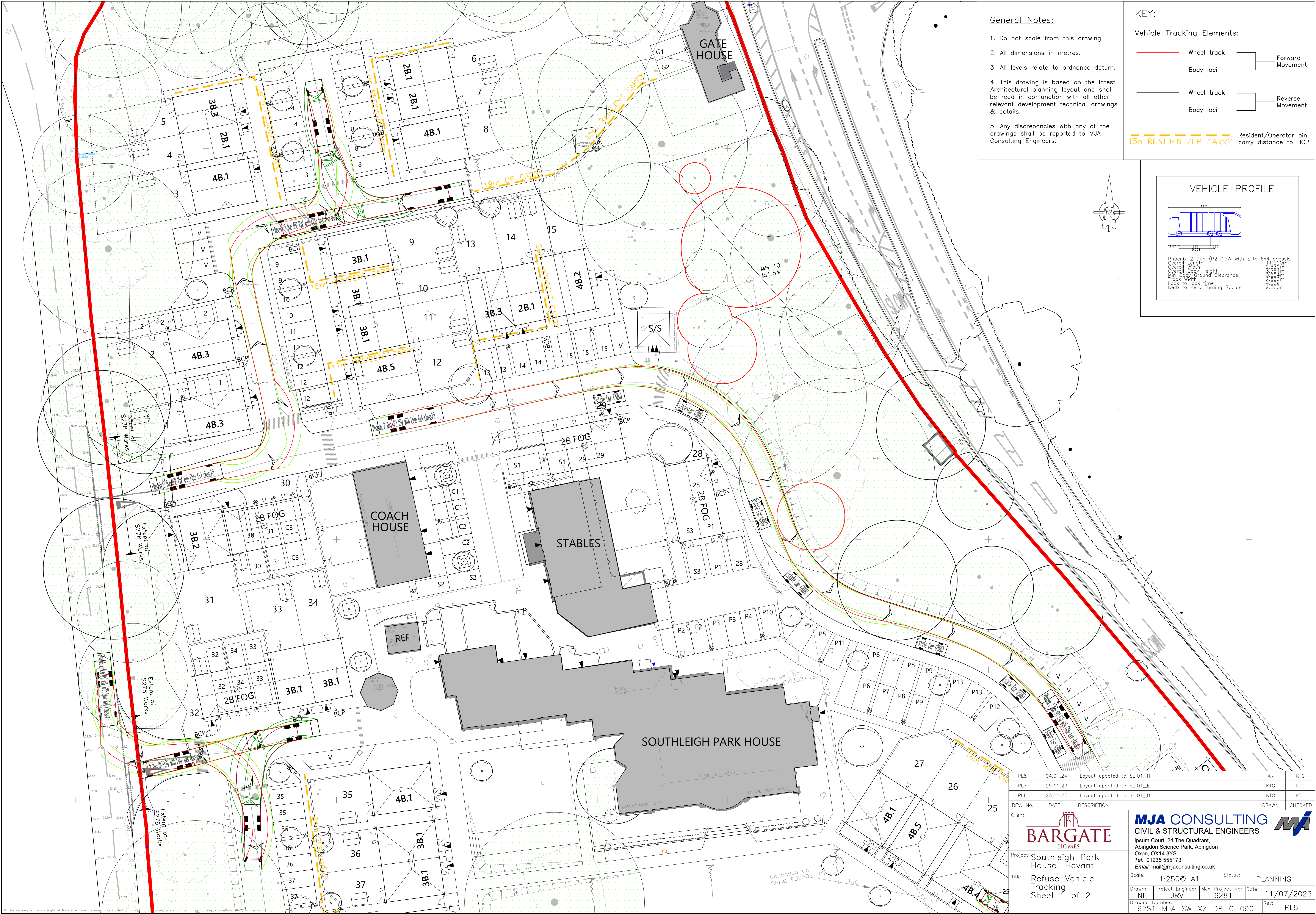
Status: PLANNING

Drawn: NL Project Engineer: JRV MJA Project No: 6281 Date: 11/07/2023

Drawing Number: 6281-MJA-SW-XX-DR-C-096

Rev: PL8

Appendix F

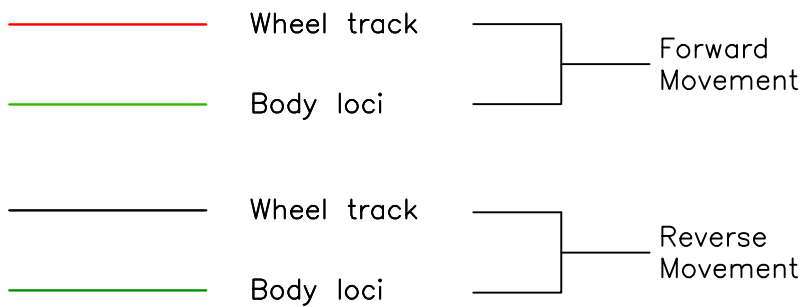


General Notes:

1. Do not scale from this drawing.
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3. All levels relate to ordnance datum.
4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant development technical drawings & details.
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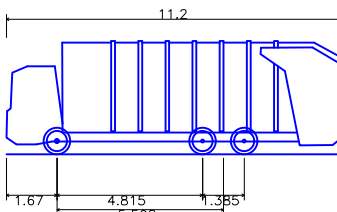
KEY:

Vehicle Tracking Elements:



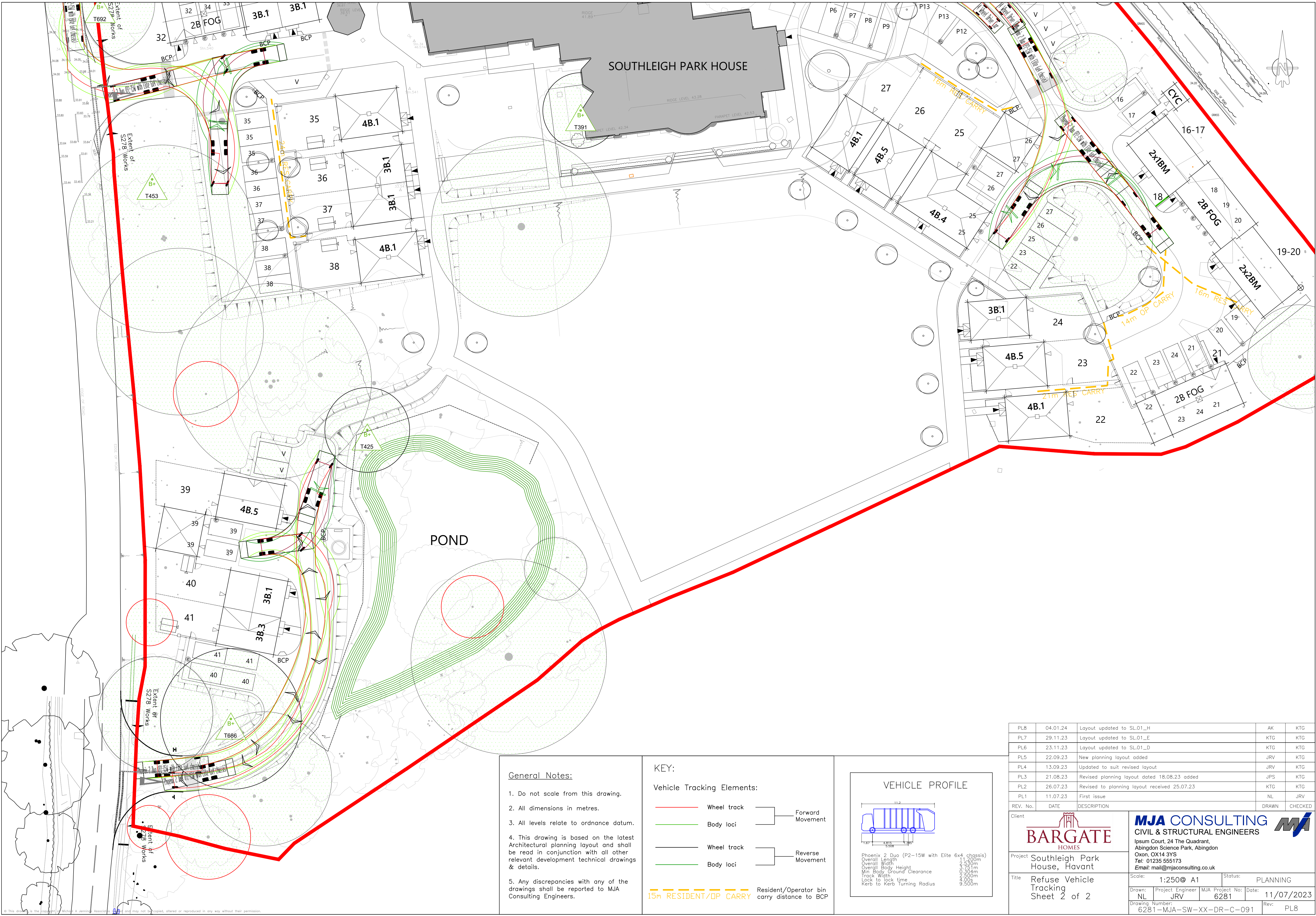
15m RESIDENT/OP CARRY Resident/Operator bin carry distance to BCP

VEHICLE PROFILE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 2.751m
Min Body Ground Clearance 0.504m
Track Width 2.500m
Lock to lock time 4.00m
Kerb to Kerb Turning Radius 9.500m

PL8	04.01.24	Layout updated to SL01_H	AK	KTG
PL7	29.11.23	Layout updated to SL01_E	KTG	KTG
PL6	23.11.23	Layout updated to SL01_D	KTG	KTG
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED
Client				
BARGATE HOMES				
Project Southleigh Park House, Havant				
Title Refuse Vehicle Tracking Sheet 1 of 2				
Scale:	1:250@ A1	Status:	PLANNING	
Drawn:	NL	Project Engineer:	MJA Project No:	Date: 11/07/2023
Drawing Number:	6281-MJA-SW-XX-DR-C-090	Rev:	PL8	



General Notes:

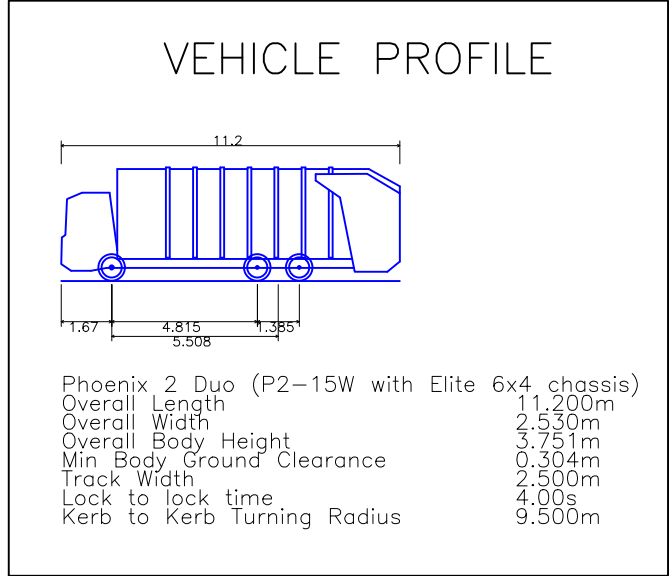
- Do not scale from this drawing.
- All dimensions in metres.
- All levels relate to ordnance datum.
- This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant development technical drawings & details.
- Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineers.

KEY:

Vehicle Tracking Elements:

	Wheel track		Forward Movement
	Body loci		
	Wheel track		Reverse Movement
	Body loci		

15m RESIDENT/OP CARRY Resident/Operator bin carry distance to BCP



PL8	04.01.24	Layout updated to SL01_H	AK	KTG
PL7	29.11.23	Layout updated to SL01_E	KTG	KTG
PL6	23.11.23	Layout updated to SL01_D	KTG	KTG
PL5	22.09.23	New planning layout added	JRV	KTG
PL4	13.09.23	Updated to suit revised layout	JRV	KTG
PL3	21.08.23	Revised planning layout dated 18.08.23 added	JPS	KTG
PL2	26.07.23	Revised to planning layout received 25.07.23	KTG	KTG
PL1	11.07.23	First issue	NL	JRV
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED
Client				
Project		Southleigh Park House, Havant		
Title		Refuse Vehicle Tracking Sheet 2 of 2		
Scale:		1:250@ A1	Status:	PLANNING
Drawn:		NL	Project Engineer	JRV
Drawing Number:		6281	MJA Project No:	6281
		6281-MJA-SW-XX-DR-C-091	Date:	11/07/2023
			Rev:	PL8

BARGATE HOMES

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 5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineers.

KEY:

Vehicle Tracking Elements:

	Wheel track		Forward Movement
	Body loci		
	Wheel track		Reverse Movement
	Body loci		

Key Distances:

For more information on Fire Safety please refer to Part B (B5) of the Building Regulations.

Fire service hose to reach to within 45m of all points inside dwellinghouse. Note – Pump appliance taken to primary access only, architect to check internal dimensions to ensure the maximum 45m distance is achievable.

A pump appliance should not have to reverse further than 20m to access a turning facility (Diagram 13.1 Part B5)

Shared private road;– Constructed to 12.5 min. tonne loadbearing capacity

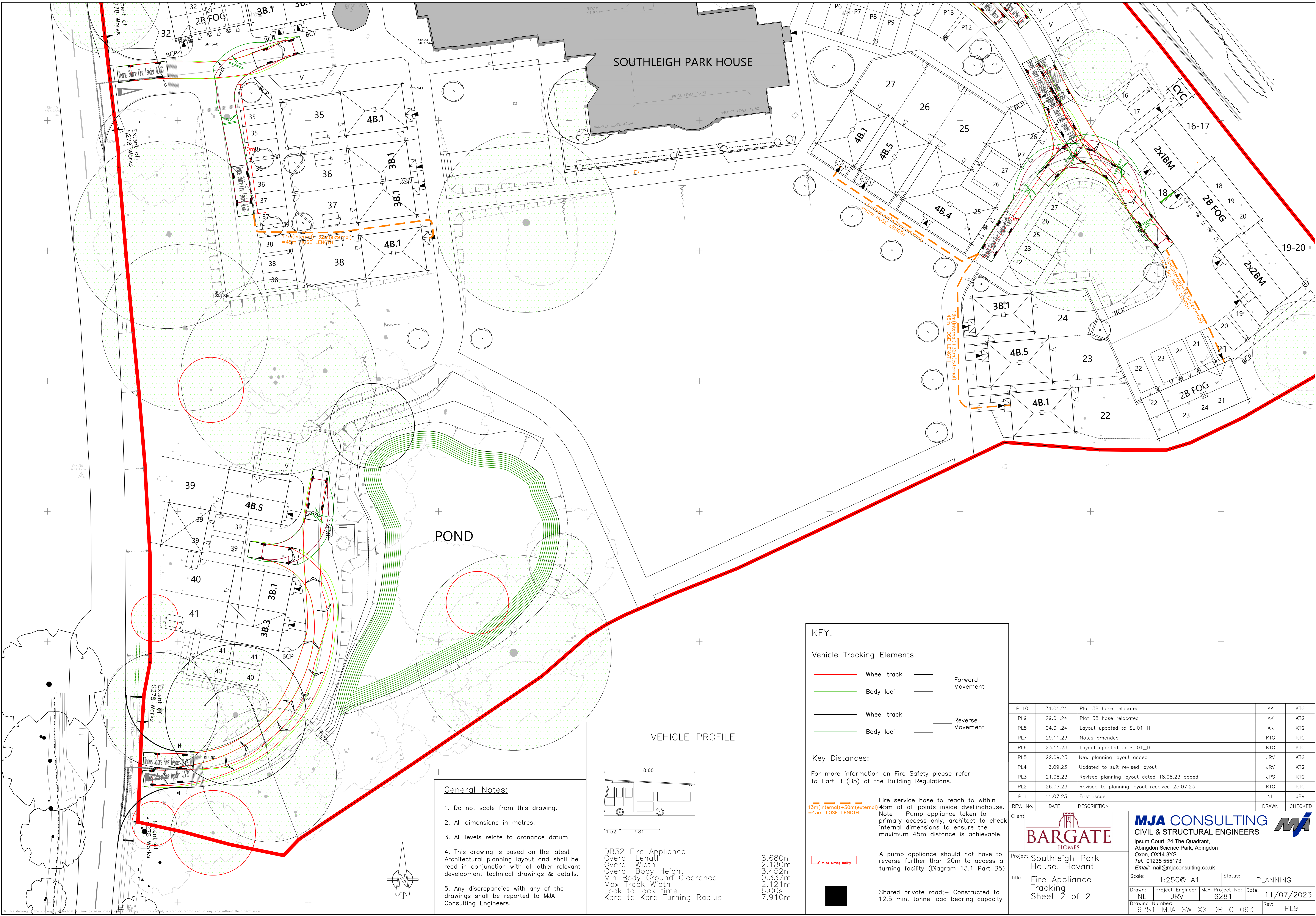
VEHICLE PROFILE

DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to kerb turning Radius 7.910m

PL8	04.01.24	Layout updated to SL01_H	AK	KTG
PL7	29.11.23	Notes amended	KTG	KTG
PL6	23.11.23	Layout updated to SL01_D	KTG	KTG
PL5	22.09.23	New planning layout added	JRV	KTG
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED
Client				
Project				
Title				
Scale: 1:250@ A1				
Status: PLANNING				
Drawn: NL				
Project Engineer: JRV				
MJA Project No: 6281				
Date: 11/07/2023				
Drawing Number: 6281-MJA-SW-XX-DR-C-092				
Rev: PL8				

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 - All levels relate to ordnance datum.
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 - Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineers.

VEHICLE PROFILE

DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

KEY:

Vehicle Tracking Elements:

- Wheel track (Red line)
- Body loci (Green line)

Forward Movement

Reverse Movement

Key Distances:

For more information on Fire Safety please refer to Part B (B5) of the Building Regulations.

Fire service hose to reach to within 45m of all points inside dwellinghouse. Note – Pump appliance taken to primary access only, architect to check internal dimensions to ensure the maximum 45m distance is achievable.

13m (internal) + 30m (external) = 43m HOSE LENGTH

X' m to turning facility

A pump appliance should not have to reverse further than 20m to access a turning facility (Diagram 13.1 Part B5)

Shared private road; – Constructed to 12.5 min. tonne load bearing capacity

PL10	31.01.24	Plot 38 hose relocated	AK	KTG
PL9	29.01.24	Plot 38 hose relocated	AK	KTG
PL8	04.01.24	Layout updated to SL01_H	AK	KTG
PL7	29.11.23	Notes amended	KTG	KTG
PL6	23.11.23	Layout updated to SL01_D	KTG	KTG
PL5	22.09.23	New planning layout added	JRV	KTG
PL4	13.09.23	Updated to suit revised layout	JRV	KTG
PL3	21.08.23	Revised planning layout dated 18.08.23 added	JPS	KTG
PL2	26.07.23	Revised to planning layout received 25.07.23	KTG	KTG
PL1	11.07.23	First issue	NL	JRV
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED
Client				
Project				
Title				
Scale: 1:250@ A1				
Status: PLANNING				
Drawn: NL				
Project Engineer: JRV				
MJA Project No: 6281				
Date: 11/07/2023				
Drawing Number: 6281-MJA-SW-XX-DR-C-093				
Rev: PL9				