



BARTONS ROAD, HAVANT

FRAMEWORK TRAVEL PLAN

July 2020

Fortitudo Ltd

MIXED USE DEVELOPMENT
BARTONS ROAD
HAVANT

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:		106.0019/FTP/2	
Status:	Original	Copy No:	-
	Name	Signature	Date
Prepared by:	Alex Stephenson		July 2020
Checked by:	Rob Hardyman		July 2020
Approved by:	Paul Basham		July 2020

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	27.07.20	AS	Updated cycle parking numbers	RH	RH

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018

fortitudo

 paulbasham
associates

Fortitudo Ltd
266 Sandbanks Road
Lilliput
Poole
BH14 8HA

The Bothy,
Cams Hall Estate,
Fareham,
Hampshire,
PO16 8UT

**MIXED USE DEVELOPMENT
BARTONS ROAD
HAVANT**

FRAMEWORK TRAVEL PLAN

Contents

1.	INTRODUCTION	2
2.	TRAVEL PLAN POLICY	4
3.	EXISTING CONDITIONS	5
4.	SITE ACCESSIBILITY	6
5.	PROPOSED DEVELOPMENT	10
6.	TRAVEL PLAN STRATEGY (RESIDENTIAL).....	11
7.	TRAVEL PLAN STRATEGY (DRIVE-THROUGHS).....	15
8.	SUMMARY AND CONCLUSIONS.....	17

Figures

Figure 1: Site Location Plan

Figure 2: Havant Cycle Map

Tables

Table 1: Travel Plan Objectives

Table 2: Department for Transport Annual Average Daily Traffic Flows (2018)

Table 3: Proximity of Local Amenities

Table 4: Summary of Local Bus Services

Table 5: 2011 Census 'Journey to Work' Data

Table 6: Modal Split Targets

Table 7: Indicative Action Plan

Table 8: Monitoring Strategy

Table 9: Indicative Action Plan (Drive-Throughs)

Appendices

Appendix A – Proposed Development Layout

1. INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Fortitudo Ltd to support a planning application for a mixed use development comprising 191 apartments, a drive-through fast-food restaurant (McDonald's) and a drive-through coffee shop (Costa Coffee), at the site of the former Scottish and Southern Energy (SSE) offices on Bartons Road, Havant.
- 1.2 The application site covers approximately 4.4 hectares in total and is located approximately 2km north of Havant Town Centre. The site location is identified within **Figure 1**.



Figure 1: Site Location Plan

- 1.3 To understand the potential highways opportunities and constraints, a site visit was undertaken on Monday 13th January 2020.

Framework Travel Plan Principles

- 1.4 A Travel Plan is a strategy for managing access demands to a development site by ensuring that the travel needs of its users are met by a range of modes of transport in order to:
- Reduce the impact of car travel
 - Support a reduced need to travel
 - Increase sustainable travel practices where appropriate and possible
- 1.5 For commercial reasons and to ensure adequate availability of on-site parking for customers, operators of fast-food and drive-through outlets already aggressively bear down on car travel by staff members, with a strong focus on encouraging sustainable travel.
- 1.6 Consequently, this FTP focuses principally on the residential component of the proposed development for which targets and monitoring are proposed as well as a range of measures to promote sustainable travel. A range of measures to promote sustainable travel are also proposed for the drive-throughs however there are no specific targets and no requirement for monitoring.
- 1.7 As such it can be considered that this Framework Travel Plan sets out the requirements for a full Travel Plan (TP) for the residential component of the proposed development but less onerous Travel Plan Statements (TPS) for each of the drive-throughs.

Travel Plan Objectives

- 1.8 In pursuit of reducing the impact of car travel, the need to travel by car, and increasing sustainable travel practices, this FTP will aim to achieve a number of objectives as set out in **Table 1**.

Objective Number	Objective
1	To support the development as a sustainable community.
2	To facilitate and encourage the use of sustainable travel modes in preference to the use of the private car.
3	Continually develop, implement, evaluate and review the progress of the Travel Plan.
4	To promote and improve awareness of the Travel Plan process to users of the site.

Table 1: Travel Plan Objectives

2. TRAVEL PLAN POLICY

National Planning Policy

- 2.1 The revised National Planning Policy Framework (NPPF) was adopted in February 2019 and acts as the central guidance for development planning, replacing all national planning policy guidance. The following NPPF paragraphs are relevant to this FTP:

- 2.2 NPPF Paragraph 102 states the following with regards to transport issues:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

- 2.3 NPPF Paragraph 103 concerns development being focused on locations that are deemed or can be made sustainable and states:

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

- 2.4 NPPF Paragraph 111 concerns the documents required to support a planning application and states:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3. EXISTING CONDITIONS

Existing Site

- 3.1 The proposed development site is brownfield land having previously accommodated the SSE regional headquarters including associated infrastructure such as access roads, parking and landscaping.
- 3.2 The site is located to the south of Bartons Road, east of Petersfield Road, north of Martin Road, and west of Havant and Waterlooville Football Club.

Traffic Flows

- 3.3 The Annual Average Daily Traffic (AADT) flows for the year 2017 have been obtained from a Department for Transport (DfT) site located on the B2149 Petersfield Road. While the traffic count is located approximately 1km south of the site, it provides a reasonable indication of traffic flows on the B2149 in the vicinity of the site and at the Bartons Road junction.
- 3.4 The DfT AADT flows are two-way and include a breakdown by vehicle type. These DfT AADT flows are shown in **Table 2**.

Site No.	Location	Pedal Cycles	M/Cs	Cars/ Taxis	Buses/ Coaches	LGVs	HGVs	All Vehicles
945157	B2149 north of New Road/ Park Road North/ Elmleigh Road roundabout	133	145	14311	217	2263	322	17259
		0.8%	0.8%	82.9%	1.3%	13.1%	1.9%	100.0%

Table 2: Department for Transport Annual Average Daily Traffic Flows (2018)

- 3.5 Approximately 17,000 vehicles use the B2149 per day with approximately 83% of those vehicles being cars or taxis.

4. SITE ACCESSIBILITY

Pedestrian Infrastructure

- 4.1 The site benefits from a good level of pedestrian infrastructure in the vicinity. To the north of the site pedestrian crossings are provided at the Petersfield Road/ Bartons Road junction connecting to Billy Lawn Avenue, while to the south of the site a subway is provided underneath Petersfield Road connecting Martin Road to Stockheath Road. This existing infrastructure is shown by **Photograph 1** and **Photograph 2**.



Photograph 1: Petersfield Road Pedestrian Crossing



Photograph 2: Petersfield Road Subway

Cycle Infrastructure

- 4.2 The site also benefits from a good level of cycle infrastructure including National Cycle Network (NCN) Route 22 which runs adjacent to its western perimeter and provides a direct link between the site and Havant Town Centre via stretches of dedicated off-street cycleways and quieter roads. Once completed the route will link London to Portsmouth. Examples of the Route NCN 22 adjacent to the site is demonstrated in **Photographs 3** and **Photograph 4**.



Photograph 3: Route NCN 22 Northbound



Photograph 4: Route NCN 22 Southbound

4.3 A map of local cycle routes is shown by **Figure 2**.

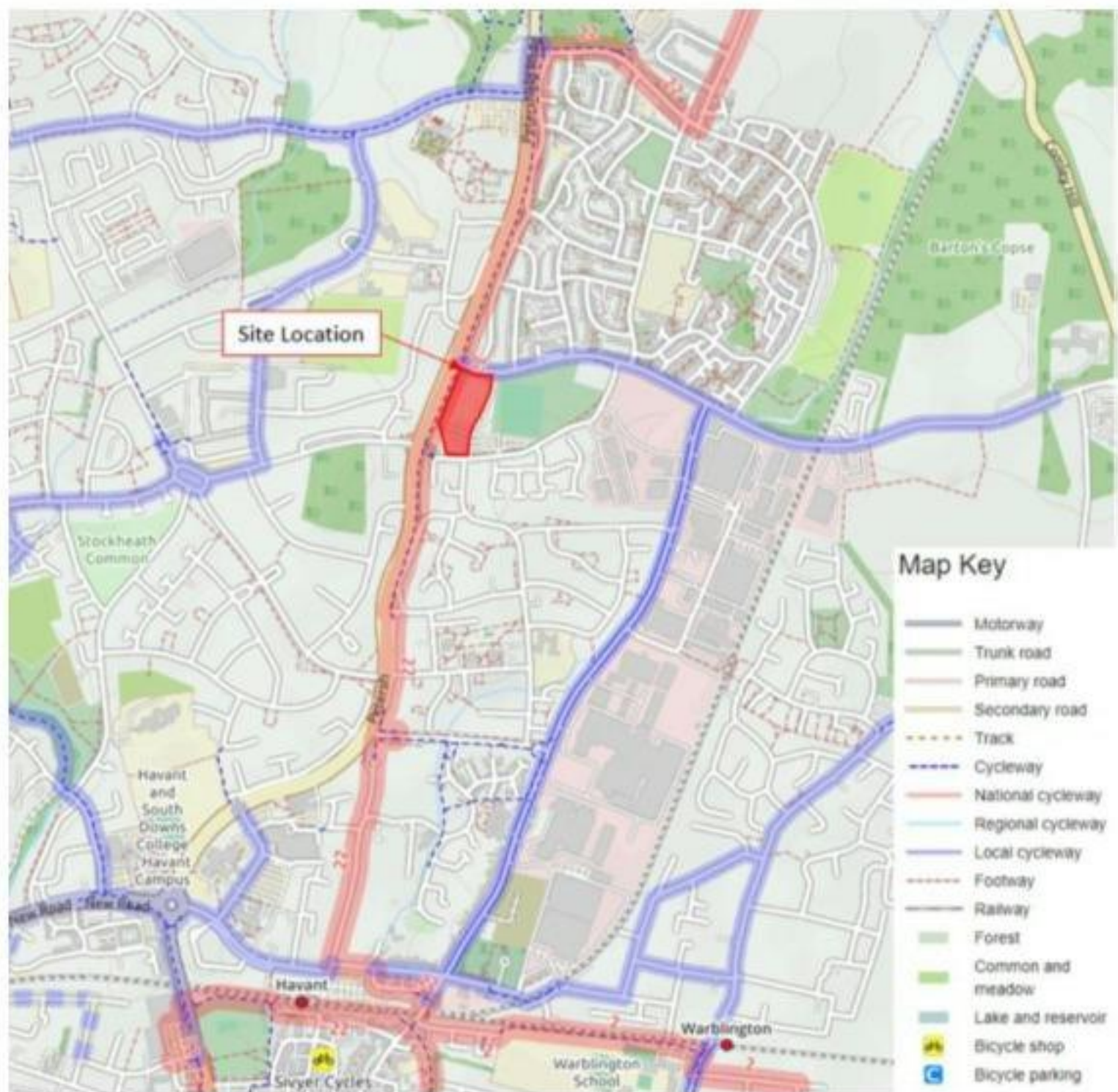


Figure 2: Havant Cycle Map

Accessibility Criteria

4.4 Based on data contained within the National Travel Survey and design guidance contained in the Design Manual for Roads and Bridges, the following distances are considered suitable for walking and cycling:

- 1.6km – a distance where most people will walk – the National Travel Survey identifies that for journeys less than one mile, circa 81% will be made on foot
- 3.2km – a distance where walking is a realistic alternative to car use and where some people are still prepared to walk – the National Travel Survey identifies that for journeys between one and two miles, circa 30% will be made on foot
- 8km – national design guidance in the Design Manual for Roads and Bridges (DMRB) identifies that this is a distance where cycling is used for accessing destinations including educational facilities, shops and places of work although cycling can be used for much longer journeys

Walking and Cycling Distances

4.5 The proposed development site is located c.2km north of Havant Town Centre with the site's proximity to existing local amenities and pedestrian and cycle networks presenting an excellent opportunity to encourage the use of sustainable transport. A summary of the proximity of local amenities from the proposed development site is shown by **Table 3**.

Amenity	Distance	Walking Time (minutes)	Cycle Time (minutes)
Bus Stops (Forests Avenue)	150m	2	1
Public House	400m	5	2
Local Supermarket	450m	6	2
Bus Stops (Liam Close)	450m	6	2
Primary School	550m	7	2
Local Centre (Leigh Park)	700m	9	3
Supermarket	700m	9	3
Pharmacy	850m	10	3
Community Centre	900m	11	3
Dentist	950m	12	3
Library	950m	12	3
Secondary School	1.1km	15	6
Doctors Surgery	1.6km	19	6
Leisure Centre	1.6km	19	6
Train Station (Havant)	1.9km	24	8
Town Centre (Havant)	2.0km	26	8

Table 3: Proximity of Local Amenities

4.6 The site is evidently in an accessible location. With many local amenities only a short walk or cycle away the site provides a good opportunity to promote sustainable travel. Leigh Park Local Centre, in particular, provides a range of facilities and is situated c.700m west (9 minute walk/ 3 minute cycle) from the site.

- 4.7 In terms of the proposed drive-through uses, the site is located within a suitable walking and cycling distance of residential areas comprising Havant and Leigh Park. Customers and staff accessing these uses will therefore not be reliant upon car travel, particularly when taking into consideration the excellent walking and cycling facilities within the vicinity of the site.

Bus Services

- 4.8 The site is well located for bus accessibility with the 'Liam Close' bus stops located c.200m walking distance from the site on St Albans Road. Frequent bus services to/from Havant and Portsmouth are accessed at these bus stops, connecting the site to Havant Town Centre, Havant Railway Station and destinations within Portsmouth.
- 4.9 A summary of local bus services is shown by **Table 4**.

Service	Route	Frequency		
		Monday - Friday	Saturday	Sunday
20	Havant - Portsmouth - The Hard	30 minutes	30 minutes	No service
21	Havant - Portsmouth	10 minutes	10 minutes	20 minutes
621	Havant Bus Station - Portsmouth College	08:49	No service	No service

Table 4: Summary of Local Bus Services

Rail Services

- 4.10 Havant Railway Station is located 1.9km south (8 minute cycle/ 10 minute bus) of the proposed development site. The station is equipped with 92 cycle storage spaces, a manned ticket office, customer help points and CCTV.
- 4.11 Havant Railway Station provides direct access to destinations including Portsmouth Harbour, Southampton Central, Brighton, London Waterloo and London Victoria. A journey to Portsmouth Harbour operates 4/5 times an hour and takes approximately 15 minutes. Trains to London Waterloo typically operate 3 times an hour and take approximately 80 minutes. Trains to Southampton Central, Brighton and London Victoria typically operate twice an hour and take approximately 40, 65 and 105 minutes respectively.

Accessibility Summary

- 4.12 The site is considered to be accessible by walking, cycling and public transport and therefore provides the choice of sustainable travel options for site users.

5. PROPOSED DEVELOPMENT

Accommodation Schedule

- 5.1 The proposed mixed-use development comprises 191 apartments, a drive-through fast-food restaurant (McDonald's) and a drive-through coffee shop (Costa Coffee).
- 5.2 The proposed accommodation schedule is as follows:
- 168 one-bed apartments
 - 23 two-bed apartments
- 5.3 The proposed development layout is included at **Appendix A**.

Access Arrangements

- 5.4 The proposed development will be accessed from Bartons Road via the existing priority junction access, and from Martins Road via a new priority junction access.

Parking - Apartments

- 5.5 The apartments will be provided with 182 car parking spaces at an approximate ratio of one parking space per apartment.
- 5.6 The proposed development will provide 245 cycle parking spaces at an approximate ratio of 1.28 spaces per apartment.

Parking – Drive-Throughs

- 5.7 The McDonald's site will provide 23 car parking spaces and 40 cycle parking spaces.
- 5.8 The Costa Coffee site will provide 11 car parking spaces and 12 cycle parking spaces.

6. TRAVEL PLAN STRATEGY (RESIDENTIAL)

- 6.1 This section relates to the residential component of the proposed development with a strategy for the drive-throughs set out in the following section.

Indicative Baseline Modal Split

- 6.2 The main objective of the TP for the residential component will be to encourage residents and visitors to use sustainable modes of travel when travelling to and from the site. In order to establish the indicative baseline modal split of trips generated by the site, the 2011 Census 'Journey to Work' Data for 'Havant 009E' has been used. The data set QS701EW has been assessed to determine the likely modal split of the proposed site. The anticipated modal split for residents is outlined in **Table 5**.

Mode of Travel	Percentage
Single Occupancy Vehicle	59%
Walk	10%
Bus	10%
Passenger in Vehicle	10%
Cycle	5%
Train	3%
Work from Home	2%
Other	1%

Table 5: 2011 Census 'Journey to Work' Data

- 6.3 In the vicinity of the site currently 59% of commuting trips are undertaken in a private vehicle without passengers, with 10% of trips undertaken as a passenger. Walking and bus travel constitute the next most popular modes of travel both accounting for 10% of trips each. Cycling accounts for 5%, train accounts for 3% and 1% travel by other means. Additionally, 2% of residents work from home and therefore do not commute to work. The data therefore indicates that sustainable modes of transport such as car share, walking and public transport are already popular making up over a third of all trips.

Targets

- 6.4 SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets are proposed to be met over a time period of 5 years after 100% occupation. These targets inform the measures and monitoring strategy and the Action Plan. Overall a 10% modal shift away from single occupancy vehicle trips is sought through the implementation of the TP. Modal split targets are demonstrated in

Table 6.

Target	Baseline Modal Share (Year 0)	Target	Modal Share Target (Year 5)
Single Occupancy Vehicle	59%	-10%	49%

Table 6: Modal Split Targets

- 6.5 The baseline modal split will be confirmed through a TRICS Standard Assessment Methodology (SAM) survey undertaken at 100% occupancy of the site. The survey will help establish accurate site-specific baseline travel patterns for the development which are anticipated to be similar to those outlined by the 2011 Census data above. The baseline modal split and associated targets will be updated following this baseline survey.

Travel Plan Coordinator

- 6.6 The TP for the apartments will be managed and implemented by a Travel Plan Coordinator (TPC) who will be appointed by the developer and will be responsible for implementing the measures and monitoring their impact.

Travel Plan Measures

- 6.7 In order to meet the aims and objectives of the TP, a number of measures will be implemented to encourage habitual sustainable travel practices for all site users.

Hard Measures

- 6.8 The following hard measures would be completed prior to occupation and maintained thereafter:
- Pedestrian and cycle access points from Bartons Road and Martin Road
 - On-site pedestrian and cycle routes
 - On-site cycle stores with space for 245 bikes
- 6.9 Maintenance of the on-site facilities will be the responsibility of the Management Company.

Welcome Pack

- 6.10 Each household will also be provided with a Welcome Pack upon moving in. This pack will promote sustainable modes of travel and include:
- Contact details of the TPC and/or Management Company
 - An accessibility map including walking and cycling routes
 - A bus routes map
 - Relevant walking, cycling and public transport links
 - Promotional material advertising the benefits of sustainable travel
- 6.11 Distribution of the Welcome Pack will be the responsibility of the TPC.

Walking and Cycling Measures

- 6.12 Walking and cycling will be promoted to staff and visitors through a combination of:
- Providing information on smartphone apps such as 'Map My Ride', 'Walk4Life' and 'Bike It!'
 - Email updates to promote local and national campaigns and events
 - Email updates on any changes to local travel infrastructure
- 6.13 Implementation of the walking and cycling measures will be the responsibility of the TPC.

Modal Measures: Public Transport

- 6.14 Public transport will be promoted to staff and visitors through a combination of:
- Promotion of the 20 and 21 bus services as an attractive travel option
 - Assistance with purchasing tickets on the Yellow Buses app
 - Email updates on any changes to bus maps, timetables and fares
- 6.15 Implementation of the public transport measures will be the responsibility of the TPC.

Car Sharing Measures

- 6.16 Car sharing will be promoted to residents through a combination of:
- Providing links to relevant car sharing webpages
 - Periodical emails to understand potential uptake from residents
 - Co-ordination to match drivers
- 6.17 Implementation of the car sharing measures will be the responsibility of the TPC.

Action Plan

- 6.18 An indicative Action Plan for implementation of the Travel Plan has been prepared. This indicative Action Plan is shown by **Table 7**.

Action	Timescale
Travel Plan Management	
Appoint TPC	Prior to opening
Ensure physical/hard measures have been implemented	Prior to opening
Prepare and distribute TP Welcome Packs	At opening
Circulate periodical emails to residents on relevant travel updates	Ongoing
Walking and Cycling	
Maintain on-site walking and cycling facilities	Ongoing
Provide information on relevant smartphone apps	Ongoing
Email updates to promote local and national campaigns and events	Ongoing
Email updates on any changes to local travel infrastructure	Ongoing
Public Transport	
Promotion of the 20 and 21 bus services as an attractive travel option	Ongoing
Provide assistance with purchasing tickets through the Yellow Buses app	Ongoing
Email updates on any changes to bus maps, timetables and fares	Ongoing
Car Sharing	
Provide links to relevant car sharing webpages	Ongoing
Periodical emails to understand potential uptake from residents	Ongoing
Co-ordination to match drivers	Ongoing

Table 7: Indicative Action Plan

Monitoring

- 6.19 It is intended that the TP will be monitored for a 5-year period with monitoring reports compiled by the TPC at 1, 3 and 5 years. The monitoring reports from the 3rd and 5th year will include the results of TRICS SAM surveys. The monitoring measures and the respective years of implementation are shown in **Table 8**.

Start of Year 1	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Baseline TRICS SAM Survey	TRICS SAM Survey	-	TRICS SAM Survey	-	TRICS SAM Survey

Table 8: Monitoring Strategy

- 6.5 The results of each survey will be used to inform and adjust targets if necessary and act as a trigger to introduce new measures if targets are not on course to be met.

Community Embedding and Handover

- 7.8 If there is interest from a resident or community group to continue the TP beyond its five-year period then this will be enabled with a handover strategy.

7. TRAVEL PLAN STRATEGY (DRIVE-THROUGHS)

7.1 This section relates to the drive-throughs and sets out the strategy for their respective TPS.

Travel Plan Statement Coordinator

7.2 The TPS for each drive-through will be managed and implemented by the respective Store Managers who will be responsible for implementing the measures.

Travel Plan Statement Measures

7.3 In order to meet the aims and objectives of the TPS, a number of measures will be implemented to encourage habitual sustainable travel practices for all site users.

Hard Measures

7.4 The following hard measures would be completed prior to occupation and maintained thereafter:

- Pedestrian and cycle access points from Bartons Road
- On-site pedestrian and cycle routes
- On-site cycle stores

7.5 Maintenance of the on-site facilities will be the responsibility of the Store Manager.

Staff Induction

7.6 Upon induction staff will be made aware that they will not be allowed to park on site if they live within 2km of the site or within 1km of a bus route serving the site, with exceptions only for genuine need.

7.7 Staff will be made aware of their travel options including walking, cycling and bus routes as well as the on-site cycle facilities.

7.8 Staff induction will be the responsibility of the Store Manager.

Personalised Travel Planning

7.9 Personalised Travel Planning will be provided to each staff member to assist them with any travel queries or issues and ensure that they are able to travel to and from the site by sustainable modes.

7.10 Personalised Travel Planning will be the responsibility of the Store Manager.

Action Plan

- 7.11 An indicative Action Plan for implementation of the Travel Plan Statement has been prepared. This indicative Action Plan is shown by Table 9: Indicative Action Plan (Drive-Throughs)**Table 9.**

Action	Timescale
Travel Plan Management	
Brief Store Manager on their TPC role	Prior to opening
Ensure physical/hard measures have been implemented	Prior to opening
Conduct staff inductions as per the Travel Plan Statement	Ongoing
Personalised Travel Planning for staff	Ongoing

Table 9: Indicative Action Plan (Drive-Throughs)

Monitoring

- 7.12 The Travel Plan Statement will be monitored on an informal basis by the Store Manager however there is no requirement for formal monitoring or surveys.

Community Embedding and Handover

- 7.13 There is a commercial imperative for the drive-throughs to bear down on car travel by staff members therefore the Travel Plan Statement will in effect continue in perpetuity on an informal basis.

8. SUMMARY AND CONCLUSIONS

- 8.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Fortitudo Ltd to support a planning application for a mixed use development comprising 191 apartments, a drive-through fast-food restaurant (McDonald's) and a drive-through coffee shop (Costa Coffee), at the site of the former Scottish and Southern Energy (SSE) offices on Bartons Road, Havant.
- 8.2 This FTP focuses principally on the residential component of the proposed development for which targets and monitoring are proposed as well as a range of measures to promote sustainable travel. A range of measures to promote sustainable travel are also proposed for the drive-throughs however there are no specific targets and no requirement for monitoring.
- 8.3 As such it can be considered that this Framework Travel Plan sets out the requirements for a full Travel Plan (TP) for the residential component of the proposed development but two less onerous Travel Plan Statements (TPS) for each of the drive-throughs.
- 8.4 The site is considered to be accessible by walking, cycling and public transport and therefore provides the choice of sustainable travel options for site users.
- 8.5 The target of the FTP is to increase the proportion of trips made by sustainable modes of travel, and decrease the proportion of single occupancy car trips, for users travelling to and from the site. As such a range of measures are proposed to support sustainable travel and a target for modal shift has been identified for the residential component including a monitoring strategy.
- 8.6 The FTP sets out the responsible parties for delivering each measure and includes Action Plans setting out how the FTP will be implemented.

Appendix A

- NOTES
- 1 The contents of this drawing are copyright.
 - 2 Scaled drawings for planning purposes only.
 - 3 Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
 - 4 All flat roofs to be fitted with a man safe system.
 - 5 Please note a domestic sprinkler system may be required.
 - 6 Fixed shut fire safety glass windows may be required where windows are in close proximity to boundaries (subject to building regulations).



ORANGE/DASH LINE INDICATES APPROXIMATE LOCATION OF FOUR WATER DRAINAGE (SUBJECT TO FULL DRAINAGE SURVEY TO BE CARRIED OUT BY DEVELOPER)

BLUE DASH LINE INDICATES APPROXIMATE LOCATION OF SURFACE WATER DRAINAGE (SUBJECT TO FULL DRAINAGE SURVEY BEING CARRIED OUT BY DEVELOPER)

El Sul LEGEND

- SITE BOUNDARY
- PROPOSED PLANTING
- EXISTING TREES TO BE RETAINED

SITE AREA: 1.671 HECTARES / 4.130 ACRES			
PARKING SPACES = 182			
EXISTING GIA - N/A			
PROPOSED GIA - 11,427.3 SQM / 123,003 SQFT			
No.	Revision.	date	by

PROPOSED DEVELOPMENT,
BARTONS ROAD,
HAVANT,
HAMPSHIRE,
PO9 5EY

SITE PLAN

scale	AS SHOWN @ A1	checked	//
date	DECEMBER 2019	drawn	WD

9303/100

ARC Architecture Ltd.

Chapel Studios, 14 Purewell,
Christchurch, Dorset, BH23 1EP

Tel: +44 (0) 1202 479919
E-mail: enquiries@andersrobertscheer.co.uk
Web: www.andersrobertscheer.co.uk

SITE PLAN: BASED ON TOPOGRAPHICAL SURVEY INFORMATION
SCALE 1:275

10m @ 1:100