

Jays Close

Basingstoke



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1 Project Information

1.1 Project Information

Client Gregory Associates

1.2 Project Details

Project Name Jays Close

Location Basingstoke

Jubb Project Number 23191

1.3 Report Details

Version 3

Status Issue

Date June 2023

1.4 Project Authorisation

ISSUE HISTORY:

Version	Date	Detail
1	26/05/2023	First Draft
2	08/06/2023	Issue
3	19/06/2023	Issue

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2 Introduction

2.1 Preamble

- 2.1.1 Jubb have been commissioned by Gregory Associates to provide highways and transportation advice in support of a variation of use application at Jays Close, Basingstoke.
- 2.1.2 Pre-application advice was sought from Basingstoke and Deane Borough Council (BDBC) on the proposals at Jays Close. BDBC provided a written response in March 2023 stating that:

'Any future planning application would need to be accompanied by a Transport Statement which assesses the potential traffic generation of the proposed use'.

- 2.1.3 The full pre-application response from Basingstoke and Deane Borough Council is attached at **Appendix A**.
- 2.1.4 The site currently comprises of three warehouse units with permission for B1c, B2 use and B8 use with accompanying A3 units. Planning permission was granted under planning reference **21/02881/ROC** and **19/02725/FUL** and included the construction of 3 warehouse units (one Class B1, B2 and B8 unit and two Class A3 units).
- 2.1.5 Planning permission is being sought for the change of use of Unit 1 to sui generis and the construction of the necessary infrastructure including; tanker offloading shelter, bulk acid storage, fume scrubber, driver welfare room, control room, associated pipework, and modifications to internal layout.

2.2 Scope of Report

- 2.2.1 This TS examines the transport and highways matters pertinent to the site, and in doing so demonstrates the suitability of the Unit 1 for sui generis use.
- 2.2.2 The structure of the TS is as follows:

- | | |
|------------------|---|
| Section 3 | Provides a review of national and local planning policies and guidance relevant to the proposed development; |
| Section 4 | Sets out the existing situation of the site, including the location of the site, an accessibility audit, a description of the highway network, a review of highway safety and an assessment of the existing performance of the highway network; |
| Section 5 | Outlines the development proposals, including the parking and access arrangements for vehicles, pedestrians and cyclists; |
| Section 6 | Sets out the methodology for the assessment of the highway network, including a comparison of the existing trip generation with that of the forecast trip generation of the potential sui generis land use. |

- 2.2.3 This TS demonstrates that the proposed development is not forecast to have a material impact on the surrounding highway network and that the site is suitably located to be accessed by sustainable modes.
- 2.2.4 Considering there would be no change to the GFA of Unit 1, it is anticipated that that the forecast trip generation associated with the proposals would be very similar to the existing trip generation. As such, the proposals would not result in a material impact on the surrounding highway network.
- 2.2.5 As such, it is considered that there are no highways or transport matters to prevent the proposals from being approved.

3 Transport Planning Policy

3.1 Introduction

3.1.1 This section outlines the national and local planning policies and guidance relevant to the proposed development. The following are set out:

- National Planning Policy Framework (2021);
- Travel Plans, Transport Assessments and Statements in Decision-Taking (2014);
- Basingstoke and Deane Local Plan (2016);
- Basingstoke Transport Strategy (2019);

3.2 National Planning Policy Framework

3.2.1 The *National Planning Policy Framework* (NPPF) was updated in 2021 and replaces the previous NPPF published in February 2019. The document sets out the Government's planning policies for England and how these should be applied.

3.2.2 The NPPF states that the "purpose of the planning system is to contribute to the achievement of sustainable development", which itself is defined as "meeting the needs of the present without compromising the ability of future generations to meet their own needs". The NPPF is based on a "presumption in favour of sustainable development", as detailed in paragraph 11.

3.2.3 The NPPF guides that transport issues should be considered at the earliest stage of development proposals. It is noted that "*the planning system should actively manage patterns of growth*", with significant development sited "*on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*", as detailed in paragraph 105. It is however noted that between rural and urban areas that opportunities to maximise sustainable transport solutions will vary, and that this should be considered in both plan-making and decision-taking.

3.2.4 Paragraph 110 of the NPPF notes that when considering development proposals, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved, for all users; and
- Any significant impacts from the development on the transport network, in terms of capacity and congestion, or on highway safety, can be acceptably mitigated in a cost-effective manner.

3.2.5 Crucially, paragraph 111 states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

3.3 Planning Practice Guidance

- 3.3.1 Published in 2014 and updated periodically, the Government's Planning Practice Guidance *Travel Plans, Transport Assessments and Statements in Decision-Taking* outlines the fundamental principles that form the basis of Travel Plans, Transport Assessments, and Transport Statements. The guidance states that producing these documents provides a means to assess, and mitigate, the negative transport impacts of development; in this way, sustainable development can be achieved.
- 3.3.2 The guidance also notes that Travel Plans, Transport Assessments, and Transport Statements are required for all developments that generate a significant amount of movements, and that the development of these is an iterative process, as each may influence the other.
- 3.3.3 The guidance sets out that whilst Travel Plans promote the implementation of sustainable travel into the planning process, Transport Assessments and Transport Statements assess the potential transport implications of developments and significantly whether the residual transport impacts of a proposed development are "severe".

3.4 Basingstoke and Deane Local Plan 2016

- 3.4.1 The Basingstoke and Deane Local Plan was adopted in May 2016 and covers the period between 2011 to 2029. The Local Plan is an overarching planning document that identifies where development will take place, how new jobs will be supported and how the environment of the borough will be protected and enhanced.
- 3.4.2 Importantly, Viables Business Park is mentioned in Policy EP1 which states the following:

Opportunities to develop the following key employment sectors will be supported:

e) Financial and business services in Basingstoke town centre and the established office locations of Basing View, Chineham Business Park (including Hampshire International Business Park) and Viables.

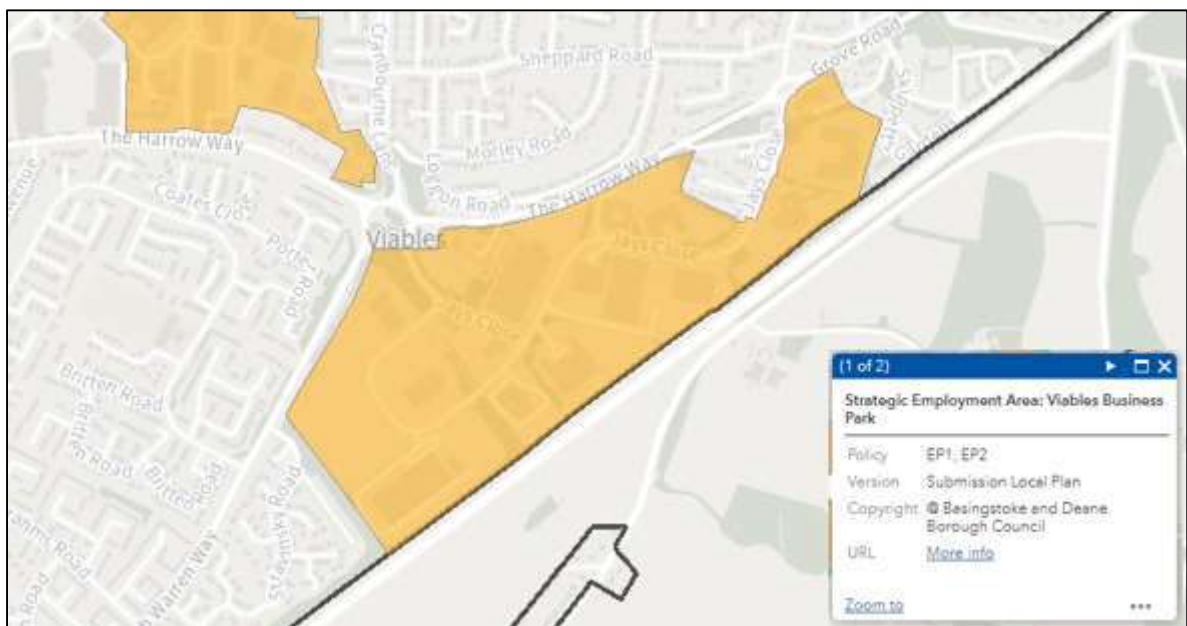


Figure 3.1 – Strategic Employment Area: Viables Business Park (Extract from Farnham Borough Council Policies Map)

3.5 Basingstoke Transport Strategy 2019

3.5.1 The Basingstoke Transport Strategy was published in July 2019 and sets out the vision, objectives, challenges and policy interventions relating to development of land in Basingstoke. The strategy covers the period up to 2029, to align with the current local plan.

3.5.2 It should be noted that employment and housing growth is regarded as 'Priority A' within the Transport Strategy Themes diagram as shown below:

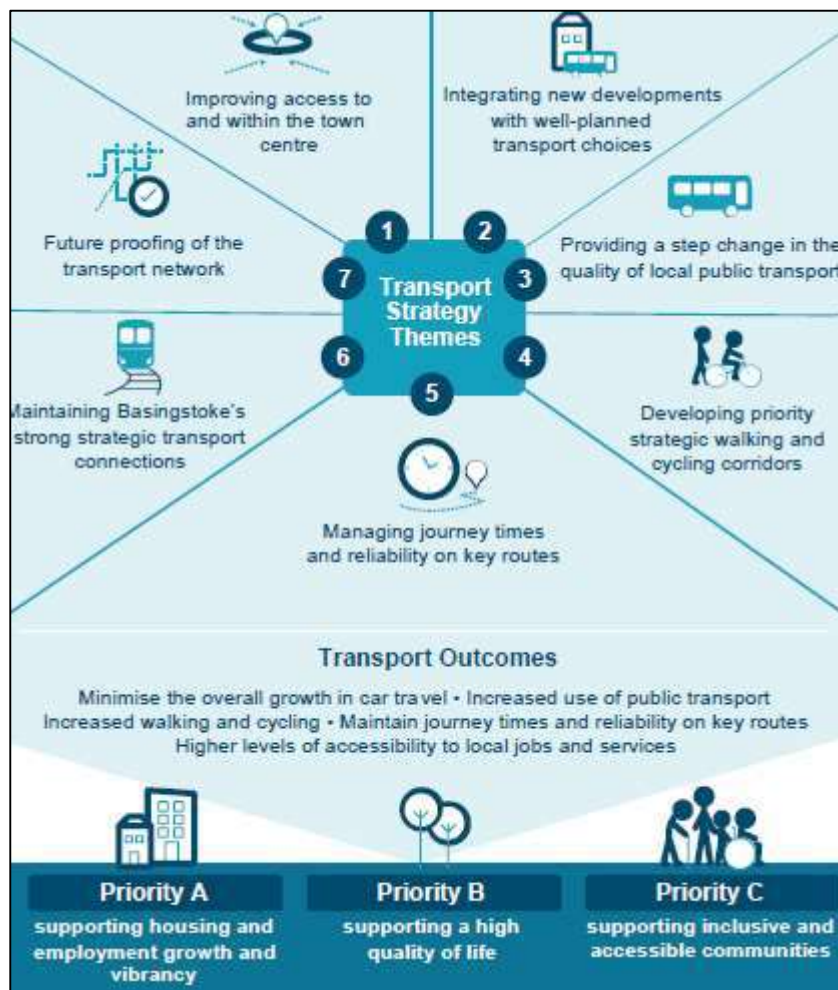


Figure 3.2 – Transport Strategy Themes (Extract from Basingstoke Transport Strategy)

3.6 Summary

3.6.1 In light of the context set out above in the review of relevant national and local policies and guidance, this TS will demonstrate the suitability of the site for warehouse development.

3.6.2 The core theme of sustainability is a common thread throughout these policies, not least the potential of sustainable travel modes, comprising walking, cycling and public transport, to replace the use of the private car for many short, local journeys.

4 Existing Conditions

4.1 Site Location

- 4.1.1 Basingstoke is a town located in the northern part of the borough of Basingstoke and Deane. Basingstoke lies approximately 24km west of Farnborough, 22km south of Reading and 28km east of Andover.
- 4.1.2 Locally, the town centre lies to the north of the M3, which forms part of the strategic road network and provides a strategic link between London and Southampton.
- 4.1.3 The site that forms part of the subject of this TS is located on the southern fringe of Basingstoke, approximately 2.3km south of the town centre.



Figure 4.1 – Site Location Plan

4.2 Local Facilities and Services

4.2.1 When considering the sustainability credentials of a site, the following are of importance:

- MfS guidance notes that 'walkable neighbourhoods' are typified by having a range of facilities within an 800m walk; and
- Institution of Highways and Transportation (IHT) guidance (*Guidelines for Providing for Journeys on Foot*, 2000) identifies 2km as the maximum suggested acceptable walking distance for pedestrians without a mobility impairment.

4.2.2 Indeed, the MfS guidance states that 'Walkable neighbourhoods are typically characterised by having a range of facilities with 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS 13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.

4.2.3 **Figure 4.2** below shows a non-exhaustive range of facilities and services that can be reached from the site within a 2km walk, reflecting the distance identified in IHT guidance as a 'preferred maximum' distance for walking. It should be noted that this walking isochrone is measured from the approximate centre of the site.

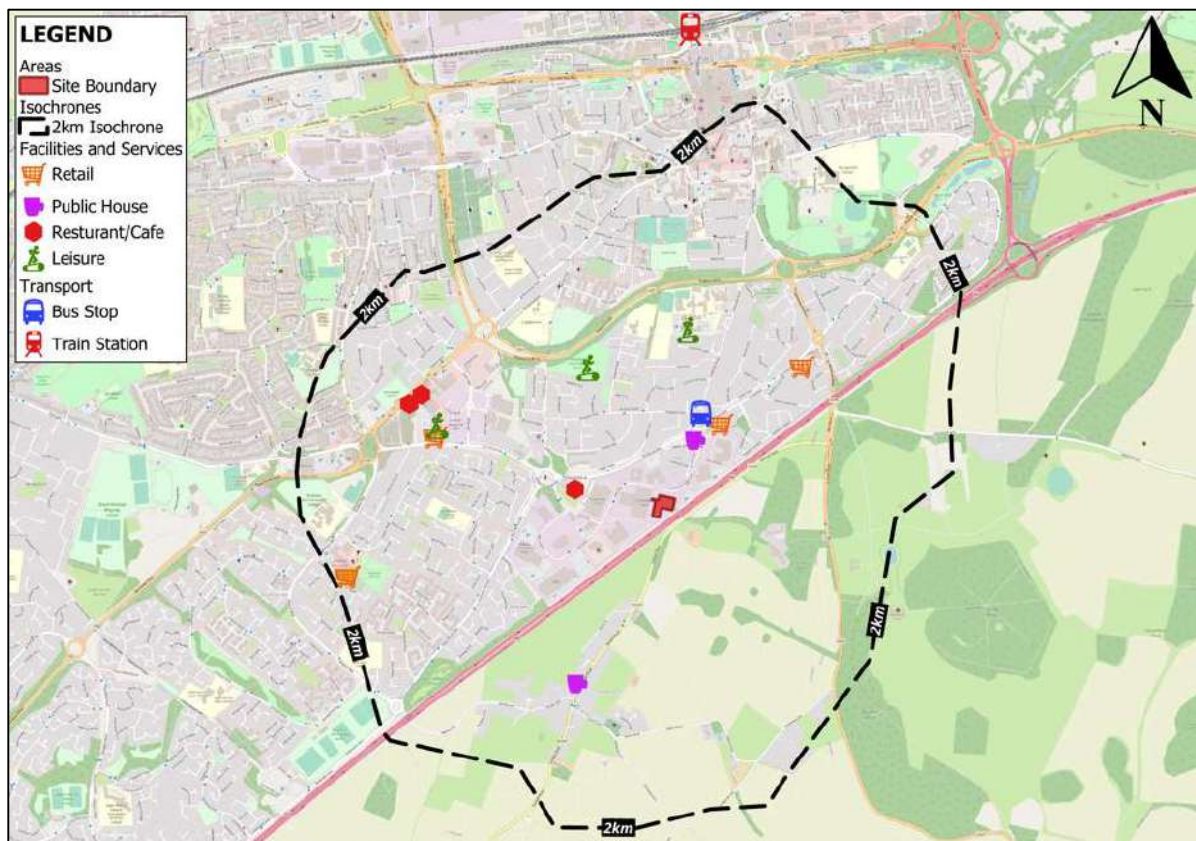


Figure 4.2 – Accessibility to the site

4.2.4 The distance and estimated journey times (for walking and cycling) from the site to the identified facilities and services are summarised in **Table 4.1** below.

4.2.5 These distances have been measured from the centre of the site and follow suitable routes. The estimated journey times are calculated based on a walking speed of 1.4 metres per second (abstracted from IHT, 2000) and a cycling speed of 4 metres per second.



Service/Facility	Location	Walking Distance (metres)	 (minutes)	 (minutes)
Convenience Stores				
M&S Simply Food (BP Garage)	Grove Road RG21 3HL	550m	7	2
Co-op Food (Texaco Garage)	Grove Road RG21 3AX	1.1km	14	5
Aldi	St Michaels Retail Park RG22 4AN	1.6km	20	6
Asda Superstore	Brighton Way RG22 4DH	2.0km	27	9
Public House				
The Golden Lion	Jays Close RG22 4BS	350m	4	1
The Jolly Farmer	Farleigh Road RG25 2JL	1.4km	17	6
Recreation				
The Gym Group	St Michaels Retail Park RG22 4AN	1.6km	20	6
QM Sports Centre	Cliddenden Road RG21 3HF	1km	12	4
Kingsmill Road Open Space	Kingsmill Road RG21 3LD	1.2km	15	5
Restaurants/ Cafes				
Parlour Tea Room	Harrow Way RG22 4BJ	900m	11	4
McDonald's	St Michaels Retail Park RG22 4AN	1.8km	22	7.5
Costa Coffee	St Michaels Retail Park RG22 4AZ	1.6km	20	6
Public Transport				
Golden Lion Bus Stop	Cliddenden Road, RG21 3HT	550m	7	2
Basingstoke Railway Station	Station Hill, RG21 5NB	2.7km	34	11

Table 4.1 – Distances to Services and Facilities

4.2.6 As such, there are a wide range of existing facilities, residential areas, and public transport connections within a reasonable walking distance of the site.

4.3 Pedestrian Accessibility

4.3.1 Walking is the primary mode of travel for local journeys and is widely-recognised as the most sustainable form of travel (IHT, 2000). As such, walking forms an important part of sustainable growth, with the NPPF guiding that opportunities to promote walking are identified and maximised.

4.3.2 Therefore, by locating development to minimise the need to travel, and to maximise the use of sustainable modes of transport, sustainable growth can be encouraged.

4.3.3 The site is linked to these offerings by way of the existing network of footways and footpaths that run through Basingstoke, with this network combining to create continuous routes to facilitate journeys to and from the site on foot. Typically, these routes provide surfaces of a reasonable quality, streetlights and crossing facilities.

4.3.4 There is an existing footway along the southern side of Jays Close, notably this footway would facilitate a connection between the site and the existing footway on Grove Road, and then to the wider footway network within Basingstoke.

4.4 Cyclist Accessibility

- 4.4.1 Cycling is also a highly sustainable mode of transport. Indeed, it is widely recognised that 5km cycling distance represents a ‘reasonable’ distance. This distance was originally identified in the now superseded *Planning Policy Guidance 13: Transport (2011)* as a distance within which cycling offers the greatest potential to replace car journeys. Whilst superseded in planning terms, this guidance is still widely considered as applicable to accessibility.
- 4.4.2 As shown in **Figure 4.3** below, the whole of the town on Basingstoke is within a 5km cycle of the site.
- 4.4.3 National Cycle Network (NCN) Route 23 lies immediately to the north of the site and provides a connection towards Basingstoke town centre to the north.

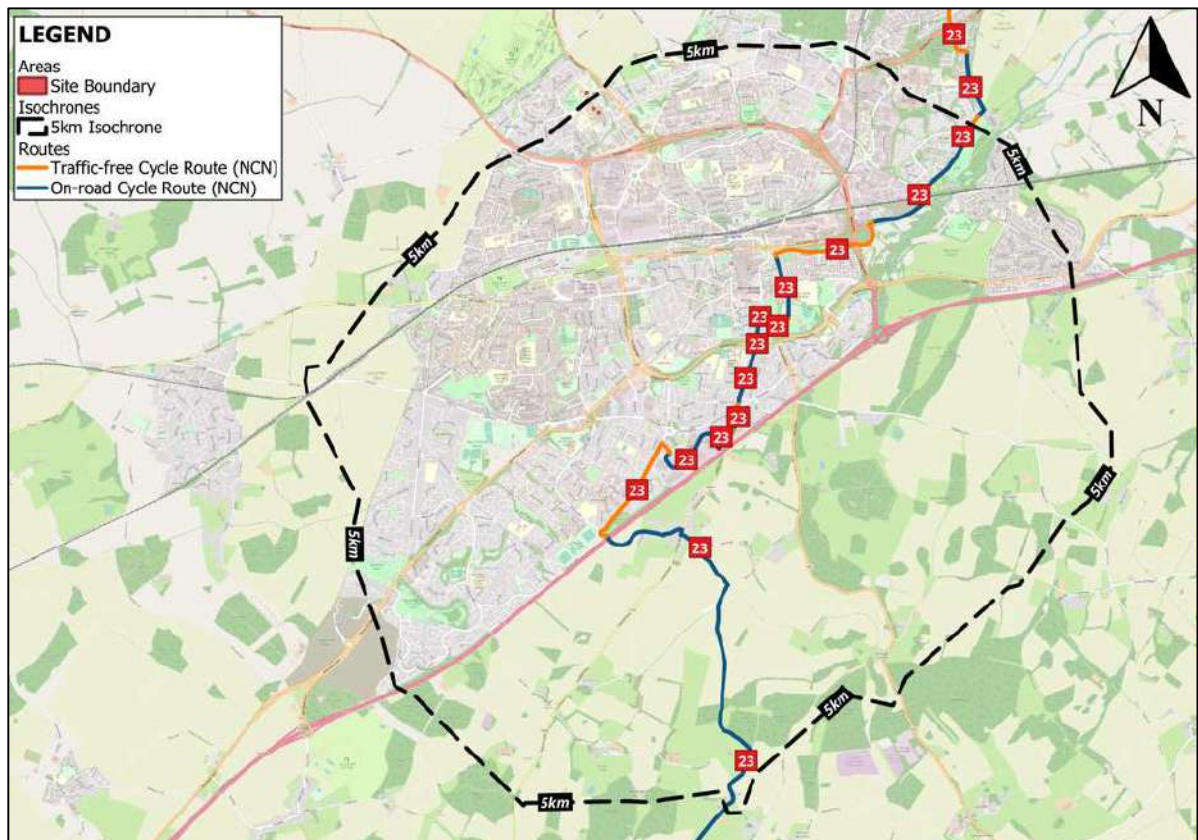


Figure 4.3 – Cycle Accessibility & NCN Routes

- 4.4.4 As such, there is a network of existing cycle routes that can be reached from the site, promoting journeys by this sustainable mode. For example, these provide a connection to Basingstoke to the north, and Winchester to the southwest.

4.5 Public Transport Accessibility – Bus

- 4.5.1 The site is located in close proximity to the routes of the existing bus services that pass Viabes industrial estate and as a result the site is well-placed to access these existing bus services for day-to-day journeys to and from the site.
- 4.5.2 As shown in **Figure 4.5** below, the closest bus stops to the site are located to the northeast of the site on the Cliddesden Road and are referred to as 'Golden Lion'.
- 4.5.3 The site is connected to the 'Golden Lion' bus stops by way of the existing footway that runs along Jays Close and Cliddesden Road.
- 4.5.4 Importantly, the 12-bus service provides a connection to Basingstoke town centre and to Basingstoke Railway Station. The 12-bus service runs hourly between the Golden Lion bus stops and the town centre, journey times for this route are approximately 10 minutes.

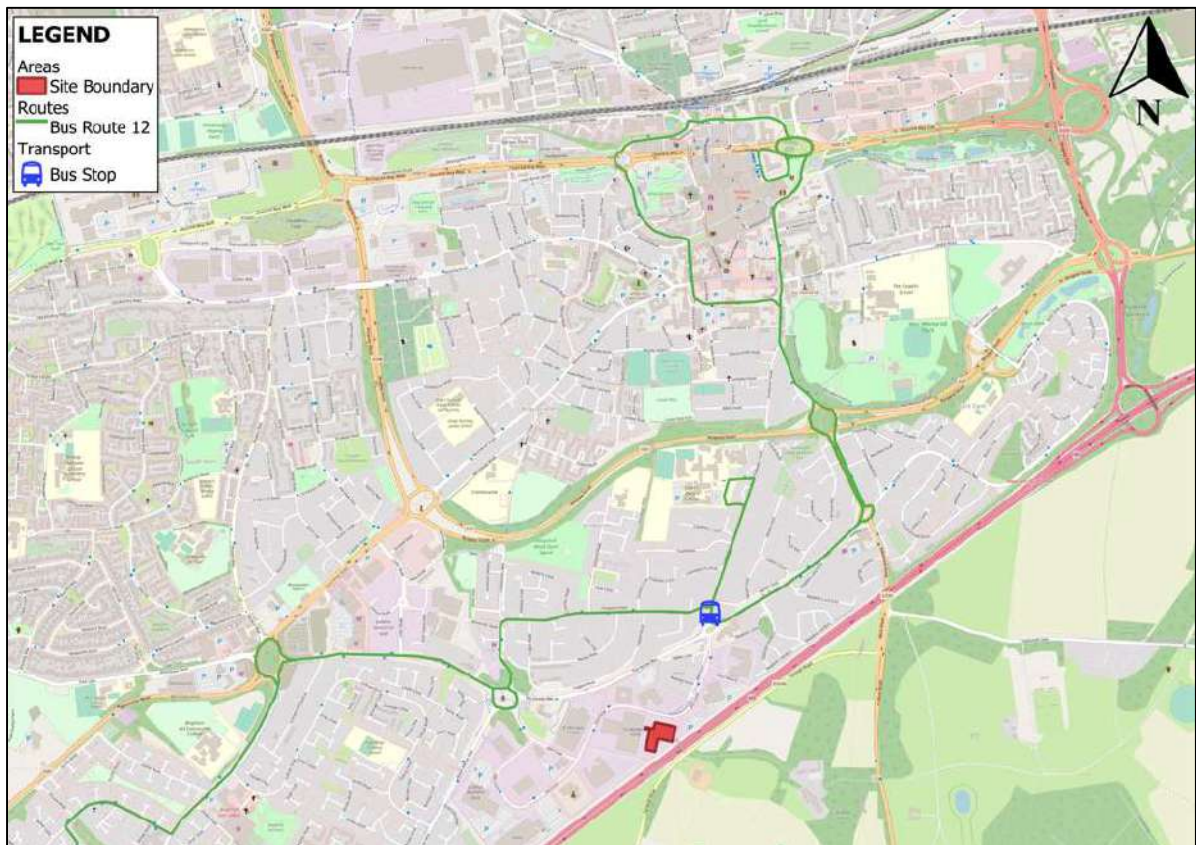


Figure 4.5 – Bus Accessibility

4.5.5 A review of existing bus services has been carried out. **Table 4.2** below summarises the routes and approximate frequency of the existing services that serve the Golden Lion bus stops. The full timetables are attached at **Appendix B**.

Service	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
12 Stagecoach South	Kempshott Park Basingstoke Kempshott	Hourly First: 07:57 Last: 18:02	Hourly First: 08:40 Last: 18:07	No Service
676 Stagecoach South	Basingstoke Queen Marys College Andover	Daily School Service	No Service	

Table 4.2 – Bus Service Route and Frequency

4.6 Public Transport Accessibility – Rail

4.6.1 The site is located approximately 2.3km from Basingstoke Railway Station. Rail services are operated by Southwestern Railway with good connections to London, Reading and Southampton. It should be noted that Basingstoke Railway Station lies within a reasonable cycle distance of the site.

4.6.2 **Figure 4.6** below shows the location of Basingstoke Railway Station in the rail network.



Figure 4.6 – Location of Basingstoke Railway Station (Source: extract from National Rail Route Diagram, 2023)

4.6.3 **Table 4.3** below summarises the destinations and frequencies of services departing from Farnham Railway Station.

Service	Frequency (Mon-Sat)
London Waterloo	Every 15 minutes
Southampton Central	Half Hourly
Reading	Half Hourly

Table 4.3 – Summary of Rail Services Departing from Basingstoke Railway Station

4.6.4 As such, it is considered that the services that call at Basingstoke Railway Station provide the opportunity for travel by sustainable means to a number of destinations. Basingstoke Railway Station is accessible from the site by sustainable modes, creating the opportunity for multi-modal travel and representing an alternative to the private car.

4.6.5 **Figure 4.7** below shows the location of the railway station in relation to the site.

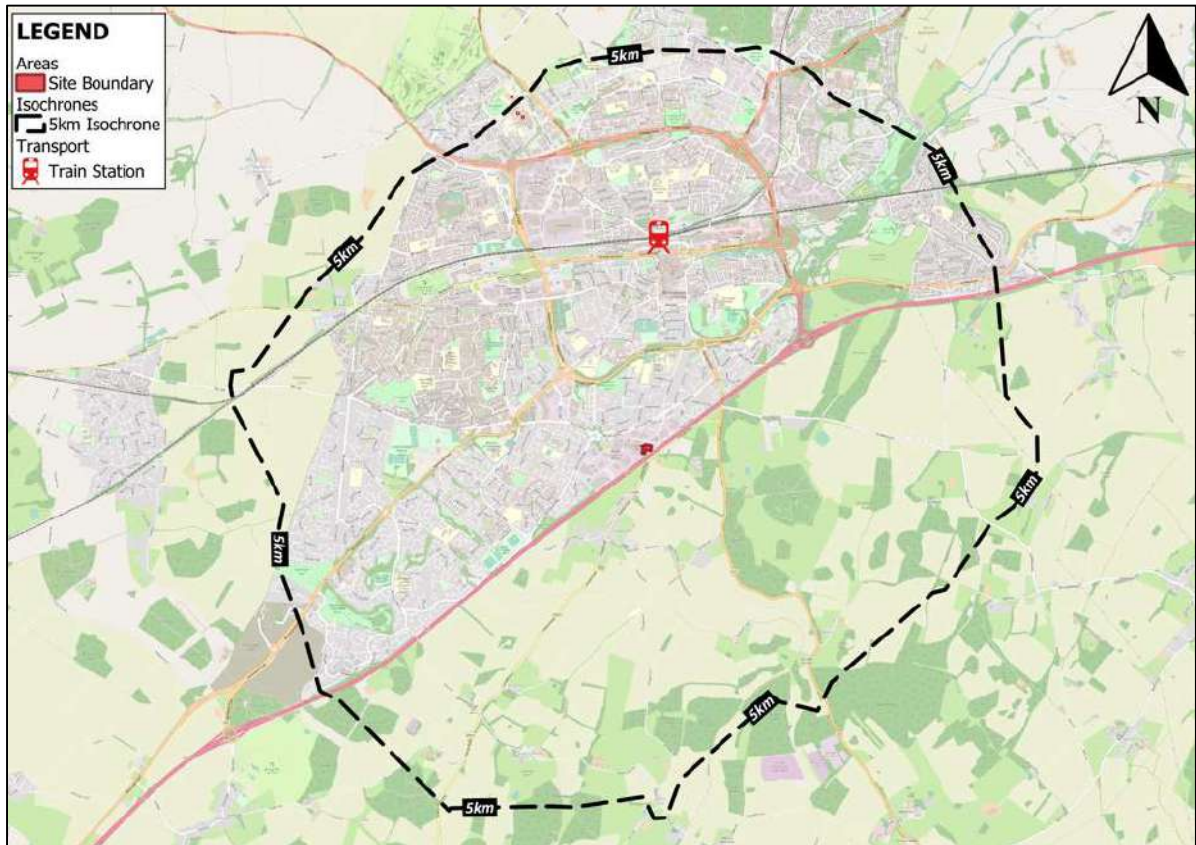


Figure 4.7 – Location of Basingstoke Railway Station

4.7 Highway Network

4.7.1 Jays Close is an industrial road which provides access to Viables Industrial Estate via its junction with Viables Roundabout to the west and the Golden Lion Roundabout to the northeast. Jays Close is subject to a 30mph speed limit with carriageway widths of 7.3m.

4.8 Highway Safety

4.8.1 To understand the level of highway safety of the existing highway network and to identify any potential highway safety issues, analysis of Personal Injury Collision (PIC) records has been undertaken.

4.8.2 PIC data was obtained through Crashmap.org for the most recent five-year period, between 2017 and 2021.

4.8.3 **Figure 4.8** below show the collisions recorded within the vicinity of the site for the most recent 5-year period.

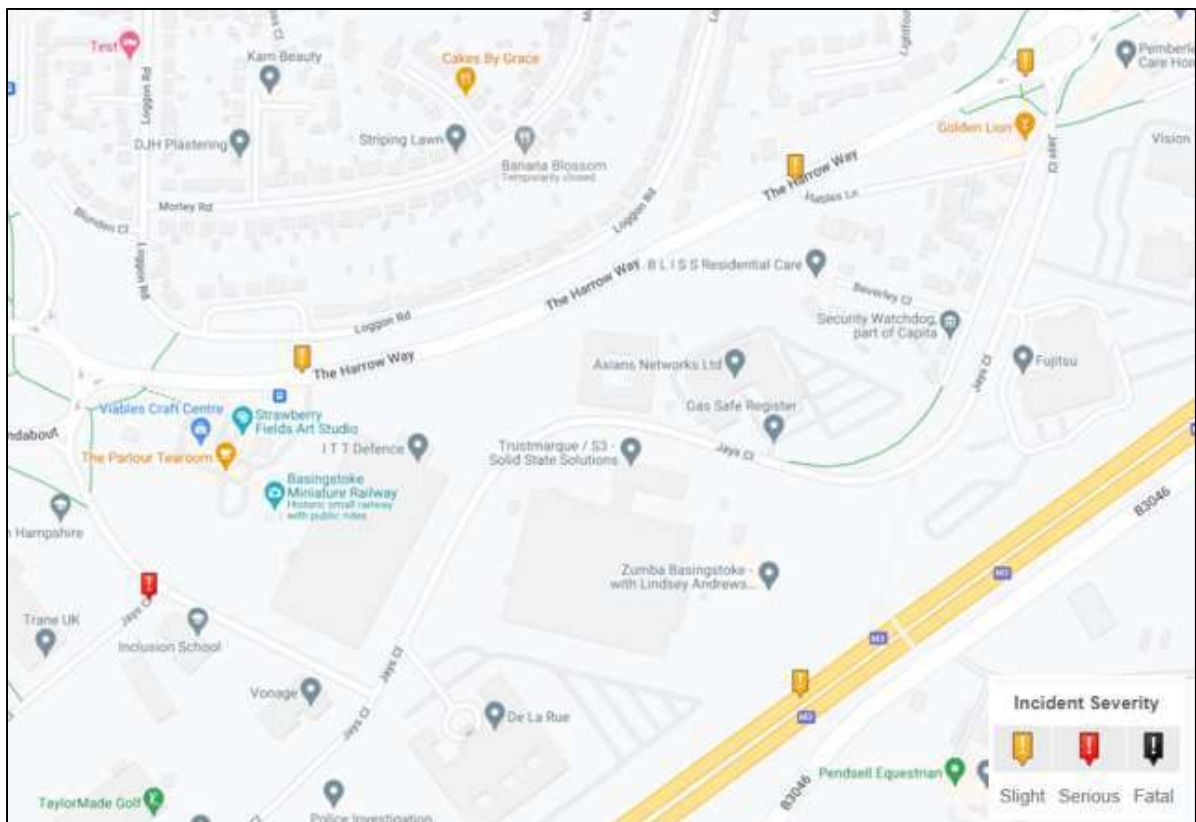


Figure 4.8 - Location of Recorded Collision (Source: extract from Crashmap.org)

4.8.4 Across the most recent 5-year period, a total of 5 collisions were recorded within the vicinity of the site. All but one collision was recorded as 'slight' in severity. It should be noted that one of the 'slight' collisions was recorded on the M3, therefore would lie outside of the study area.

As shown in **Figure 4.8**, there were a total of three 'slight' collisions recorded along The Harrow Way, however, all of which were recorded at different locations along this section of highway.

4.8.5 As such, considering there has only been 4 collisions recorded over the last 5 years, it is considered that there are no underlying highway safety issues associated with this study area.

4.8.6 Therefore, it is reasonable to conclude that the potential change in the volume and composition of traffic as a result of the proposed development would not have an impact on highway safety.

4.9 Summary

4.9.1 The site is well-positioned to access local facilities and services via sustainable modes of transport. The site is well located to link into public transport routes, cycle routes and existing footway networks. Thus, future staff and visitors of the site will by no means need to rely on the use of the private car for daily journeys.

5 Development Proposals

5.1 Introduction

5.1.1 This section of the TS presents the proposals for the site, the strategy for providing both vehicular and non-vehicular access, and the standards for calculating the level of parking that the development would require.

5.2 Development Proposals

5.2.1 Planning permission is being sought for the change of use of Unit 1 to sui generis and the construction of the necessary infrastructure including; tanker offloading shelter, bulk acid storage, fume scrubber, driver welfare room, control room, associated pipework, and modifications to internal layout.

5.2.2 **Figure 5.1** below shows an extract from the illustrative site layout, with the full version attached at **Appendix C**.

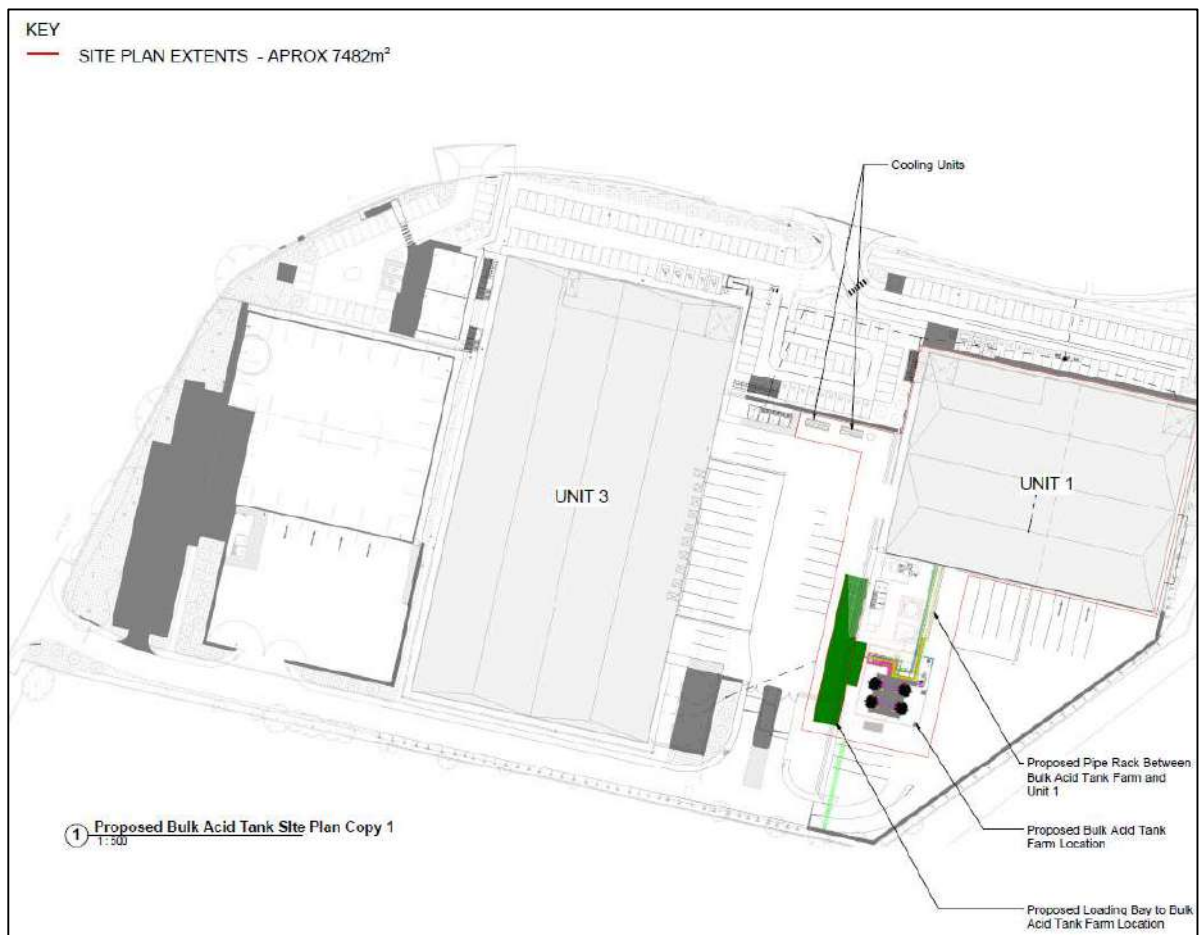


Figure 5.1 – Illustrative Site Layout (extract from **Appendix C**)

5.2.3 Swept path analysis has been undertaken, which shows that a Max Legal Articulated Vehicle can safely manoeuvre through the existing vehicular access at the southwest corner of the site. This analysis is shown in drawing **23191_SK_T_001 (P1)** at **Appendix D**.

5.3 Vehicular Access Unit 1

5.3.1 It is proposed that Unit 1 would be served by the two existing points of vehicular access taken from Jays Close. The north-eastern access provides an entrance to the main car park and associated office space whilst the south-western access provides an entrance to the warehouse service area.

5.3.2 The vehicular access and turning area associated with Unit 1 have been tracked with a Max Legal Articulated Vehicle. This analysis is shown in drawing **23191_SK_T_003 (P1)** attached at **Appendix D**.

5.4 Vehicular Access Unit 3

5.4.1 It is noted that the service yard area associated with Unit 3 would be altered as part of the proposals, as such the turning area has been tracked with a Max Legal Articulated Vehicle. This analysis is shown in drawing **23191_SK_T_004 (P1)** attached at **Appendix D**. The swept path analysis demonstrates that a max legal would be able to enter and turnaround within the service yard area.

5.5 Pedestrian and Cyclist Access

5.5.1 Pedestrian access to all Units would be via the existing footway along the southern side of Jays Close.

5.5.2 Cyclist access to the units would be provided by way of the proposed vehicular access.

5.6 Car Parking Provision

5.6.1 The parking provision for the proposed site would be in line with the Basingstoke & Deane Borough Council Parking Standards 2018. For ease of reference the car parking standards for commercial developments is set out in **Table 5.1** below. It should be noted that the quantum of car parking bays would remain unchanged from that associated with the extant planning permission.

Type/use	Car Parking
	<i>Inner Urban (within Basingstoke ring road)</i>
B1 (a) Office	1 space per 45m ²
B1 (b) (c) High-tech/ light industry	1 space per 60m ²
B2 General Industry	1 space per 60m ²
B8 Warehouse	1 space per 300m ²

Table 5.1 – BDBC Car Parking Standards

5.6.2 BDBC provided pre-application advice in relation to the parking arrangements associated with the proposals, stating the following:

'It is noted that the development would not impact upon any of the parking spaces and therefore there would be no change to the current set-up. As such, there would be no requirement to provide further car parking'.

5.6.3 As such, the above comment confirms that the proposed quantum of car parking would be sufficient to serve the proposed uses.

5.6.4 In terms of electric vehicle charge points, the BDBC parking standards state the following:

'There is an expectation that electric vehicle charge points should be provided for proposals for 30 spaces or more or at a ration of 1 charge point per 30 spaces (1:30) unless it can be demonstrated it isn't viable'.

5.6.5 The number of EV charging bays would be in line with the 1:30 ratio stated in the BDBC parking standards.

5.7 Cycle Parking Provision

5.7.1 The cycle parking provision for the site would be in line with the Basingstoke & Deane Borough Council Parking Standards 2018. For ease of reference the cycle parking standards for commercial developments is set out in **Table 5.3** below. It should be noted that the quantum of cycle parking would remain unchanged from that associated with the extant planning permission.

Long Stay Cycle Parking Standards	Short Stay Cycle Parking Standards
1 space per 10 staff or 1 stand per 500sqm	1 space per 600sqm

Table 5.3 – BDBC Cycle Parking Standards

5.8 HGV Parking Provision and Servicing

5.8.1 **Table 5.4** below sets out BDBC's standards for the provision of HGV parking. This table also sets out the proposed HGV parking associated with Unit 1 and Unit 3.

Unit	Land Use	Size (sqm)	HGV Parking for 'outer urban and rural'.	HGV Required Parking	HGV Proposed Parking Spaces	HGV Proposed Docking Area
1	B8 Warehouse	4791	One per 500sqm for first 200sqm then one space per 1000sqm,	7	2	7
3		9084		11	2	10
Total	n/a	13,875	n/a	13	4	17

Table 5.4 – BDBC HGV Parking Standards

5.8.2 The HGV parking and docking area is currently provided at the rear of the unit. Unit 1 would be provided with 2 HGV parking bays along with 7 docking areas, and Unit 3 would be provided with 2 HGV parking bays along with 10 docking areas. Therefore, when considering the docking bays, each unit provides sufficient HGV parking.

5.8.3 It should be noted that all units would be under one management company, therefore, HGV servicing could be scheduled so that HGV parking demand is kept wholly within the site.

6 Development Trip Generation

6.1.1 This section provides details of the assessment undertaken to determine the transport impact of the potential Sui Generis warehouse use on the local road network.

6.1.2 The existing Unit 1 warehouse for B1/B2/B8 use would comprise a total of 4791sqm. It should be noted that the proposals would not increase the usable floorspace of the existing unit.

6.2 Existing Trip Generation

Existing Warehouse Trip Rates and Trip Generation

6.2.1 The trip rates for the existing warehouse unit 1 have been extracted from the TA submitted in the **19/02725/FUL** application. It should be noted that these trip rates for the B1/B2 and B8 uses were agreed with HCC at the pre-application stage. **Table 6.1** presents the trip rates for the existing warehouse unit 1.

Trip Rates			
Time Period	Arrivals	Departures	Two-Way
AM Peak Hour (0800-0900)	0.172	0.107	0.279
PM Peak Hour (1700-1800)	0.07	0.16	0.230

Table 6.1 – Trip Rates for Existing Warehouse Unit 1 (extracted from TA submitted for 19/02725/FUL)

6.2.2 In order to calculate the existing trip generation associated with Unit 1, the trip rates set out in **Table 6.1** were applied to the GFA of Unit 1. As such, the existing trip generation associated with Unit 1 is set out in **Table 6.2** below.

Existing Trip Generation			
Time Period	Arrivals	Departures	Two-Way
AM Peak Hour (0800-0900)	8	5	13
PM Peak Hour (1700-1800)	3	8	11

Table 6.2 – Trip Generation for Existing Warehouse Unit 1 (GFA: 4791sqm)

6.3 Forecast Trip Generation

- 6.3.1 It should be noted that the proposals would not increase the usable floorspace of the existing Unit 1 warehouse. The welfare unit is for the delivery drivers to have a safe and warm place to wait whilst maintaining on site security regarding access to the extant buildings. It should be noted that the welfare unit is not anticipated to generate any additional trips, therefore, the GFA associated with the welfare unit has been omitted from the trip generation comparison.
- 6.3.2 Considering there would be no change to the GFA of Unit 1, it is anticipated that that the forecast trip generation would be very similar to the existing trip generation, as set out in **Table 6.2** above. As such, the proposals would not result in a material impact on the surrounding highway network.
- 6.3.3 It should be noted that the TA submitted with the previous planning application **19/02725/FUL** did not carry out any junction capacity assessments due to the extant planning permission and minimal net trip generation of the site. As such, considering the forecast trip generation would not differ greatly from that of the existing site, it is considered that no junction capacity assessments would be required.

7 Summary and Conclusions

7.1 Summary

- 7.1.1 The site currently comprises of three warehouse units with permission for B1c, B2 use and B8 use with accompanying A3 units. Planning permission was granted under planning reference **21/02881/ROC** and **19/02725/FUL** and included the construction of 3 warehouse units (one Class B1, B2 and B8 unit and two Class A3 units).
- 7.1.2 Planning permission is being sought for the change of use of Unit 1 to sui generis and the construction of the necessary infrastructure including; tanker offloading shelter, bulk acid storage, fume scrubber, driver welfare room, control room, associated pipework, and modifications to internal layout.
- 7.1.3 Pertinent national, regional and local planning policy and guidance has been summarised, and the proposed development is considered to be in accordance with the relevant policies and guidance.
- 7.1.4 The site is located within Viabes Industrial Estate, situated to the south of Basingstoke town centre, and as such is well-related to the existing town and the facilities and services located within. A number of facilities and services required on a day-to-day basis, such as a supermarket, café, leisure centre and public house, lie within reasonable walking distance of the site and accordingly there is the opportunity for many short, daily journeys to be made on foot. It should also be noted that there are a large number of residential areas that can access the site on foot or by bicycle.
- 7.1.5 The site is positioned to tie into the existing pedestrian network of Viabes Industrial Estate, as well as nearby public transport options. These options provide an alternative to the private car both for journeys within the town and for journeys commuting to and from the site.
- 7.1.6 A review of the safety record of the highway network shows that there was a total of 4 collisions recorded within the study area during the study period. As such, considering there has only been 4 collisions recorded over the last 5 years, it is considered that there are no underlying highway safety issues associated with this study area.
- 7.1.7 It is proposed that Unit 1 would be served by the two existing points of vehicular access taken from Jays Close. The north-eastern access provides an entrance to the main car park and associated office space whilst the south-western access provides an entrance to the warehouse service area.
- 7.1.8 Swept path analysis has been undertaken for the vehicular access and turning area associated with Unit 1, demonstrating that a Max Legal Articulated Vehicle would be able to manoeuvre through the access and turn around within the space provided.
- 7.1.9 It is noted that the service yard area associated with Unit 3 would be altered as part of the proposals, as such, swept path analysis demonstrates that a max legal would be able to enter and turnaround within the service yard area.

- 7.1.10 The quantum of car parking bays would remain unchanged from that associated with the extant planning permission. The LPA has acknowledged and agreed that the car parking levels would remain unchanged.
- 7.1.11 All warehouse units would be under one management company, and therefore, HGV servicing could be scheduled so that HGV parking bays could be utilised efficiently as to keep all HGV parking wholly within the site.
- 7.1.12 The number of EV charging bays would be in line with the 1:30 ratio stated in the BDBC parking standards.
- 7.1.13 It has been demonstrated that the forecast trips generated by the proposed site would not differ greatly from that of the existing commercial warehouse unit and therefore, there would not be a significant effect on the operation of the highway network.

7.2 Conclusions

- 7.2.1 The site is sustainably located and has the potential to offer future staff and visitors a real opportunity to undertake day-to-day journeys to and from the site by sustainable modes of transport.
- 7.2.2 It has been shown that the forecast traffic impact of the development proposals on the highway network is not significant and so would not result in a material impact.
- 7.2.3 It is therefore concluded that there are no highways or transport matters to prevent the proposals from being approved.

Appendix A: Pre-application Response

Our Reference : 23/00009/EN28

3rd March 2023

Steve@boyleandsummers.co.uk

Dear Mr S Smith,

Location: Land At Jays Close, Basingstoke, Hampshire
Proposal: Works including a vehicular tanker offloading shelter with integral concrete bund; Bulk acid storage, consists of 4 off proprietary self-bunded tanks in black polypropylene, located within a concrete bund; A fume scrubber constructed in black polypropylene and a process scrubber with a vent stack reaching 3m above the existing building roof height; A drivers welfare room; An electrical distribution & control room kiosk; Internal fit-out of Unit 1; In association with the above items there are various pipes, pipe racks, instruments, valves and pump/motor sets illustrated on the accompanying plans; Minor car park alterations (no change in numbers); A link structure between units 2 and 3 for dry forklift movement and pedestrian movement between the two buildings; a covered walkway link between Units 1 and 3 for Pedestrians; A link structure between Units 1 and 3 for forklift movements.

Thank you for your pre-application advice enquiry regarding the above site and I apologise for the delay in responding

Site context

The site is located within Viable Strategic Employment area and within the Settlement Policy Boundary for Basingstoke.

The site is an established business park and is accessed via Jays Close. The current site has a well-established industrial character and the built form has been recently constructed. Planning permission was granted under application reference 21/02881/ROC and 19/02725/FUL and included the construction of 3 employment units (one Class B1, B2 and B8 unit and two Class A3 units).

The case officer's report (19/02725/FUL) states that Unit 2 would be a mixed-use (B1, B2 and B8) comprising of warehousing and ancillary offices.

Proposal

The pre-application cover letter notes that the proposal would make changes to the site to enable the production of Lithium Chloride (LiCl). Planning permission would be required for the construction of the necessary infrastructure including; tanker offloading shelter, bulk acid storage, fume scrubber, driver welfare room, control room, associated pipework, modifications to internal layout and a covered link between Units 1 and 3.

It is understood that the proposal would result in a change of use of Unit 2 to sui generis as the operation of the site would need to be registered under the Works Regulation Act 1906, as it would be considered as 'Alkali work'.

Planning Policy

National Planning Policy Framework (NPPF) (July 2021)

Section 2 (Achieving sustainable development)
Section 4 (Decision-making)
Section 6 (Building a strong, competitive economy)
Section 9 (Promoting sustainable transport)
Section 11 (Marking effective use of land)
Section 12 (Achieving Well-Designed Places)

National Planning Practice Guidance

Basingstoke and Deane Local Plan 2011-2029

Policy SD1 (Sustainable Development)
Policy CN9 (Transport)
Policy EM1 (Landscape)
Policy EM4 (Biodiversity, Geodiversity and Nature Conservation)
Policy EM7 (Managing Flood Risk)
Policy EM10 (Delivering High Quality Development)
Policy EM12 (Pollution)
Policy EP1 (Economic Growth and Investment)
Policy EP2 (Employment Land and Premises (B-Use Classes))

Supplementary Planning Documents and Guidance (SPD's and SPG's) and interim planning guidance

Design and Sustainability Supplementary Planning Document (July 2018)
Parking Supplementary Planning Document (July 2018)
Planning Obligations for Infrastructure SPD (March 2018)
Basingstoke and Deane Marketing Guidance Note (March 2017)

Other material documents

The Community Infrastructure Levy Regulations 2010 (as amended)

Principle of development

Of relevance to the consideration of this application are Policies EP1 and EP2 of the Basingstoke and Deane Local Plan.

Policy EP1 seeks to promote employment uses (B-class) with Policy EP2 seeking to protect the existing Strategic Employment Areas.

The site has planning permission for an A3, B1, B2 and B8 use, and as such the development would lead to a material change of use of unit 2 to a Sui generis land use.

Criterion a) of policy EP1 states: Protecting strategic employment sites for employment use (B-class) and enabling the regeneration / redevelopment of these sites for employment uses;

It should also be noted that criterion d) states: Opportunities to develop the following key employment sectors will be supported: Specialist/advanced manufacturing (including research and development).

Whilst it is noted that the proposal would not be classified as a B2 use, it is considered that the site's operations would not be too dissimilar. Furthermore, the operational use of the site would be supported by criterion d), as it would be considered specialist manufacturing process.

With regards to Policy EP2, any future planning application would need to be supported by a planning statement setting out how the site would operate and how it would be commensurate with the overall policy intention, i.e. retaining the site for employment use. You would also need to set out the economic reasons as to why the scheme is acceptable, and how the use of the site would be complementary and supportive of the operation and function of the Strategic Employment Area.

It is considered that if it can be demonstrated that the change of use of part of the site and Unit 2 would support the overall aims and objectives of Policies EP1 and 2 and therefore sustain the Strategic Employment area, it is not considered that there would be an in-principle objection to the development.

Impact on the character of the area

Given the character of the site, which is set within a business park, it is not considered that the development would have an overly detrimental impact on the wider character of the area. Whilst, the scheme would introduce industrial elements, including pipe work and flues, it is not considered that these elements would be inappropriate to the context of the area. In addition, a significant proportion of the industrial character would be sited behind the existing building, the proposed link and tanker offloading shelter, and as such, only the scrubber would be visible above the roof of the unit 2. Concerns would be raised with regard to the flue/scrubber if it were to emit a visible plume of steam/smoke into the air. If this is the case, its impact on the wider character of the area would need to be assessed.

The proposed tanker offloading shelter and building link are considered to be appropriate in scale and design. The proposed external materials of these structures should match the existing material pallets of the existing buildings onsite. It is also advised that an open-sided link would be the preferred option due to its lighter-weight structure which allows views through the building, thus not closing down the character of the site.

As the front of the site is set to be planted/has been planted with native trees and hedges and its management is tied into the approved planning permissions, it is not considered that there would be a need for further landscaping to mitigate the development. It is noted that the scheme would result in the loss of a number of proposed internal landscape strips, however, as these are minimal in number and size. Their loss would be significant.

In summary, there are concerns with regard to the potential impacts the flue/scrubber could have upon the character of the area if it were to emit a visible plume, and as such, any future planning application should seek to explore this matter. Otherwise, it is considered that the development would be acceptable in terms of its impact on the character and landscape character of the area.

Impact on Highway Network and Parking

Policy CN9 (Transport) requires that highway movements are not of an inappropriate type or level as to compromise highway safety with safe and convenient access for potential users and with a compatible on site layout with appropriate parking and servicing provision. The need for appropriate parking is additionally reflected within Policy EM10 to ensure that the amount, design, layout and location accords with parking standards, the latter of which is set out in the Council's Parking Supplementary Planning Document (July 2018) details of which can be found here:

[https://www.basingstoke.gov.uk/content/page/57812/Parking%20Supplementary%20Planning%20Document%20\(SPDP\).pdf](https://www.basingstoke.gov.uk/content/page/57812/Parking%20Supplementary%20Planning%20Document%20(SPDP).pdf)

HCC Highways have their own pre-application advice service, the details for which can be found at; <http://documents.hants.gov.uk/Pre-ApplicationCharging-GuidanceforDevelopers.pdf>

Any future planning application would need to be accompanied by a Transport Statement which assesses the potential traffic generation of the proposed use. This should be used to demonstrate that the surrounding highway network is capable of accommodating the proposed use without compromising highway safety and the local highway network's ability to absorb the additional traffic.

Tracking information would need to support any application to demonstrate that appropriate turning could occur for larger vehicles.

It is advised that you discuss this application with the Highway Authority and seek their advice as to whether the amended layouts for the site can accommodate the HGV movements and if the scheme would have a detrimental impact on highway safety.

- Parking

Car parking spaces are required to measure 2.7m by 5.2m and Electric Vehicle Charging points as referred to in Section 15 of the Parking SPD should also be provided. There is also a requirement for cycling provision and HGV parking to be provided on site as per the parking standards. Any future application would need to demonstrate compliance with the parking standards. It is noted that the development would not impact upon any of the parking spaces and therefore there would be no change to the current set-up. As such, there would be no requirement to provide further car parking onsite.

With regards HGV parking, the SPD sets out that for the first 2000sqm, one lorry space per 500sqm and for floorspace over 2000sqm, one lorry space per 1000sqm. The previous planning permissions explored this matter and concluded that 23 HGV parking spaces would be required. The scheme overall had a shortfall of 3, however, when taking into account the 21 docking stations, the highway officer was content that the development would not give rise to a highway impact.

The proposed scheme would result in the loss of 8 HGV parking spaces for unit 3 in order to deliver the tanker shelter and up to 9 HGV parking spaces for unit 2 as a result of the proposed piping infrastructure. This includes both docking stations and onsite HGV parking provisions. This would result in a shortfall across the site of at least 17 HGV parking spaces.

It is advised that guidance on the acceptability of the shortfall should be sought from HCC. A transport assessment should be submitted setting out how the site is expected to operate, including predicted HGV movement.

My response is provided without prejudice to any view that is expressed by the Highway Authority, which may, or may not, affect the acceptability of the scheme. You are encouraged to engage with HCC Highways with regard to your proposal.

Amenity

The application site is situated within the existing business park and is set approximately 100m from Beverly Close, a residential development. It is considered that there would be no impacts upon these neighbouring properties in terms of overshadowing, loss of light or privacy matters.

Policy EM10(b) and EM12 of the Local Plan give consideration to neighbouring properties with respect to issues such as overlooking and light. The policies also give consideration to amenity impacts such as noise and odour which would harm living and working conditions or the enjoyment of the built and natural environment.

Any future planning application would need to consider the noise and odour impacts of the development upon the neighbouring residential sites in addition to the other occupants of the business park. Any future planning application would need to demonstrate that the proposal would not have a detrimental impact on the neighbours in terms of noise or odour.

Whilst it is appreciated that the site has planning permission for A3, B1, B2 and B8 uses, you would need to demonstrate that the change of use would not likely generate further noise or odour impacts over and above the permitted use. It is considered that a noise report should be provided in terms of expected noise levels to be generated from any pump or equipment. In addition, details as to chemicals to be used onsite and information as to the emissions from the scrubber should be provided.

Any new development at the site would also need to be compatible with the existing uses at the business park. Consideration of the existing businesses should be given with details submitted as part of any future planning application. Amenable operation and construction hours should also be thoroughly considered to ensure other businesses are not significantly impacted during any potential construction phase. Please note the Environmental Health Team would be consulted on any submitted information during the course of any formal planning application.

The developer guidance on this matter can be found below:
<https://www.basingstoke.gov.uk/content/page/26917/Guidance%20note%20for%20developers%20and%20consultants%20-%20Noise%20assessments%20and%20reports%20for%20planning%20applications.pdf>

Pollution

The Environment Agency (EA) or the Lead Local Flood Authority have not been consulted on this pre-application. Please note that the EA offer its own pre-application service should you wish to explore this matter directly with them, although I note you have already applied for a permit from the EA.

[Pre-planning application enquiry form \(preliminary opinion\) - GOV.UK \(www.gov.uk\)](#)

Policy EM6 seeks to protect, manage and improve the water quality of the borough's water environment. Due to the nature of the development and its operation, any future application would need to set out how surface water would be dealt with across the site and how cross-contamination would be avoided as part of the site's operation or in the event of an accident.

Community Infrastructure Requirements

Basingstoke and Deane Borough Council implemented its Community Infrastructure Levy (CIL) on the 25th June 2018. The required forms have been submitted for CIL contributions to be calculated if applicable. From these forms, this is a CIL liable development nationally however locally commercial development has a CIL liable rate of zero.

If required, the relevant planning application forms and requirements checklists can be downloaded from our website at the following link: <https://www.basingstoke.gov.uk/planning-application-forms>

Conclusion

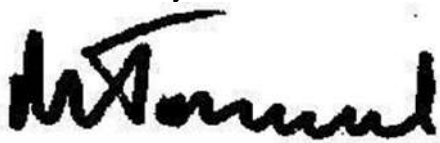
The acceptability of the proposed change of use would need to be set out within your planning statement where it would be expected that you demonstrate how the site would operate and how it would continue to support employment in the area in line with Policies EP1 and EP2 of the adopted Local Plan.

Key consideration would also need to be given to the highway implications of the scheme, in particular, the loss of HGV parking space and any changes to the frequency and operation of the site in terms of highway movement. Furthermore, the scheme would need to demonstrate that there would be no environmental impact, especially in relation to water and air pollution and potential amenity impacts.

These comments are made without prejudice to any decision the Development Control Committee or Head of Planning, Sustainability and Infrastructure may make on any application subsequently submitted. It is possible that as a result of an application being submitted, a site visit being undertaken and comments received in response to consultations and notifications that a different Officer view may be formed.

If you have any queries or require further information, please do not hesitate to contact Luke Benjamin on 01256 845340 or email Luke.Benjamin@basingstoke.gov.uk

Yours sincerely



Planning and Development Manager

Appendix B: Bus Timetables

MONDAY TO FRIDAY (excluding Public Holidays)

	Coll												
Basingstoke Bus Stn [P]	0700	0817	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910
Cranbourne Morley Road	0708	QMC	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918
Brighton Hill Centre	0713	-	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923
Brighton Hill Heathfield	0717	-	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927
Hatch Warren Community Centre	0721	-	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933
Hatch Warren Sainsbury's	-	-	-	-	-	-	-	-	-	-	-	1836	1936
Kempshott Broadmere Road	-	-	-	-	-	-	-	-	-	-	-	1839	1939
Hatch Warren Long Cross Lane	-	-	-	-	-	-	-	-	-	-	-	1843	1943

Key

Coll - College days only

QMC - Service continues to Queen Mary's College

MONDAY TO FRIDAY (excluding Public Holidays)

Hatch Warren Community Centre	0723	0933	1033	1133	1233	1333	1433	1533	1633	1733
Hatch Warren Sainsbury's	0727	0937	1037	1137	1237	1337	1437	1537	1637	1737
Kempshott Broadmere Road	0731	0940	1040	1140	1240	1340	1440	1540	1640	1740
Brighton Hill Heathfield	0745	0950	1050	1150	1250	1350	1450	1550	1650	1750
Brighton Hill Centre	0750	0955	1055	1155	1255	1355	1455	1555	1655	1755
Cranbourne Stratton Road	0755	1000	1100	1200	1300	1400	1500	1600	1700	1800
Basingstoke Rail Stn [adj]	0805	1009	1109	1209	1309	1409	1509	1609	1709	1809
Basingstoke Bus Stn [P]	0809	1013	1113	1213	1313	1413	1513	1613	1713	1813



For up to the minute information why not **download the Stagecoach Bus App.**



SATURDAYS

Basingstoke Bus Stn [P]	0750	0910	1010	1110	1210	1310	1410	1510	1610	1715	1815	1915
Cranbourne Morley Road	0758	0918	1018	1118	1218	1318	1418	1518	1618	1723	1823	1923
Brighton Hill Centre	0803	0923	1023	1123	1223	1323	1423	1523	1623	1728	1828	1928
Brighton Hill Heathfield	0807	0927	1027	1127	1227	1327	1427	1527	1627	1732	1832	1932
Hatch Warren Community Centre	0811	0933	1033	1133	1233	1333	1433	1533	1633	1738	1838	1937
Hatch Warren Sainsbury's	-	-	-	-	-	-	-	-	-	-	1841	1940
Kempshott Broadmere Road	-	-	-	-	-	-	-	-	-	-	1844	1943
Hatch Warren Long Cross Lane	-	-	-	-	-	-	-	-	-	-	1848	1947

SATURDAYS

Hatch Warren Community Centre	0811	0933	1033	1133	1233	1333	1433	1533	1633	1738
Hatch Warren Sainsbury's	0815	0937	1037	1137	1237	1337	1437	1537	1637	1742
Kempshott Broadmere Road	0818	0940	1040	1140	1240	1340	1440	1540	1640	1745
Brighton Hill Heathfield	0828	0950	1050	1150	1250	1350	1450	1550	1650	1755
Brighton Hill Centre	0833	0955	1055	1155	1255	1355	1455	1555	1655	1800
Cranbourne Stratton Road	0838	1000	1100	1200	1300	1400	1500	1600	1700	1805
Basingstoke Rail Stn [adj]	0847	1009	1109	1209	1309	1409	1509	1609	1709	1814
Basingstoke Bus Stn [P]	0851	1013	1113	1213	1313	1413	1513	1613	1713	1818



You can also check journey information by going online at stagecoachbus.com, or by signing up for email updates.

Appendix C: Proposed Layout

KEY

— SITE PLAN EXTENTS - APPROX 7482m²



Cooling Units

UNIT 3

UNIT 1

Proposed Pipe Rack Between Bulk Acid Tank Farm and Unit 1

Proposed Bulk Acid Tank Farm Location

Proposed Loading Bay to Bulk Acid Tank Farm Location

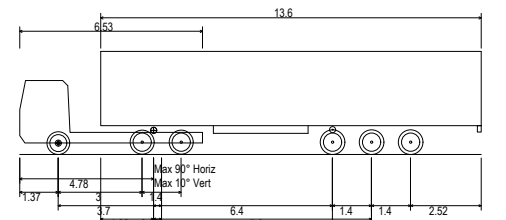
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4	24/05/2023	Amended as per Client Comments	JHZ	NR	MJR
REV	DATE	DESCRIPTION	BY	CHK	APP
OLG ENGINEERING					
DRAWN BY	JHZ	JOB REF			
DATE	04/27/23	CLIENT REF			
CLIENT	LLC	CLIENT APP			
TITLE					
Leverton Helm Bulk Storage Tanks Plan Proposed Site Layout					
SCALE	DRAWING NUMBER		REV.		
1 : 500	1567-GAD-4003 Sht 2 of 2		4		

Appendix D: Swept Path Analysis



KEY



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m

P1	07.06.23	Preliminary issue	DL	JF
Rev	Date	Description	By	Apvd

PROJECT:
JAYS CLOSE, BASINGSTOKE

TITLE:
HGV TRACKING, MAIN SITE ACCESS

CLIENT:
GREGORY ASSOCIATES

SCALE@A3:
1:500

PROJECT REF:
23191

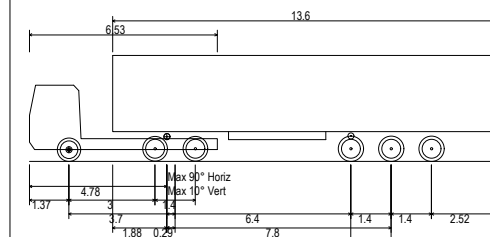
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Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction





KEY



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m

Rev	Date	Description	By	Apvd
P1	07.06.23	Preliminary issue	DL	JF

PROJECT:
JAYS CLOSE, BASINGSTOKE

TITLE:
HGV TRACKING, UNIT 3 ACCESS

CLIENT:
GREGORY ASSOCIATES

SCALE@A3:
1:250

PROJECT REF:
23191

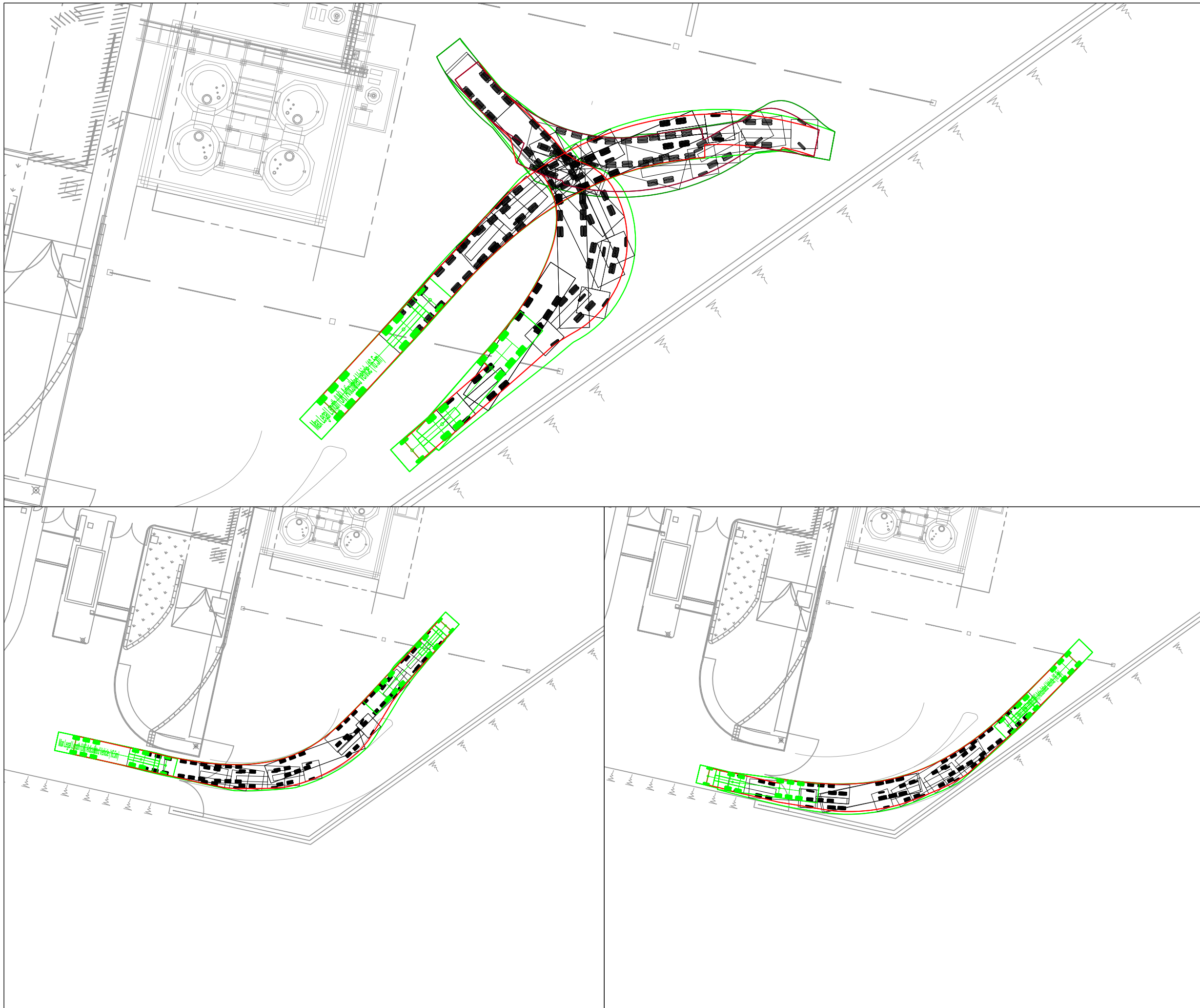
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REV:
P1

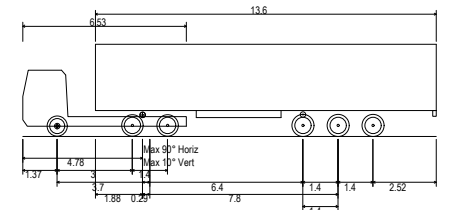
Revision Referencing

P = Preliminary A = Approval T = Tender C = Construction





KEY



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m

P1	07.06.23	Preliminary issue	DL	JF
Rev	Date	Description	By	Apvd

PROJECT:
JAYS CLOSE, BASINGSTOKE

TITLE:
HGV TRACKING - UNIT 1

CLIENT:
GREGORY ASSOCIATES

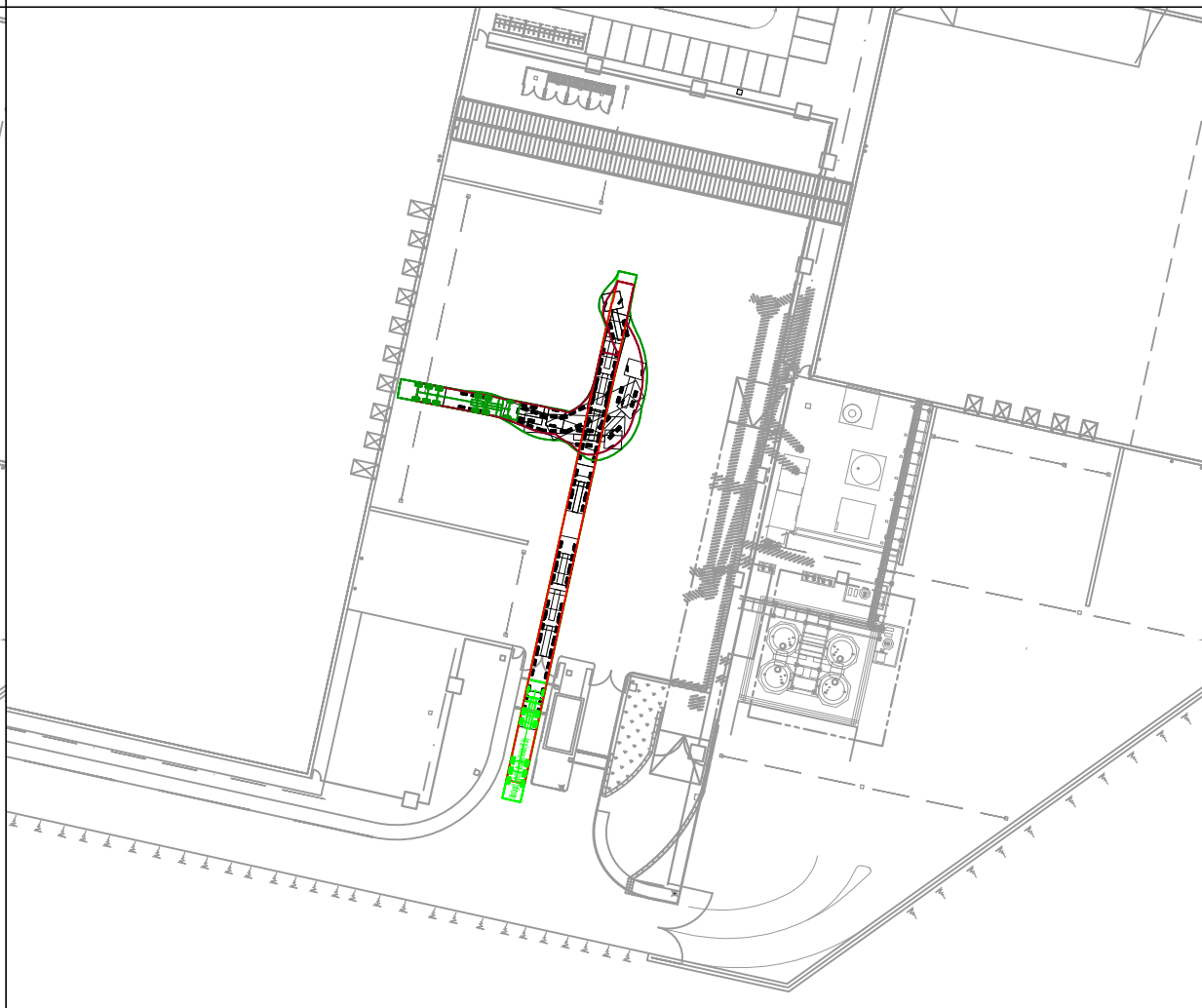
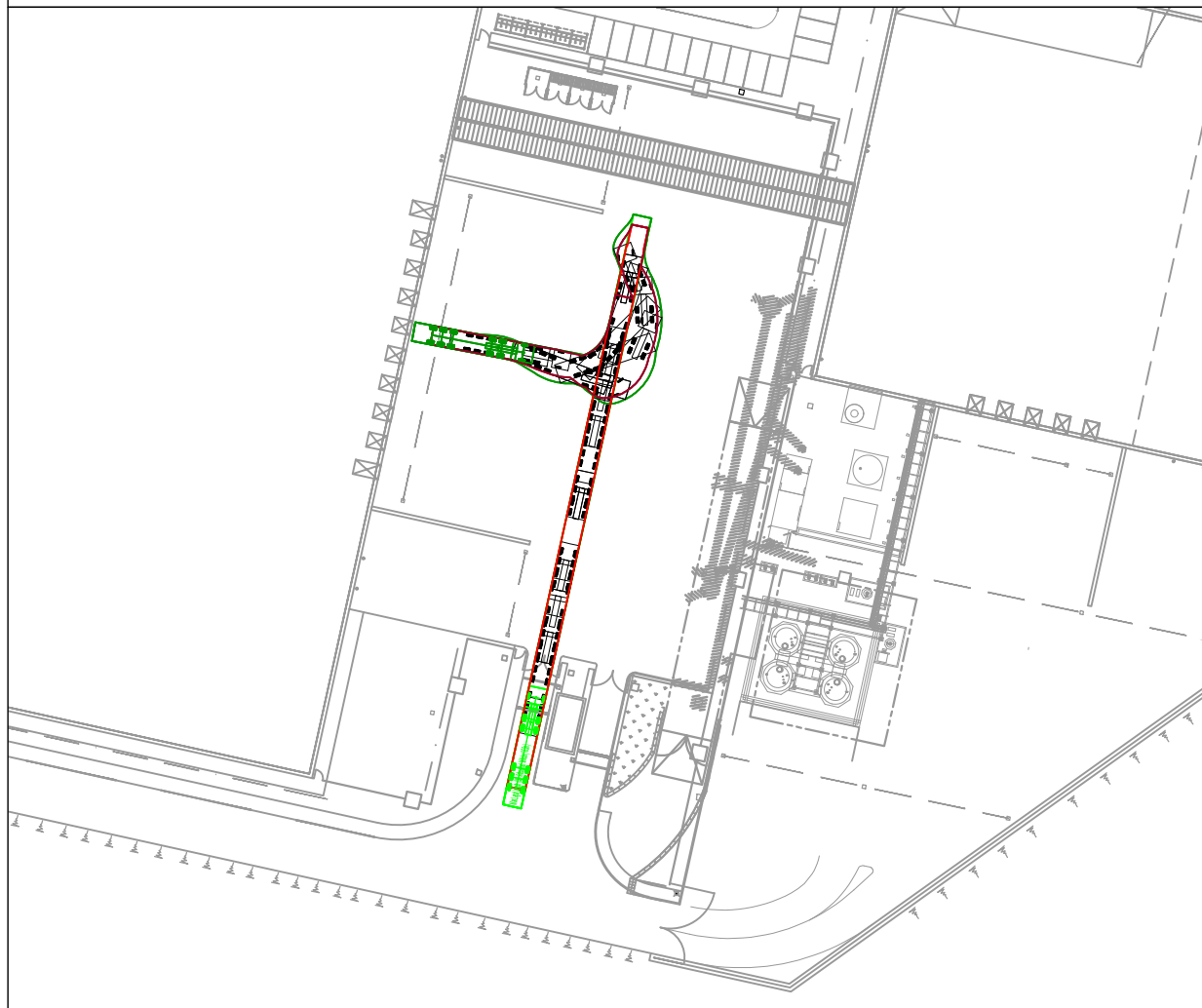
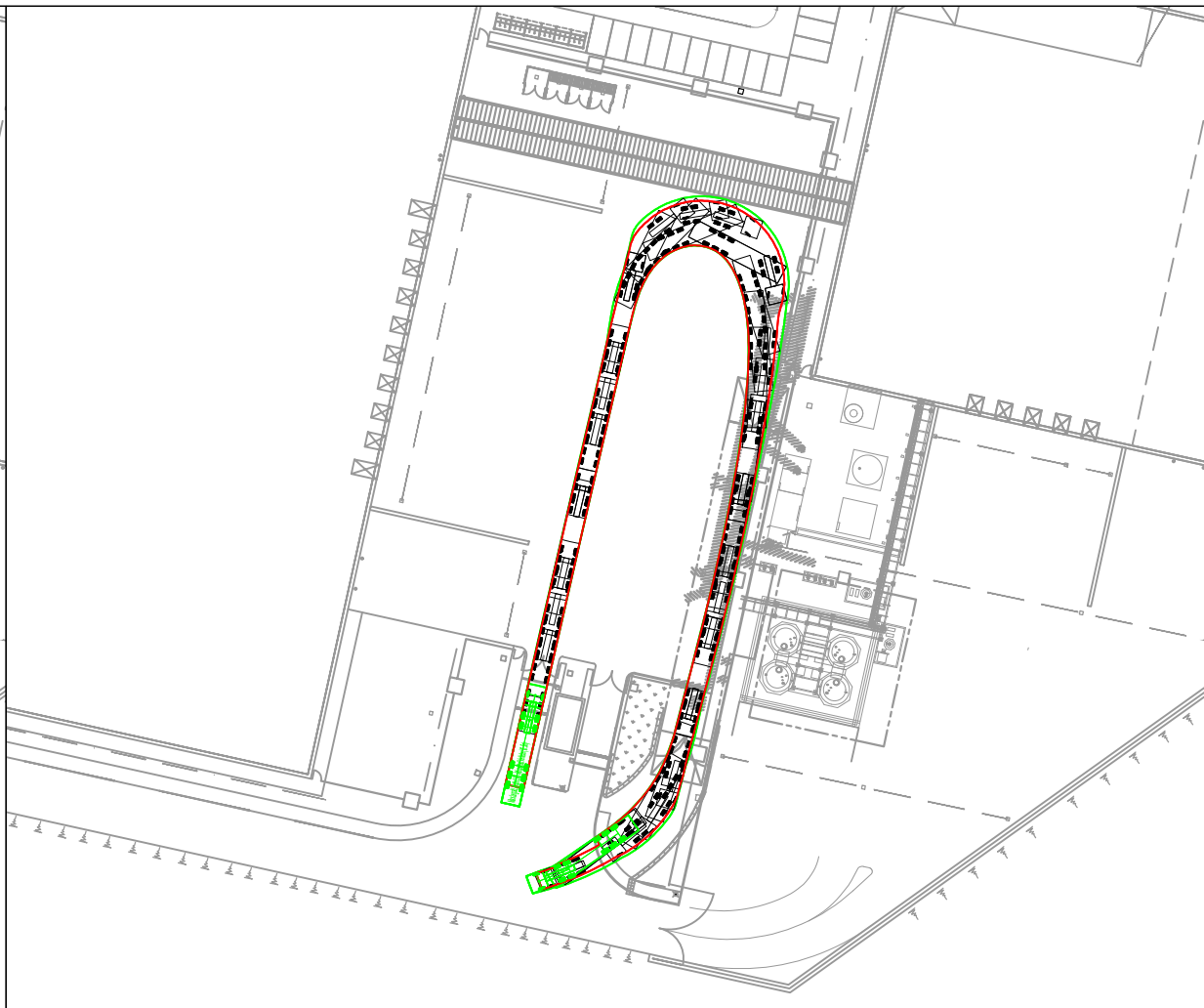
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PROJECT REF:
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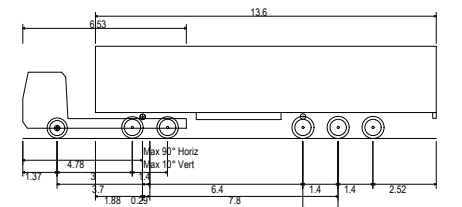
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Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction





KEY



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m

P1	07.06.23	Preliminary issue	DL	JF
Rev	Date	Description	By	Apvd

PROJECT:
JAYS CLOSE, BASINGSTOKE

TITLE:
HGV TRACKING - UNIT 3

CLIENT:
GREGORY ASSOCIATES

SCALE@A3:
1:1000

PROJECT REF:
23191

DRAWING No:
004

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

