



# Transport Technical Note 1

Halterworth Lane, Romsey  
Hampshire

Client: Gladman Developments Ltd



Document Control		
Report Reference	P21004/TTN1	
Document Version	Final	
File Reference	Projects 2021\P21004 - Halterworth Lane, Romsey, Hampshire\7.Reports\TTN1	
Date	January 2025	
Client	Gladman Developments Ltd	
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## APPENDICES

Appendix I      Technical Drawings

# 1 INTRODUCTION

## 1.1 Planning Application

1.1.1 An outline planning application was submitted by Gladman Developments Ltd (Gladman) on Land at Halterworth Lane, Romsey, and validated by Test Valley Borough Council (TVBC) in January 2024.

1.1.2 The proposal was as follows:

*Outline planning application for demolition of existing buildings and erection of up to 270 dwellings, including affordable housing, with land for the potential future expansion of Halterworth Primary School, public open space, structural planting and landscaping, sustainable drainage system (SuDS) and vehicular access points. All matters reserved except for means of access.*

1.1.3 The application was assigned the reference 24/00174/OUTS and refused in April 2024 for a number of reasons. Reason for refusal (RfR) no. 4 related to highways as follows:

*The proposal would give rise to an adverse effect on the function, safety and character of the local highway network. There is a lack of clarity in relation to assessment and amendments requested by the Highway Authority which includes vehicle access proposals, suitable sustainable modes improvements, clarity around school parking proposals, confirmation of committed development assessed, Cycle Level of Service assessment of A27/Botley Road/Premier Way roundabout, and amendments to Travel Plan. The proposal would therefore result in unnecessary additional burden being placed on existing highway provision and would create an adverse impact on the function, safety and character of and accessibility to the local highway network. The location would not be connected with existing and proposed pedestrian cycle and public transport links and would not minimise its impact on the highway and rights of way network. This would be to the overall detriment of the area and pedestrian, cycle or public transport users of the highway. No legal agreement has been secured to address the above requirements and the proposal is contrary to policy T1 of the Test Valley Borough Revised Local Plan (2016), and the Infrastructure and Developer Contributions Supplementary Planning Document*

1.1.4 RfR no. 5 also relates to highways in the context of public rights of way (PRoW) as follows:

*In the absence of an agreed specification of work and / or a suitable financial contribution towards improving the useability of this route to service future residents, the proposed development fails to provide sufficient rights of way provision required to serve the needs of the future population and places an unnecessary unjustified burden*

*on the public right of way network. The proposal is considered to be contrary to Test Valley Borough Local Plan - Policy T1 and the NPPF para 104.*

1.1.5 Through further discussions with TVBC, it has been confirmed that the above route in question relates to PRoW footpath 198/15/1 that runs through the northern part of the site from Halterworth Lane opposite Kennett Close.

1.1.6 Gladman, the Appellant, has appealed the above decision, with the Planning Inspectorate assigning the reference APP/C1760/W/24/3354052.

## 1.2 Purpose of Report

1.2.1 Prime Transport Planning (Prime) prepared a Traffic and Transport chapter (Chapter 6) for the supporting Environmental Statement (ES). A Transport Assessment (TA) and Travel Plan (TP) formed Appendices 6.1 and 6.2 respectively. The documents were prepared following pre-application discussions between Prime and Hampshire County Council (HCC) in its capacity as local highway authority (LHA).

1.2.2 TVBC consulted HCC as part of the planning application. HCC provided a consultation response dated 25 March 2024 under the reference 052324. The recommendation in HCC's response was as follows:

*Further information is required prior to the highway authority being in a position to provide a recommendation. This is as follows:*

- *Amendments to vehicle access proposals*
- *Suitable sustainable modes improvements*
- *Clarity around school parking proposals*
- *Confirmation of committed development assessed*
- *CLoS assessment of A27/Botley Road/Premier Way roundabout*
- *Amendments to Travel Plan*

1.2.3 Prime sought further clarification from HCC regarding the above points, particularly the second point relating to sustainable travel improvements.

1.2.4 Virtual meetings were held with HCC on 31 July and 4 December 2024. The above points were discussed and a clearer prescription of HCC's expectations for sustainable travel improvements was provided.

1.2.5 It was provisionally agreed that Prime, on behalf of the Appellant, would seek to address HCC's concerns as part of the appeal process.

1.2.6 This Transport Technical Note 1 (TTN1) provides a response to HCC's comments in its consultation response in advance of presenting technical drawings for a walking and cycling improvement scheme

in line with the aspirations of the Test Valley (south) Local Cycling and Walking Infrastructure Plan (LCWIP). RfR 6 relating to PRoW is also addressed.

- 1.2.7 Following this introduction, Section 2 provides direct response to the points raised in HCC's March 2024 consultation response. Updated technical drawings related to access are provided in Appendix I.

## 2 RESPONSE TO HCC COMMENTS

### 2.1 Access Proposals

2.1.1 Following HCC's consultation comments, relatively minor amendments have been made to the proposed access drawings. The drawings appended to the TA, Drawing P21004-001C detailing the northern access and Drawing P21004-002B detailing the southern access, have both been revised with the changes outlined below.

2.1.2 An updated suite of technical drawings is provided in Appendix I.

#### Drawing P21004-001D: Proposed Access Strategy – Northern Frontage

- Tactile paving moved to the crossing desire line on the radii of the access junction and pedestrian-vehicle intervisibility splays added, with these splays matching those on Halterworth Lane presented for the access junction which were based on observed 85<sup>th</sup> percentile speeds as detailed in Sections 4.4 and 5.2 of the TA. The splays along the access road meet *Manual for Streets* (MfS) guidance for a 20mph design speed;
- Proposed tactile paving arrangement rationalised to show a single set north of the proposed access between public footpath 198/15/1 and Kennett Close;
- Proposed access carriageway dimension of 5.5m added;
- Tactile paving added to the dropped kerbs on Saxon Way as offered in paragraph 6.2.3 of the TA; and
- Public footpath 198/15/1 annotated for illustrative purposes and proposed at the reserve matters stage noted.

#### Drawing P21004-002C: Proposed Access Strategy – Southern Frontage

- Tactile paving moved to the crossing desire line on the radii of the access junction and pedestrian-vehicle intervisibility splays added, with these splays matching those presented for the access junction which were based on observed 85<sup>th</sup> percentile speeds as detailed in Sections 4.4 and 5.2 of the TA. The splays along the access road meet MfS guidance for a 20mph design speed;
- Proposed access carriageway dimension of 5.5m added;
- Tactile paving added to the dropped kerbs on Benedict Close as offered in paragraph 6.2.3 of the TA; and
- Footway added to southern side of proposed access to connect with existing footway on Halterworth Lane.

2.1.3 The swept path analysis associated with both of the proposed accesses has been updated and is shown in Drawings P21004-003B (north) and P21004-004B (south). This demonstrates that a large

refuse collection vehicle, which is likely to be the largest vehicle that will regularly require access to the site, can undertake all four turning movements at the proposed accesses.

2.1.4 In addition to the tactile paving to be provided at the existing dropped kerb crossing points at the junctions mentioned above and shown on the drawings (Saxon Way and Benedict Close), the Appellant remains content to provide such features at the Halterworth Lane junctions with Botley Road, Monford Heights, Seward Rise, Jenner Way and Hestia Close as offering TA paragraph 6.2.3 and provisionally agreed with HCC in its consultation response. These are not currently shown on any drawings but drawings to explicitly detail this should not be required at this stage.

2.1.5 HCC noted that the spacing of the proposed northern access with Saxon Way was less than its recommended desirable minimum of 50m. However, from review of HCC's *Technical Guidance Note TG2 – Alignment Design (April 2024)*, the table on page 24 of the document refers to a 45m spacing requirement for left-right staggers on main streets where the speed limit is 30mph, as per Halterworth Lane. However, this is caveated with the following guidance:

*Where the crossing movement is likely to be only undertaken by cars/delivery vehicles, this may be relaxed to 30m (without need for a Dfs [departure from standards])*

2.1.6 It may be the case that the 50m distance originally stated has now been superseded by 45m, however, the caveat above is applicable in this instance as the cross movement from Saxon Way to the northern site access and vice versa would only regularly be made by cars and delivery vehicles given the residential street nature of both roads. It is assumed that the 50m originally stated refers to *Design Manual for Roads and Bridges* DMRB standards for motorways and trunk roads which require junction spacing to be able to accommodate the swept path of the 'design vehicle'. In earlier versions of DMRB the design vehicle was a large HGV pulling a drawbar trailer, with 50m typically required to accommodate it making a staggered cross movement. However, the design vehicle has been superseded by a 16.5m articulated lorry.

2.1.7 The proposed northern access junction has been located with a 33.6m centreline to centreline spacing with Saxon Way which is easily sufficient to accommodate the cross flows between the two roads, which are also likely to be fairly limited. However, to provide greater reassurance that the spacing is suitable, a swept path analysis for the 16.5m long design vehicle has been undertaken as shown in Drawing P21004-006 in Appendix I. The analysis shows that such a vehicle is able to make the cross movement, even though such instances will likely be very rare.

2.1.8 Whilst HCC suggested that the arrangement may need to be considered by its Departure from Standards Board, this is unnecessary as the design accords with HCC's current design standards and best practice.

2.1.9 It is also important to note that the proposed spacing also avoids the root protection area of a veteran tree, ensuring that it will not be damaged by construction of the proposed northern access.



- 2.1.10 The Appellant can confirm that the internal road network will be offered for adoption, though this will be subject to the subsequent reserved matters application(s).

## 2.2 PRoW Upgrade

- 2.2.1 As mentioned above and acknowledged on Drawing P21004-001D, the Appellant is willing to accept a suitably worded condition that involves the upgrade of the section of footpath 198/15/1 that runs through the appeal site as part of the internal layout to be provided at the reserved matters stage. The improvements are likely to include but are not limited to improved surfacing, signage and upgrade to a bridleway (to legally allow cycle use), the latter as requested by the PRoW officer (Core Document 3.9).

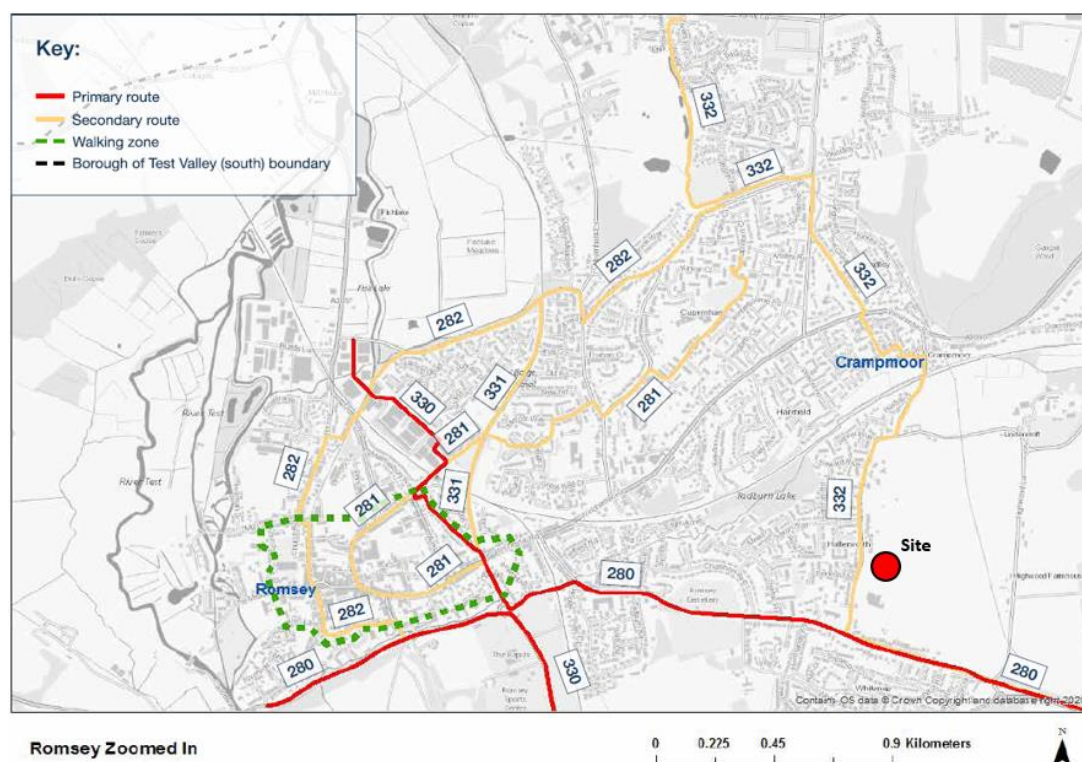
- 2.2.2 This condition will directly address RfR 6.

## 2.3 Sustainable Modes Improvements

- 2.3.1 HCC's consultation response suggested that the measures to improve sustainable travel opportunities presented as part of the original TA and TP were insufficient. Very little detail was provided in terms of HCC's expectations, hence why Prime requested the two meetings to discuss HCC's aspirations.

- 2.3.2 The TP has been updated to address the comments raised in HCC's consultation response, thereby providing further clarity and a greater commitment to measures to promote and encourage travel by sustainable modes. However, HCC's main expectation for sustainable travel improvements, in line with a similar request to the Whitenap applicant (22/01213/OUTS), is for the Appellant to produce preliminary designs to help deliver the aspirations of the LCWIP.

- 2.3.3 Additional submissions for the Whitenap application include proposed walking and cycling improvements to several LCWIP routes, including sections of Botley Road, which forms LCWIP route 280. There is effectively a gap in between the two sections of the Botley Road route that Whitenap has considered improvements for. This gap sits close to the appeal site as does LCWIP route 332 which runs along Halterworth Lane from Botley Road to Winchester Road and beyond. Route 331 runs from the Plaza roundabout to Romsey train station. These routes are illustrated in Image 2.1 which is an extract from the LCWIP with the site location added for context.

**Image 2.1: LCWIP Route Extract**

2.3.4 Improvements to the two routes will provide direct walking and cycling routes to Romsey town centre and its numerous amenities, including the train station, to the benefit of future residents of the appeal site and existing residents of the areas to the east of Romsey town centre.

2.3.5 It is Prime's understanding that HCC will use the designs to inform the level of potential S106 contributions to be sourced from the appeal site, Whitenap and other applications. This will allow HCC to deliver the improvements holistically rather than piecemeal.

2.3.6 Prime has agreed, with HCC, the extent of the routes that designs will be prepared for. Prime is currently producing the preliminary designs for sections of routes 280, 332 and 331 and will share these with HCC and TVBC when ready. The designs are expected to be in accordance with the Department for Transport's *LTN 1/20 Cycle Infrastructure Design* and HCC's *TG10 – Pedestrian and Cycle Facilities*.

2.3.7 The sustainable mode improvements will also provide due cognisance to improving highway safety for such users in line with the comment from HCC regarding accident history.

## 2.4 School Parking Proposal

2.4.1 Given the proximity to Halterworth Primary School and the potential to displace associated parking with the proposed southern access, the Appellant has offered to provide parking within the site for school drop-off and collection.

- 2.4.2 At the pre-application stage, a car park within the appeal site was offered, however, following further consideration of on-site constraints, masterplanning and management, the Appellant continued to offer car parking as part of the application but suggested that parking laybys along the internal spine road would be the most appropriate method of provision, as indicatively shown in the Development Framework Plan. Such parking could also be used by visitors to the future residents.
- 2.4.3 HCC has however requested a firm proposal on the school parking offer. As this is an outline application with the internal layout subject to reserved matters, the eventual housebuilder(s) will design the internal layout and as such it would be logical to provide them with the opportunity to review options for the parking and present them at the reserved matters stage.
- 2.4.4 In terms of quantifying the level of provision, the proposed southern access is located where there are single yellow line parking restrictions applicable between 8-9am and 2-4pm, however, we are aware from site visits and a parking beat survey that this section is used for school parking. An amendment to the existing traffic regulation order (TRO) has been proposed so that double yellow lines can be provided in place of the single yellow lines to keep the access junction clear of parked cars. The length of the double yellow line section proposed is 32m which is equivalent to 5.5 car lengths (5.75m per car to allow for car length plus manoeuvring distance). As such, six car parking spaces could be considered to be the minimum that should be provided, however, the Appellant is willing to offer up to 20 spaces to help discourage parking on the existing and proposed TROs on Halterworth Lane.
- 2.4.5 The Appellant offers to accept a suitably worded condition requiring provision of at least six parking spaces to be provided within the site, at a location convenient for school trips. The exact form (car park or laybys) and number of spaces will be subject to further consultation with HCC, TVBC and Halterworth Primary School at the reserved matters stage.

## 2.5 Confirmation of Committed Developments Assessed

- 2.5.1 Section 7.3 of the TA and paragraph 6.3.24 of the Traffic and Transport ES chapter both list the committed developments assessed. Two of the committed developments were agreed with HCC during preapplication discussions, while the other four were included in line with Environmental Impact Assessment guidance to be robust. Only three of the six applications benefit from planning approval with the others pending approval at the time of the assessment. The pending applications are also still pending at the time of writing this TTN1.
- 2.5.2 The Appellant has reviewed the TVBC planning portal to check for any other major developments that should potentially be assessed as committed developments. Only one additional application has been found, this being 245 units at Hillier Bentry Nurseries off Jermyns Lane, Ampfield, validated on 30 October 2024. The site is over 3km from the appeal site and is unlikely to add a notable level of traffic to the study area, with the existing/extant use already generating traffic. HCC's consultation response

from December 2024 also requires additional information before the LHA can offer a recommendation. For these reasons, the application should not be included in the assessment; the current assessment remains valid.

- 2.5.3 It is Prime's understanding that HCC favours sustainable travel improvements over motor vehicle capacity centric improvements in the study area. The sustainable modes improvement scheme should therefore address this.

## 2.6 CLoS Assessment of A27/Botley Road/Premier Way Roundabout

- 2.6.1 HCC requested a Cycling Level of Service (CLoS) assessment of the above roundabout. However, following further discussions with HCC, we are aware that the Whitenap applicant has designed a pedestrian and cycle improvement scheme for the junction as part of the LCWIP designs. Prime has improvements and consider them to be logical and will improve the level of service for such users. It is anticipated that these improvements will be delivered by HCC as part of the LCWIP.

## 2.7 Amendments to Travel Plan

- 2.7.1 As mentioned above, the submitted Framework TP has been updated following the review undertaken by HCC in its consultation response. All items have been addressed, but nevertheless, the Appellant is willing to accept an appropriately worded condition that requires the submission of a Full TP at the appropriate stage, which is likely to be at the reserved matters stage.

## 3 SUMMARY AND CONCLUSION

### 3.1 Summary

3.1.1 This TTN1 has addressed the majority of the issues raised by HCC in its consultation response dated 25 March 2024. Two subsequent meetings were held with HCC prior to the production of this TTN1 which provided further clarity on the issues.

3.1.2 RfR 6 relating to PRow has also been addressed and a suitable condition will be agreed.

3.1.3 The one issue not addressed in this TTN1 is the wider walking and cycling improvement strategy that will align with the aspirations of the LCWIP. Designs to inform this strategy are currently being progressed and will be shared with HCC, TVBC and the Planning Inspectorate when they are ready. It is anticipated that the Appellant will be expected to provide a proportionate level of funding for these improvements, with the amount to be discussed following completion of the designs.

### 3.2 Conclusion

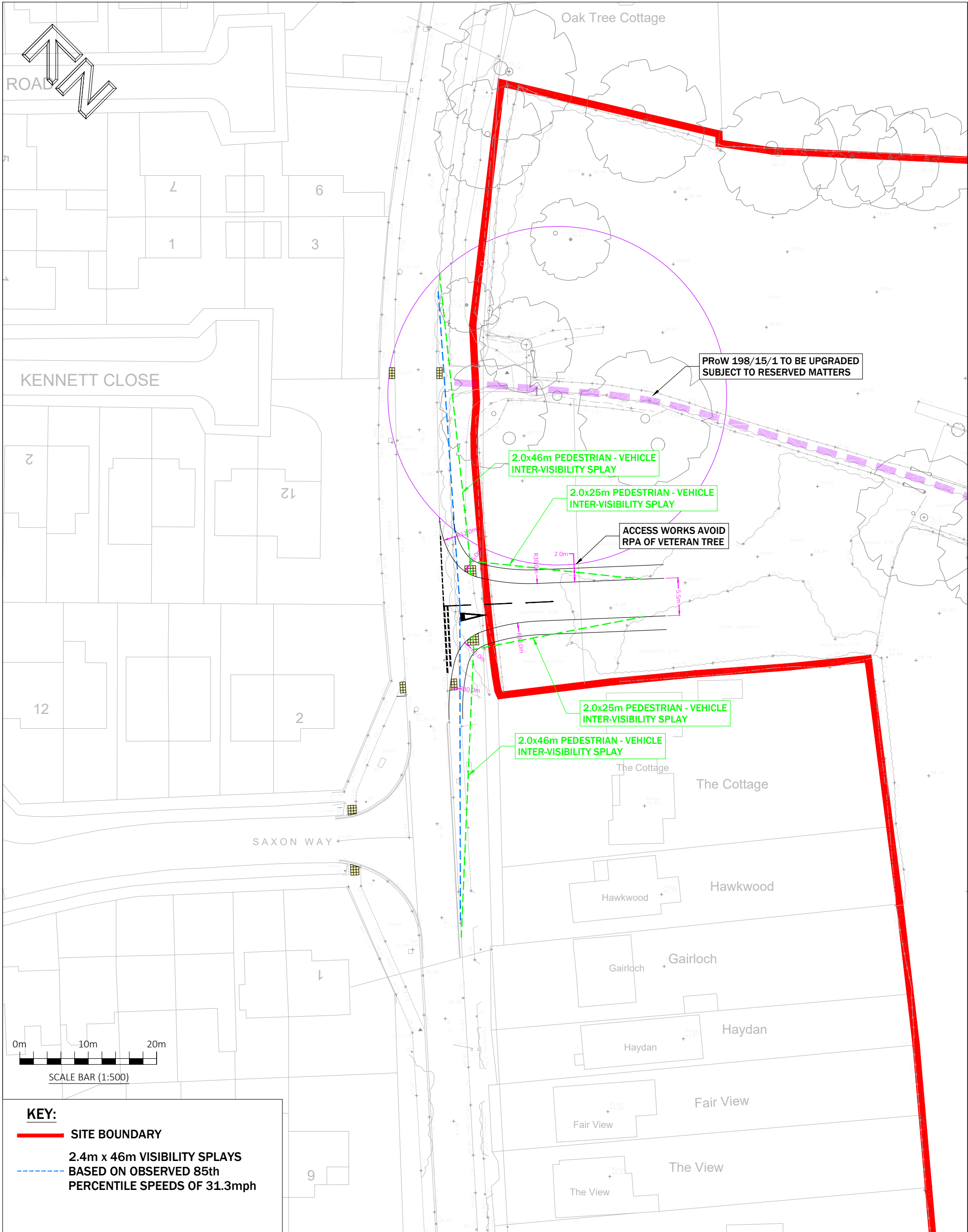
3.2.1 Subject to a commensurate contribution towards the wider walking and cycling improvement strategy to be agreed with HCC, along with a number of conditions primarily related to access and parking, Prime, on behalf of the Appellant, consider all highways matters to have been addressed.

3.2.2 The Appellant and Prime are happy to continue discussions with HCC and TVBC in advance of the Public Inquiry in March 2025 so that all highways matters can be agreed.

## APPENDIX I


## TECHNCIAL DRAWINGS

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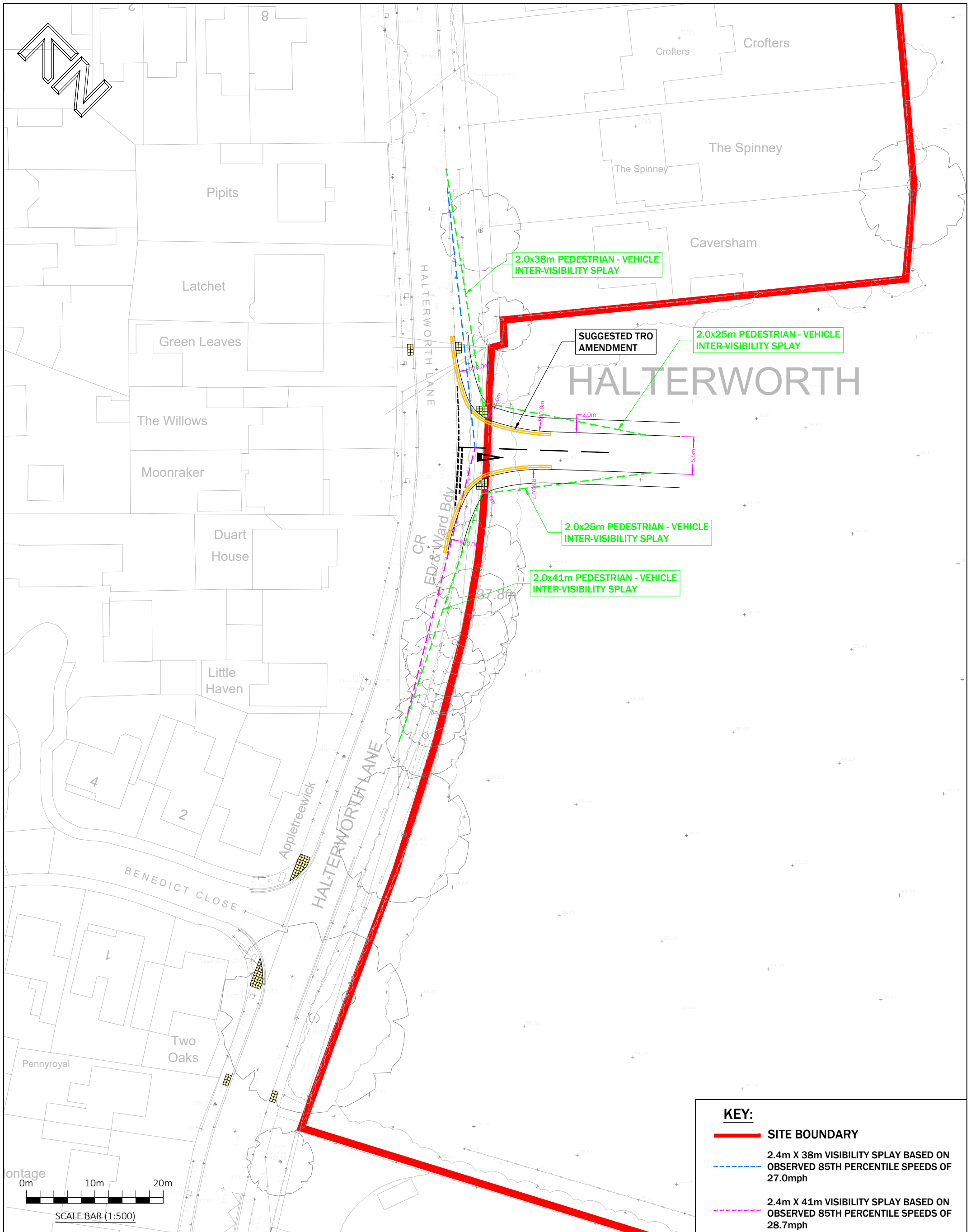


**KEY:**

- SITE BOUNDARY
- - - 2.4m x 46m VISIBILITY SPLAYS BASED ON OBSERVED 85th PERCENTILE SPEEDS OF 31.3mph

 <p>9 Hurricane Court Liverpool International Business Park   Estuary Boulevard   Liverpool   L24 8RL www.primetp.co.uk   0151 728 1860</p>	<table border="1"> <tr> <th>Rev</th> <th>Date</th> <th>By</th> <th>Revision notes</th> </tr> <tr> <td>D</td> <td>17/01/25</td> <td>RO</td> <td rowspan="4">           VARIOUS AMENDMENTS AMENDED TO STAGE 1 RSA AMENDED TO LHA COMMENT TREE SURVEY ADDED         </td> </tr> <tr> <td>C</td> <td>02/01/24</td> <td>RO</td> </tr> <tr> <td>B</td> <td>06/12/23</td> <td>RO</td> </tr> <tr> <td>A</td> <td>19/09/23</td> <td>RO</td> </tr> </table>	Rev	Date	By	Revision notes	D	17/01/25	RO	VARIOUS AMENDMENTS AMENDED TO STAGE 1 RSA AMENDED TO LHA COMMENT TREE SURVEY ADDED	C	02/01/24	RO	B	06/12/23	RO	A	19/09/23	RO	<p>Project</p> <p><b>HALTERWORTH LANE, ROMSEY, HAMPSHIRE</b></p>	<p>Drawn by VB</p> <p>Issue date 06 AUG 2021</p>
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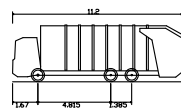
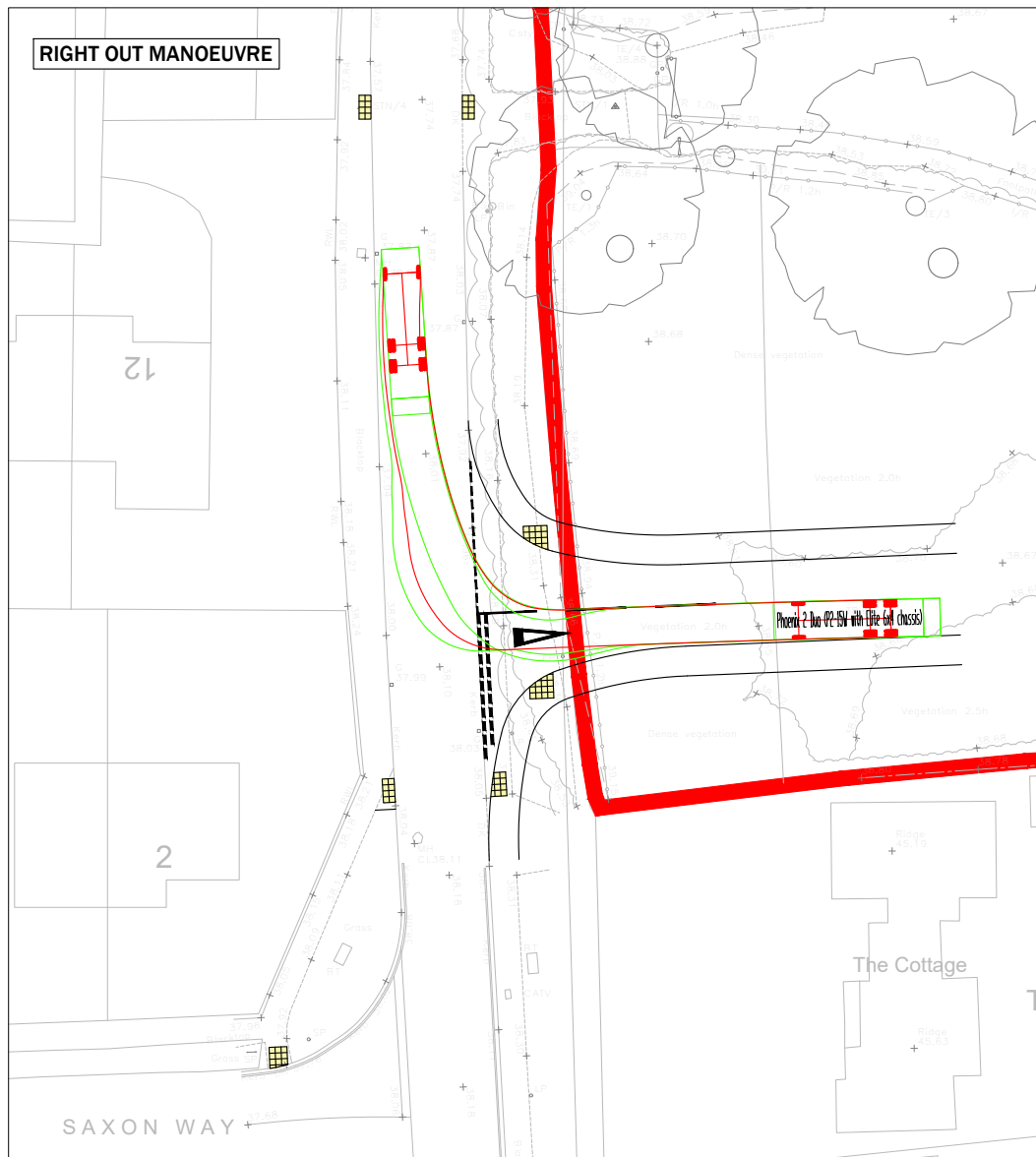
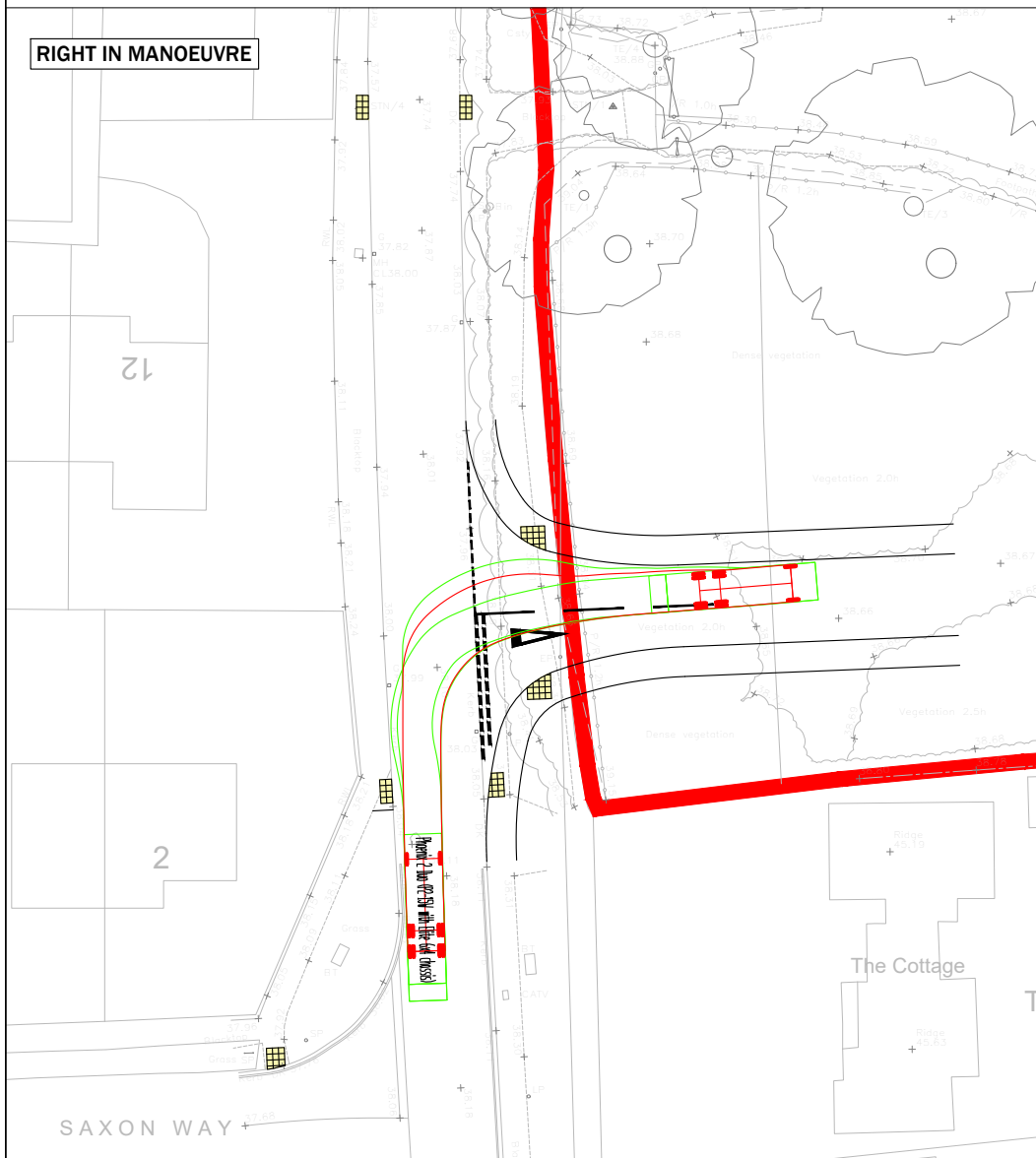
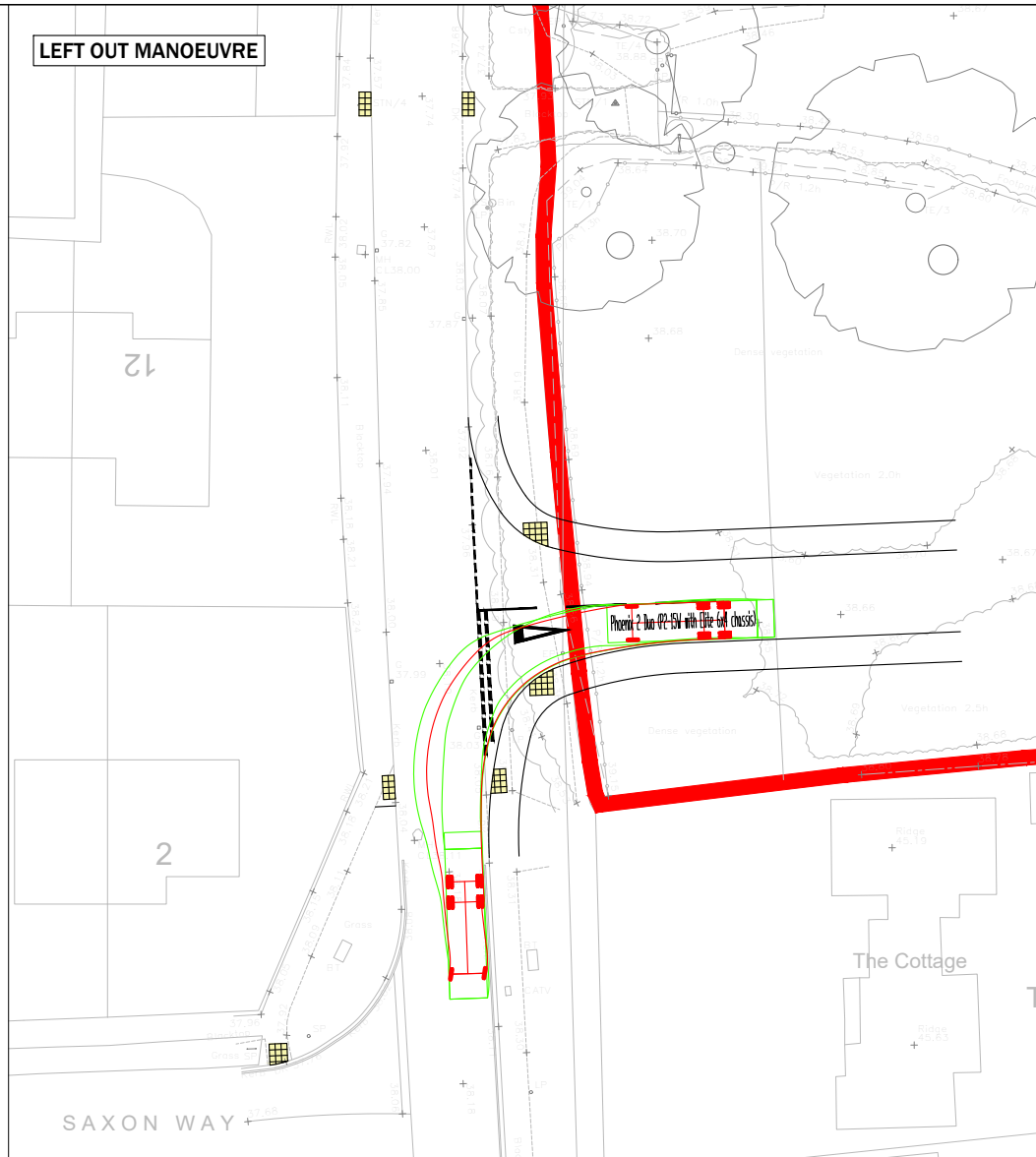
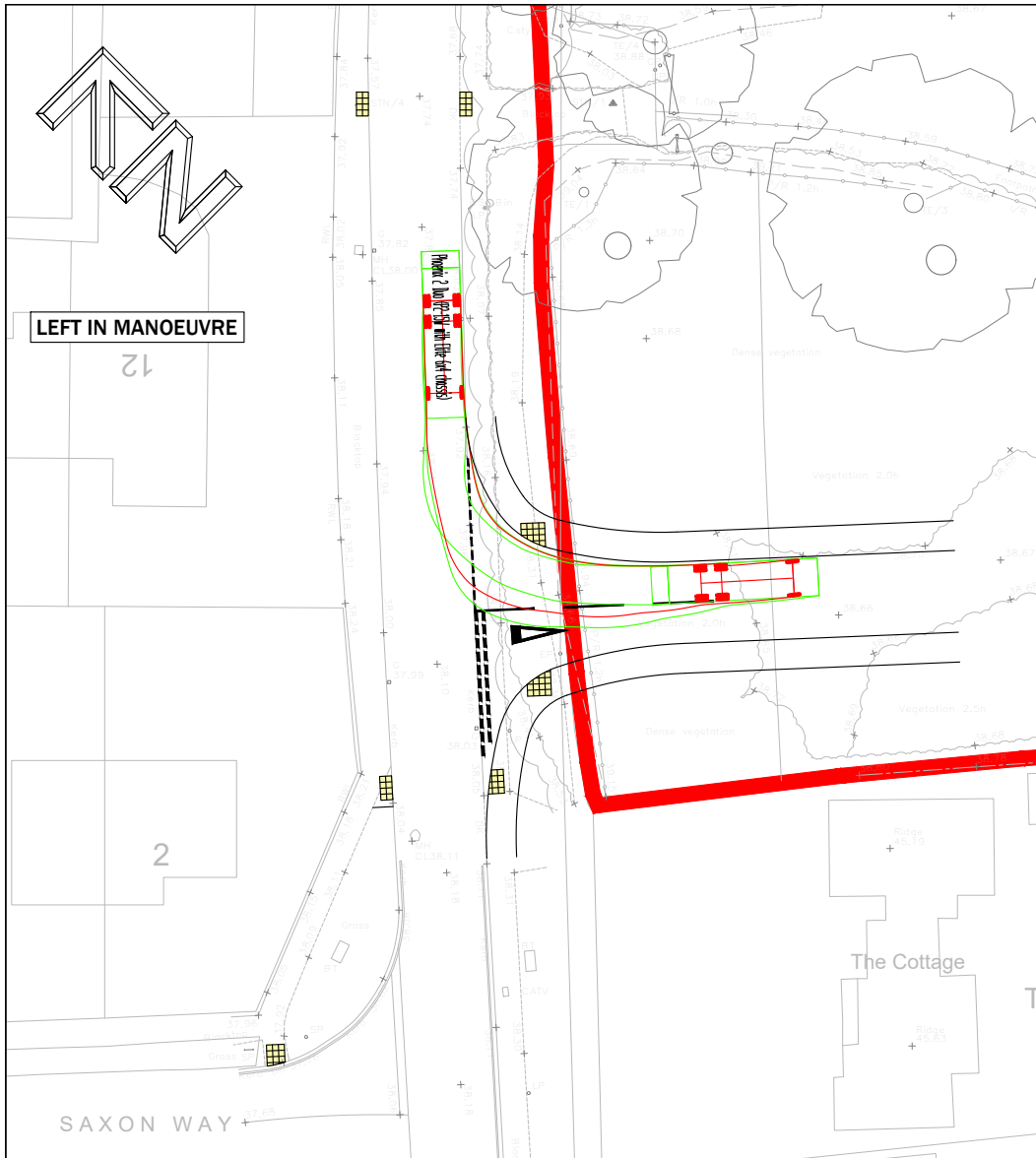




KEY:	
	SITE BOUNDARY
	2.4m X 38m VISIBILITY SPLAY BASED ON OBSERVED 85TH PERCENTILE SPEEDS OF 27.0mph
	2.4m X 41m VISIBILITY SPLAY BASED ON OBSERVED 85TH PERCENTILE SPEEDS OF 28.7mph

<p>9 Hurricane Court Liverpool International Business Park   Estuary Boulevard   Liverpool   L24 8RL www.primetp.co.uk   0151 728 1860</p>	<table border="1"> <tr> <td>C</td> <td>17/01/25</td> <td>RO</td> <td rowspan="2">VARIOUS AMENDMENTS AMENDED TO STAGE 1 RSA AMENDED TO LHA COMMENT</td> </tr> <tr> <td>B</td> <td>02/01/24</td> <td>RO</td> </tr> <tr> <td>A</td> <td>06/12/23</td> <td>RO</td> <td></td> </tr> </table>	C	17/01/25	RO	VARIOUS AMENDMENTS AMENDED TO STAGE 1 RSA AMENDED TO LHA COMMENT	B	02/01/24	RO	A	06/12/23	RO		<table border="1"> <tr> <td>Project</td> <td rowspan="2"><b>HALTERWORTH LANE, ROMSEY, HAMPSHIRE</b></td> <td>Drawn by</td> <td>VB</td> <td>Issue date</td> <td>06 AUG 2021</td> </tr> <tr> <td>Rev</td> <td>Date</td> <td>By</td> <td>Revision notes</td> <td>Scale(s)</td> <td>1:500 @ A3</td> </tr> </table>	Project	<b>HALTERWORTH LANE, ROMSEY, HAMPSHIRE</b>	Drawn by	VB	Issue date	06 AUG 2021	Rev	Date	By	Revision notes	Scale(s)	1:500 @ A3
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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.200m  
 Overall Width 2.450m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 4.006s  
 Kerb to kerb turning Radius 9.500m



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Rev	Date	By	Revision notes
B	17/01/25	RO	VARIOUS AMENDMENTS AMENDED TO STAGE 1 RSA
A	02/01/24	RO	

Status: **INFORMATION**

Project: **HALTERWORTH LANE, ROMSEY, HAMPSHIRE**

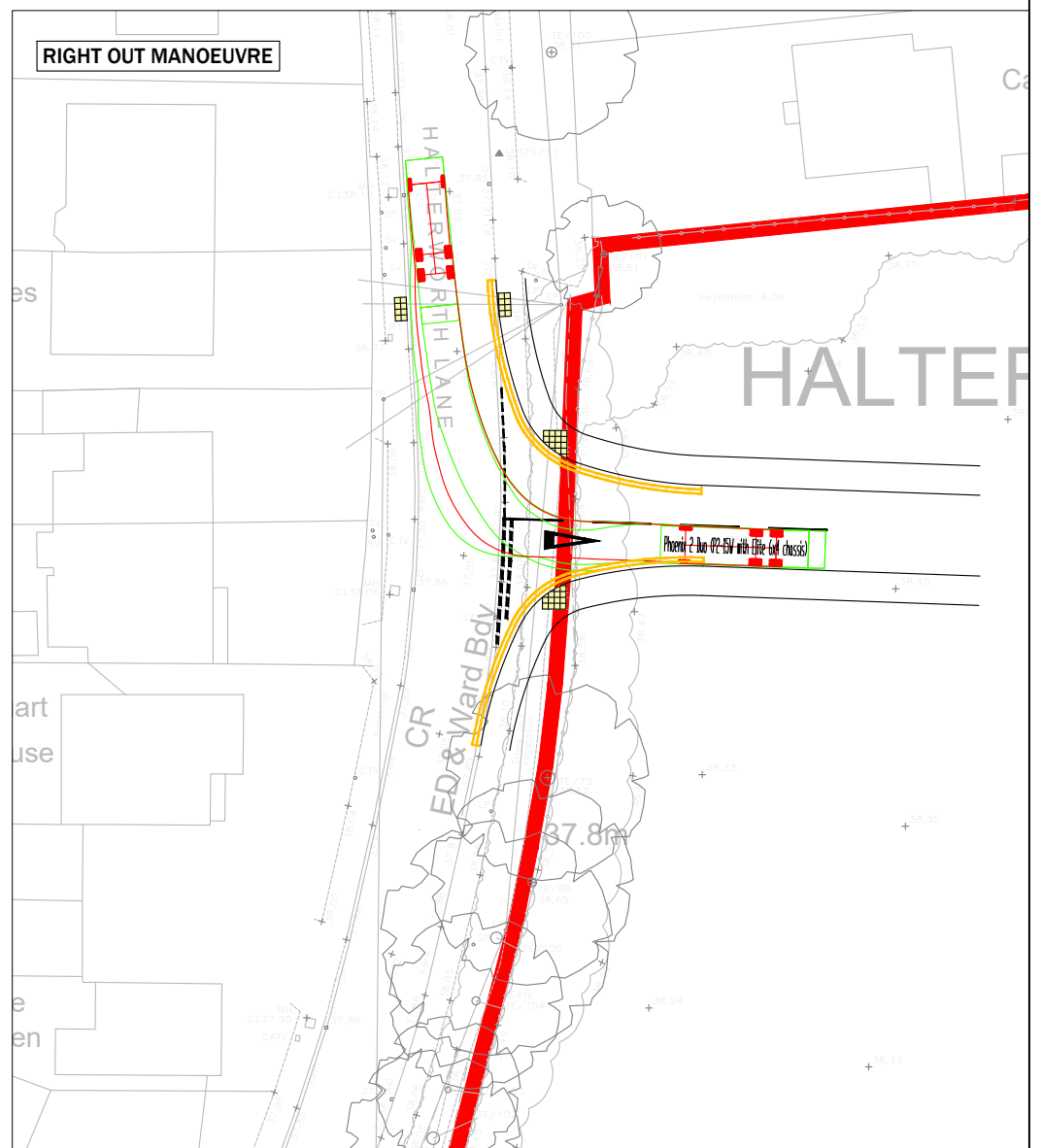
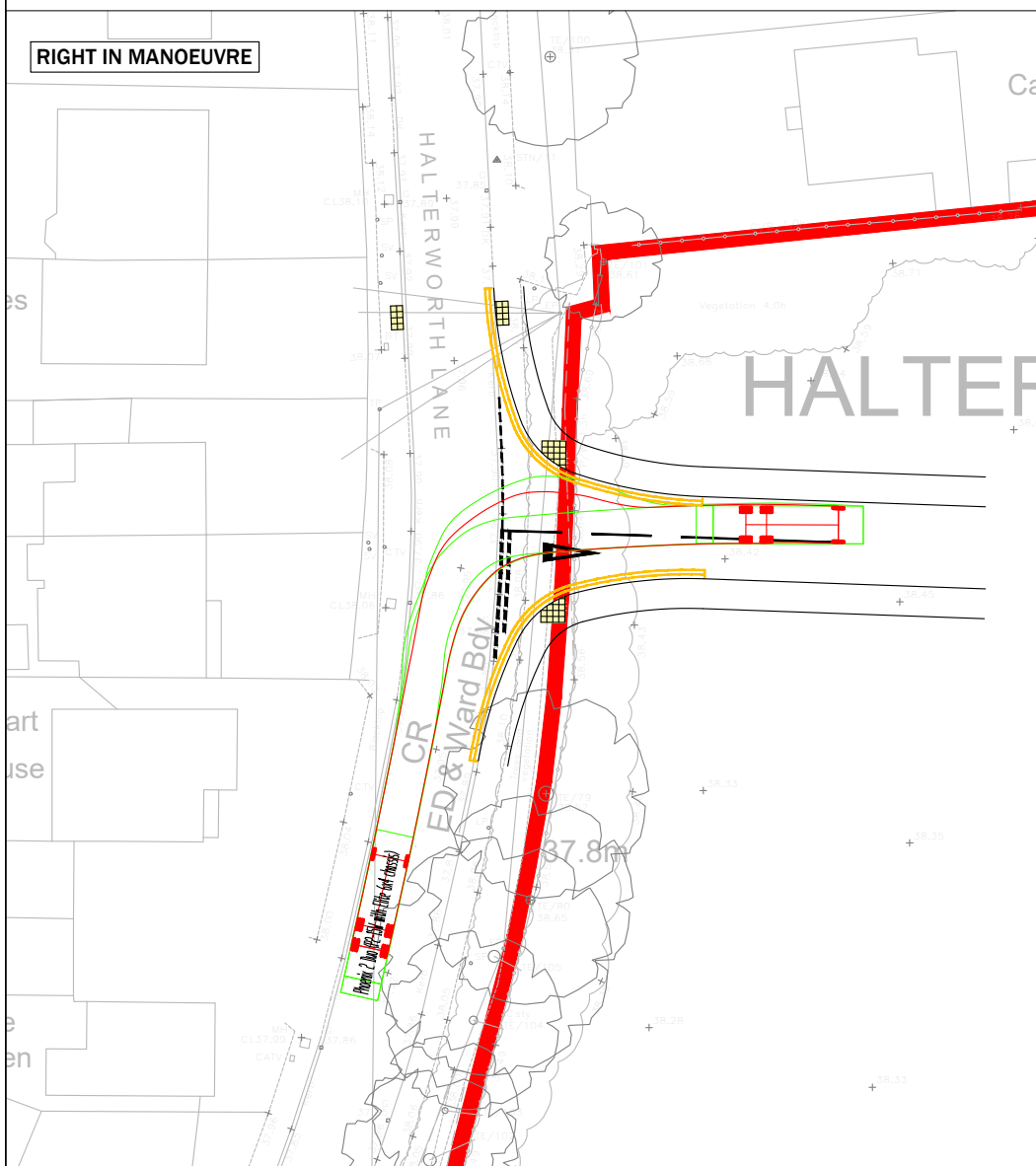
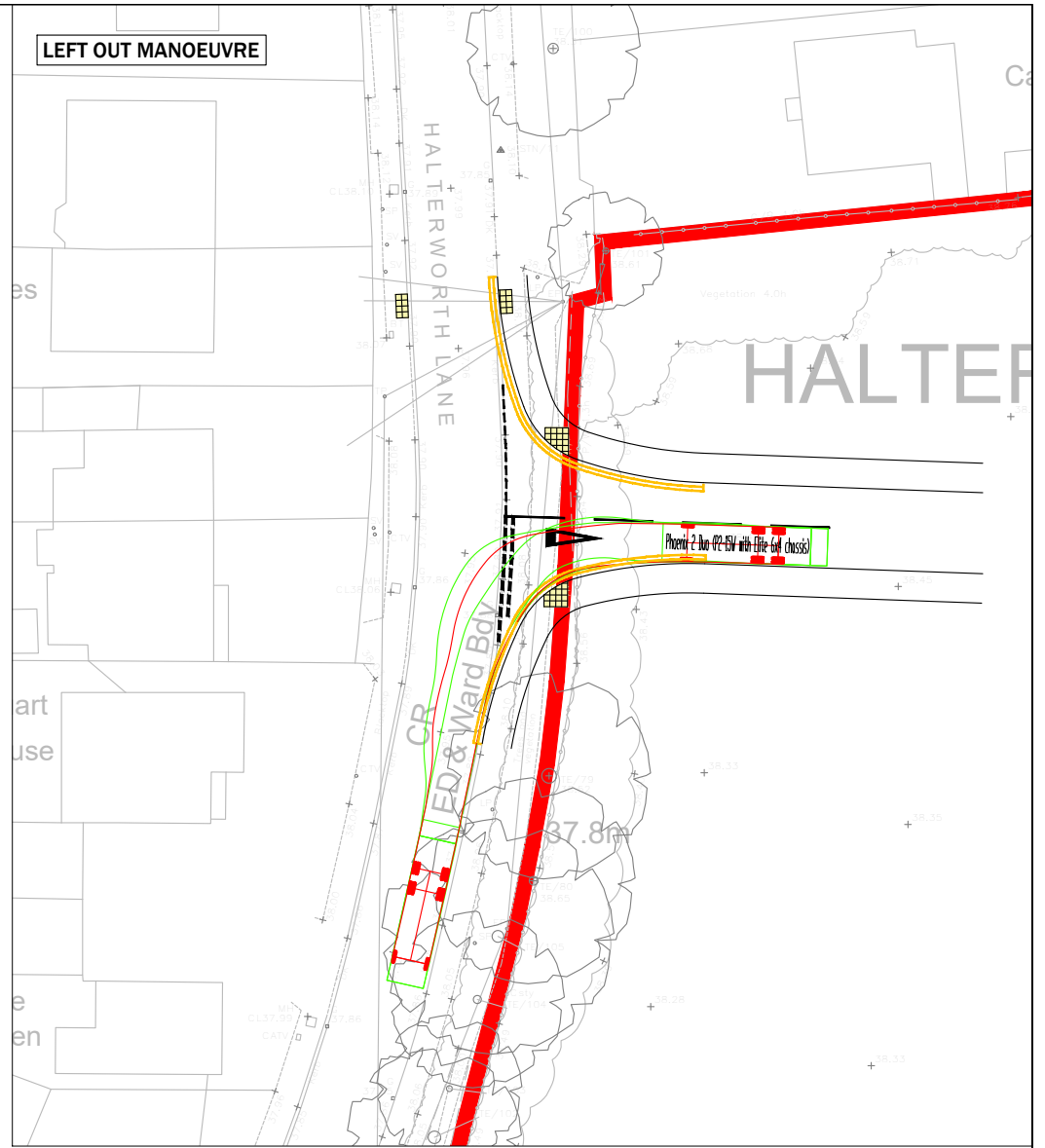
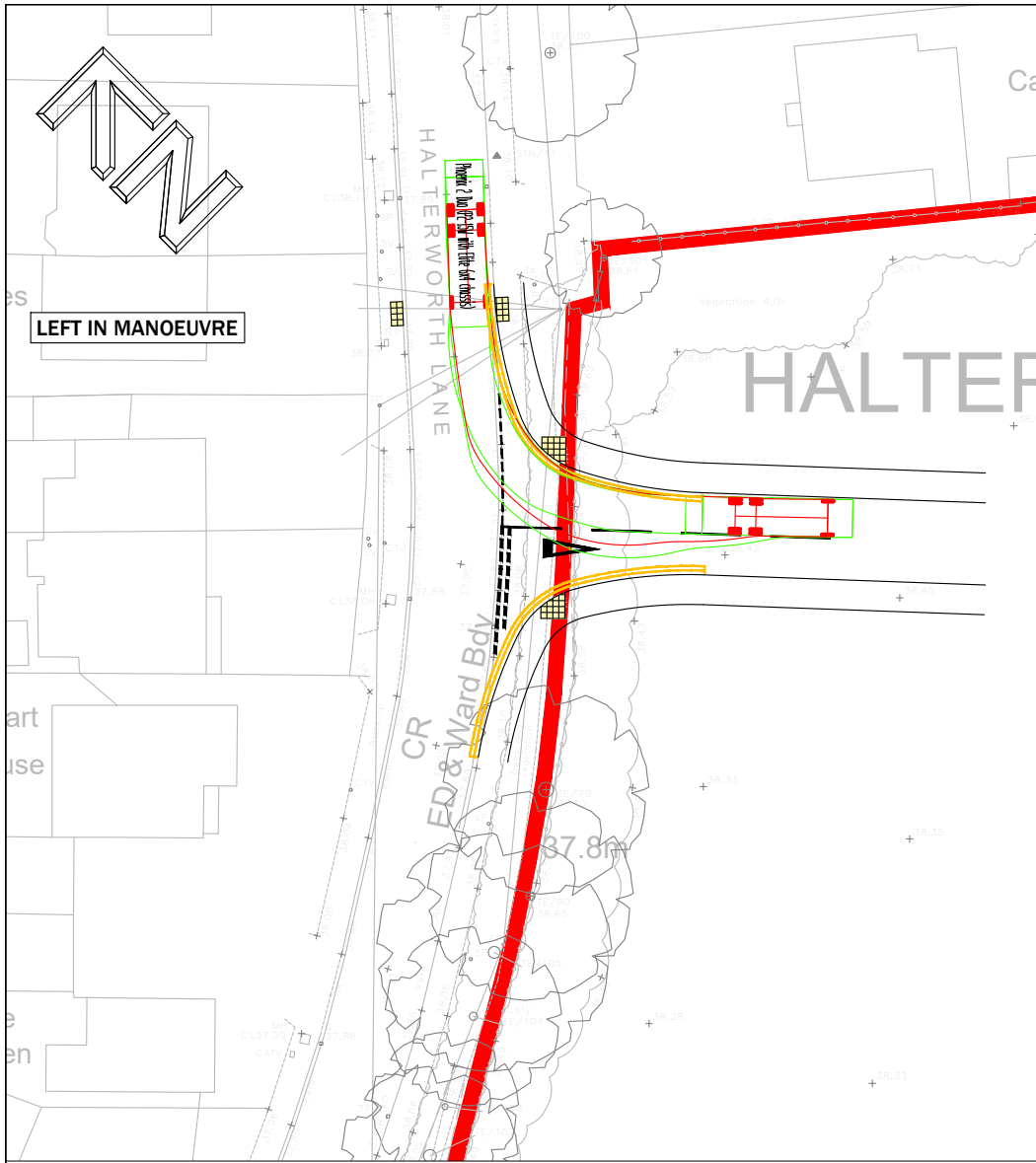
Title: **SWEPT PATH ANALYSIS OF NORTHERN ACCESS POINT**

Drawn by: **RO**

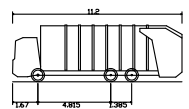
Issue date: **14 DEC 2023**

Scale(s): **1:500 @ A3**

Drawing No: **P21004-003B**



SCALE BAR (1:500)



Phoenix 2 Dug (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.200m  
 Overall Width 4.800m  
 Overall Body Height 3.750m  
 Min Body Ground Clearance 0.300m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m



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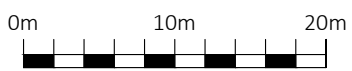
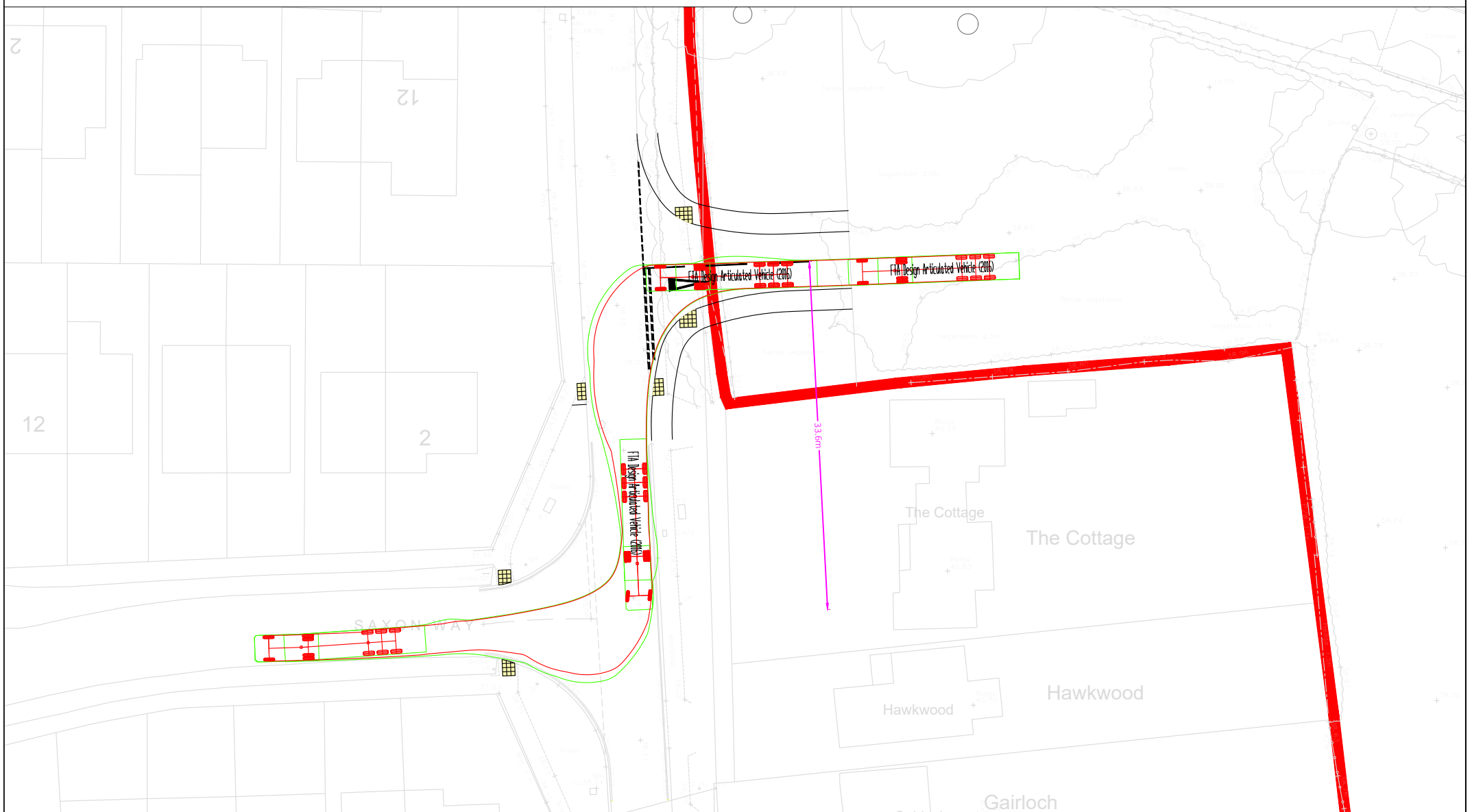
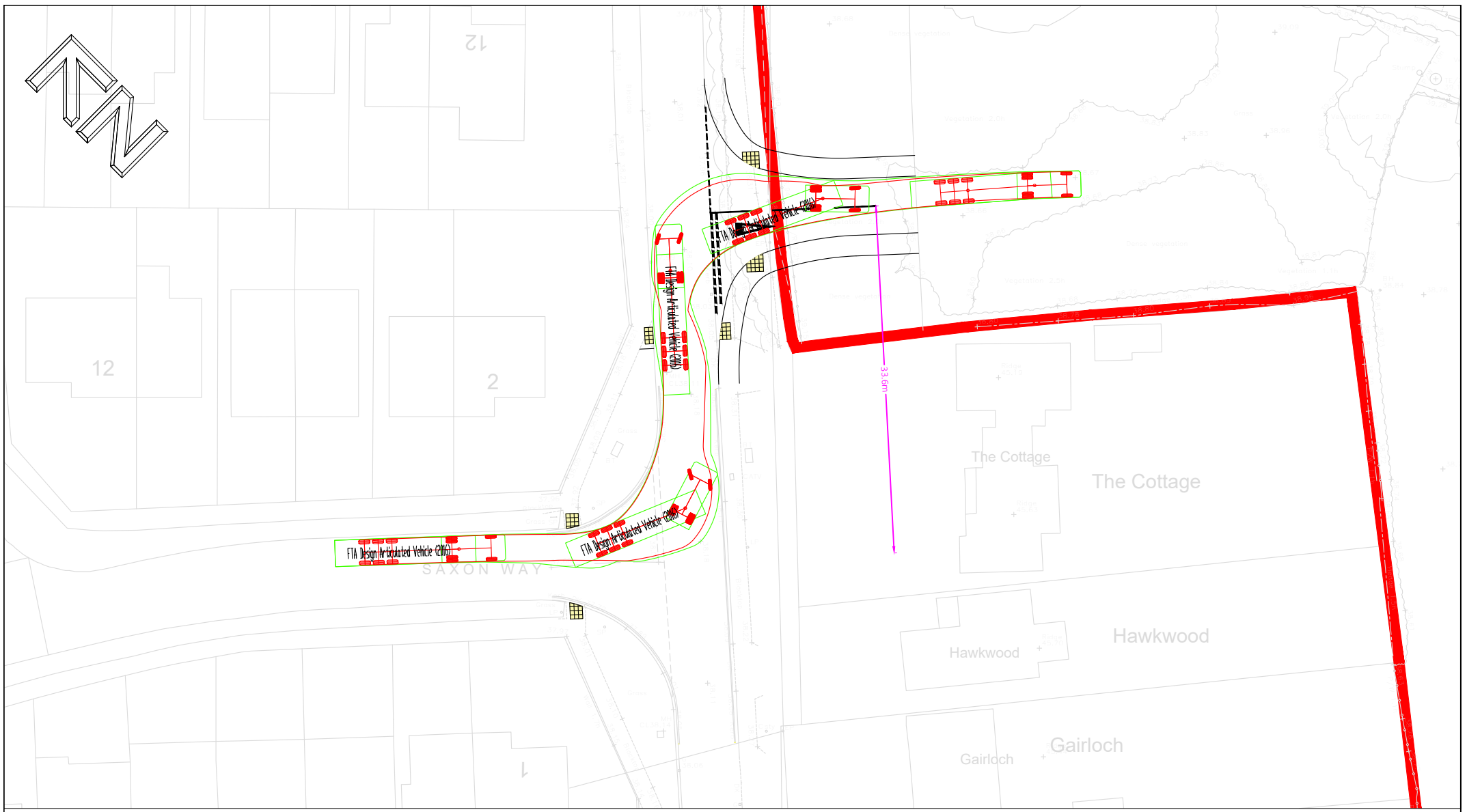
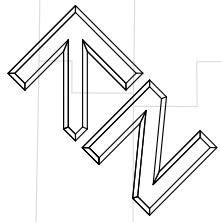
Rev	Date	By	Revision notes
B	17/01/25	RO	VARIOUS AMENDMENTS AMENDED TO STAGE 1 RSA
A	02/01/24	RO	

Status: INFORMATION

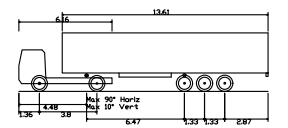
Project: HALTERWORTH LANE, ROMSEY, HAMPSHIRE

Title: SWEPT PATH ANALYSIS OF SOUTHERN ACCESS POINT

Drawn by: RO  
 Issue date: 14 DEC 2023  
 Scale(s): 1:500 @ A3  
 Drawing No: P21004-004B



SCALE BAR (1:500)



FTA Design Articulated Vehicle (2016)  
 Overall Length 16.480m  
 Overall Width 2.500m  
 Overall Body Height 3.970m  
 Min. Body Ground Clearance 0.510m  
 Max. Track Width 5.470m  
 Lock to lock time 3.00s  
 Kerb to Kerb Turning Radius 6.500m



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Rev	Date	By	Revision notes

Status: **INFORMATION**

Project: **HALTERWORTH LANE, ROMSEY, HAMPSHIRE**

Title: **SWEPT PATH ANALYSIS OF SOUTHERN ACCESS POINT**

Drawn by: **RO**  
 Issue date: **09 APR 2024**  
 Scale(s): **1:500 @ A3**  
 Drawing No: **P21004-006**