

Workplace Travel Plan

September 2023

EAS

Unit 1, Segro Park

North Hyde Gardens, Hayes, LB Hillingdon UB3 4QR

Britannia Row Productions

Document History

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The content of this report is based on information available as of 11th September 2023, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

- 1.1 This Travel Plan has been prepared by EAS on behalf of Britannia Row Productions to support an application for the provision of additional commercial floorspace at Unit 1, Segro Park, North Hyde Gardens, Hayes, LB Hillingdon UB3 4QR.
- 1.2 The site comprises the south-eastern part of the former Nestle factory complex in the south-east of Hayes, LB Hillingdon, which was redeveloped through planning consent 1331/APP/2017/1883.
- 1.3 The application site is located in the south-east of the former Nestle factory complex, and currently contains circa 7,120sqm B8 use.
- 1.4 The proposal comprises the provision of a mezzanine floor of 2,602sqm of further B8 use, thus giving a total of 9,722sqm B8 use at the site.
- 1.5 The site currently has 73 car parking spaces, including 7 for disabled users, which will be retained. The site currently has 20 covered cycle parking spaces which meet the requirements of the proposed site.
- 1.6 Pedestrians and cyclists can approach the site via traffic-free routes from the north-west, north, north-east and south, as well as via roads from the east and west, and enter the site via the access at the south-east of the site.
- 1.7 A location plan is included at **Appendix A** and a plan of the development is included at **Appendix B**.

What Travel Plans Are

- 1.8 A Travel Plan is a long-term management strategy for an organisation or development that seeks to deliver sustainable transport objectives through a regularly reviewed and periodically updated document. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.
- 1.9 Travel Plans can assist in increasing accessibility whilst reducing congestion, air pollution, greenhouse gas emissions and noise. A well-developed Travel Plan can mitigate adverse traffic impacts of a development and the Government recognises their role in achieving improvements in transport conditions at the local level.

This Travel Plan

- 1.10 This Workplace Travel Plan has been prepared on behalf of Britannia Row Productions by EAS Transport Planning Ltd (Ben McKeown ben.mckeown@eastp.co.uk, EAS Transport Planning Ltd, 1st Floor Millers House, Roydon Road, Stanstead Abbotts, Herts SG12 8HN, Tel 01920 871777) to support a planning application for additional B8 use floorspace at the site.

1.11 Britannia Row Productions, or the successive owners/operators of the site, are committed to ensuring that the Workplace Travel Plan will be operated for an initial five years in line with the details set out in this document.

Travel Plan Structure

1.12 This Travel Plan has been produced with reference to the Department for Communities and Local Government Guidance on Travel Plans, Transport Assessment and Statement in Decision Taking (2014), and TfL's Travel Plan Guidance (2013).

1.13 The contents of this Travel Plan are as follows:

- Chapter 2 – site assessment;
- Chapter 3 – Travel patterns and surveys;
- Chapter 4 – objectives and targets;
- Chapter 5 – measures, marketing and initiatives;
- Chapter 6 – management, monitoring and review.

2 Site Assessment

Site Location

- 2.1 The site comprises the south-eastern part of the former Nestle factory complex, located in the south-east of Hayes, west of A312 The Parkway, in LB Hillingdon.
- 2.2 The former Nestle factory complex was redeveloped via planning consent 1331/APP/2017/1883 into 7,120sqm B8 use.

Development Proposals

- 2.3 The development proposal comprises the construction of a mezzanine floor at the site, providing an additional 2,602sqm B8 use in addition to the existing 7,120sqm, giving total B8 floorspace of 9.722sqm.
- 2.4 The rationale of the proposal is to facilitate expansion of the existing business which uses the site.
- 2.5 There will be no changes to access, car parking and loading areas which were all designed and implemented through planning consent 1331/APP/2017/1883. The existing cycle parking provision also complies with LB Hillingdon policy for the proposed site.
- 2.6 The proposed site plan is included at **Appendix B**.

Local Facilities

- 2.7 A small shopping parade is located on North Hyde Road at a circa 200m/2.5-minute walk from the site, where a convenience store, takeaways and a GP surgery are available. Additionally, a superstore to the west and Hayes town centre to the north-west can be reached in a circa 1km/13-minute walk.
- 2.8 These facilities can facilitate linked trips as part of a journey to or from work, as well as lunchtime, without the need for a car.

Accessibility on Foot and by Bicycle

- 2.9 Pedestrians and cyclists access the site from the two car park entrances at the south-east and north-east, although, pedestrians approaching from any direction would arrive via the southern end of North Hyde Gardens and thus would access the site from the south-eastern access.
- 2.10 There are footways along both sides of North Hyde Gardens and the spine access road, with a footway extending from the spine access road into the site at the south-eastern site access (where pedestrian access would principally occur). There are also zebra-style crossings at convenient locations to facilitate safe pedestrian access.
- 2.11 The junction of North Hyde Gardens and Nestles Avenue has a modal filter at its eastern end, making Nestles Avenue, which runs between the site and Hayes town centre to the west, a safe and pleasant route for pedestrians and cyclists.

2.12 The Grand Union Canal path runs east-west to the north of the site, providing a traffic-free route which connects to North Hyde Gardens (and onto the site to the south) from Hayes and Southall, and indeed from further afield.

2.13 Further, the Hillingdon Trail meets the Grand Union Canal path a short distance east of North Hyde Gardens, which provides a traffic-free route from Southall and further north.

2.14 A traffic-free path also follows the River Crane south of the M4, with the route continuing northwards to the site either via Roseville Road, or along cycleways along The Parkway and which allow traversing of The Parkway/Hayes Road/North Hyde Road roundabout.

PTAL

2.15 The site receives a default PTAL of 1b, which indicates a relatively poor level of accessibility to public transport services. However, a bespoke PTAL assessment, as included in the Transport Statement that has been submitted alongside this Travel Plan, gave a PTAL 3, which indicates a moderate level of accessibility to public transport in London.

Accessibility by Public Transport – Rail

2.16 Hayes & Harlington railway station can be accessed in a circa 950m/12-minute walk from the site. The station is served by National Rail and Elizabeth Line services, which provide 10 services per hour during off-peak periods, both eastbound and westbound, including:

- 4 tph (trains per hour) westbound to Heathrow Terminal 4;
- 2 tph westbound to Heathrow Terminal 5;
- 2 tph westbound to Reading;
- 2 tph westbound to Maidenhead;
- 2 tph eastbound to Shenfield;
- 8 tph eastbound to Abbey Wood.

Accessibility by Public Transport – Bus

2.17 The 195 bus route can be accessed at the Roseville Road bus stops, located on North Hyde Road, can be reached in a circa 180m/2-minute (eastbound) or 250m/3-minute walk from the site.

2.18 The 195 bus route serves between Hillingdon and Brentford, via Hayes, Southall and Hanwell, with 4 to 5 services per hour throughout the day and 3 per hour in the evenings.

2.19 The E6 bus route can be accessed at the North Hyde Road bus stop on Roseville Road (eastbound) and the Bulls Bridge Tesco bus stop off Hayes Road (westbound), which can be reached in a circa 200m/3-minute walk and a circa 600m/8-minute walk, respectively.

2.20 The E6 bus route serves between Greenford and Hayes, with around 5 to 6 services per hour throughout the day and 4 per hour during the evenings.

2.21 The H28 bus route can be accessed at the Bulls Bridge Tesco bus stops, located off Hayes Road, in a circa 600m/8-minute walk from the site.

- 2.22 The H28 bus routes serves between Hayes and Brentford, via Hounslow and Isleworth, with 3 services per hour throughout the day and 2 services per hour during the evenings.
- 2.23 Further bus routes can be accessed at the Hayes & Harlington railway station, which can be reached in a circa 950m/12-minute walk from the site, including the 90, 140, 278, 350, U4, U5, X140 and N140 bus routes (in addition to the 195, E6 and H98 which can be accessed closer to the site), which together provide dozens of additional services per hour.

Car Clubs

- 2.24 An Enterprise Car Club vehicle is located on Nestles Avenue, circa 475m/6-minute walk from the site, with another located on Powerhouse Lane and can be reached in a circa 1.6km/19-minute walk from the site.
- 2.25 The Transport Assessment submitted with application 1331/APP/2017/1883 suggests that further Car Club vehicles will be provided in the vicinity of the site as demand from the redeveloped Nestle factory complex increases.
- 2.26 This provision can provide staff with confidence to use an alternate mode of travel to get to and from work, knowing that a car should be available if necessary.

Parking

- 2.27 The site has 73 on-site parking spaces, including 7 (10%) for disabled users. 15 (21%) have active EV provision and 8 (11%) have passive EV provision.
- 2.28 North Hyde Gardens has double yellow line restrictions. Nestles Avenue, Gordon Crescent and Sutherland Avenue are subject to CPZ restrictions, with parking for permit holders only between 09:00-17:00 Monday to Friday. Much of Harold Avenue also has parking restricted between 08:00-18:30 Monday to Saturday.
- 2.29 North Hyde Road has some uncontrolled on-street parking, though this commences circa 250m walk from the site and would be subject to high demand from the residential and commercial premises on North Hyde Road.
- 2.30 This means that all streets within a 250m walk of the site are subject to parking restrictions, and there is very limited potential parking provision for users of the site within a circa 300m to 350m walk of the site.

3 Travel Patterns and Surveys

Expected Travel Patterns

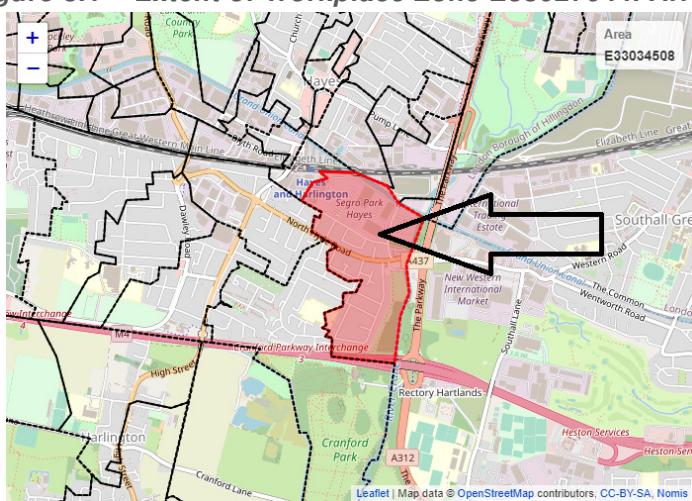
- 3.1 At this stage, expected travel patterns for staff and visitors can be inferred from census data, to be updated in due course following the baseline survey.
- 3.2 Journey to work data for the site's Workplace Zone, E33034508, from the 2011 Census is summarised in Table 3.1 below.
- 3.3 The 'Work mainly at or from home' element has been removed and the 'Underground, Metro, light rail or tram' and the 'Train' data are combined as 'Rail' in Table 3.1.
- 3.4 Figure 3.1 illustrates the extent of the Workplace Zone and the location of the site within it.

Table 3.1 – Mode of travel to work by employees of Workplace Zone E33034508 (from Nomis Table WP703EW)

Travel mode	Workplace Zone E33034508	
	Total	Percentage
Rail	128	13.6%
Bus	91	9.7%
Taxi	2	0.2%
Motorcycle, Scooter, Moped	12	1.3%
Car driver	610	64.9%
Car passenger	28	3.0%
Bicycle	24	2.6%
Foot	42	4.5%
Other	3	0.3%
Total	940	100.0%

Responses of 'Work mainly at or from home' have been removed and the 'Underground, metro, light rail or tram' and the 'Train' data are combined as 'Rail'

Figure 3.1 – Extent of Workplace Zone E33027044. Arrow indicates the location of the site



- 3.5 It can be seen above that almost a third (30.4%) of people working in the local area reporting travelling to work via a sustainable travel mode. This demonstrates that there is scope for travel to the site without the need for a car.
- 3.6 However, it should also be noted that this was before the introduction of the Elizabeth line at Hayes & Harlington railway station, and that since the 2011 Census there has been an increasing focus on promoting sustainable transport generally, owing to increasing environmental concerns. Although, the 2021 Census was undertaken during a Covid-19 lockdown and so more recent figures cannot be obtained from this.
- 3.7 In any event, it is expected that in reality the proportion of staff using sustainable transport modes would be higher, and equally that use of cars would be lower, than as per the data in Table 3.1.

Travel Surveys

- 3.8 At this stage the Travel Plan has been prepared in Draft format to support the planning application. Indicative baseline data and corresponding targets for Years 3 and 5 have been provided in Section 4 based on census data, to be updated in due course following the implementation of planning permission.
- 3.9 The TPC would commission a baseline travel survey to be completed within 3 months of completion of the implementation of the proposal.
- 3.10 Following the baseline travel survey, the indicative targets would be updated in agreement between the TPC and LB Hillingdon. This would be completed within 3 months of the baseline travel survey.
- 3.11 Following the agreement of the Full Travel Plan document (following completion of the baseline surveys and setting of targets), the TPC would maintain the Travel Plan for a 5-year period.
- 3.12 Surveys will be repeated at Years 3 and 5 (as close as practicable to the third and fifth anniversaries of the baseline survey) by the TPC, with a monitoring report submitted to LB Hillingdon within 3 months of completion of these review surveys.
- 3.13 Following submission of the monitoring reports to LB Hillingdon the TPC would liaise with LB Hillingdon to agree any additional Travel Plan measures and/or adjustment to the targets as necessary.
- 3.14 The monitoring reports would be made available to all stakeholders.
- 3.15 Surveying would obtain information on trip modes, origin/destination and distance/duration, among staff and visitors, using a methodology agreed between the TPC and LB Hillingdon in due course.

4 Objectives and Targets

Objectives

4.1 Objectives are the Travel Plan's high-level aims that give direction and provide a focus for the Travel Plan.

4.2 The objectives are:

- To minimise single occupancy vehicle trips associated with the site;
- To increase use of sustainable transport modes by staff and visitors;
- To provide appropriate information and incentives to encourage travel to and from the site via sustainable methods of transport; and
- To reduce the overall negative impacts caused by travel related to the site.

Targets

4.3 Targets are the measurable goals by which progress can be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets should meet the 'SMART' criteria – that is, they will be Specific; Measurable; Achievable; Realistic; and Time-bound. If these criteria are not met, the effectiveness of the Travel Plan is significantly reduced.

4.4 Targets are set for Years 3 and 5, aiming for improvements on the baseline. Targets enable measurement of success in achieving the objectives of the Travel Plan.

4.5 At this stage, without travel survey data, it is not possible to set exact targets. However, for indicative purposes, estimated baseline modal shares using census journey to work data are provided along with corresponding indicative targets for Years 3 and 5, as summarised in Tables 4.1 and 4.2 below for staff and visitors respectively.

4.6 However, as noted in Section 3, on the assumption that the tenant of the commercial premises would be Collage Arts, visitor travel would likely include a reasonable proportion of trips by minibus which is not represented in the census journey to work data which has thus been estimated.

Table 4.1 – Estimated indicative staff baseline travel survey modal shares and corresponding Year 3 and Year 5 targets

	Modal share – baseline	Modal share – Year 3 target	Modal share – Year 5 target
Walk	4.5%	6.0%	7.0%
Cycle	2.6%	4.0%	5.5%
Rail	13.6%	18.0%	19.5%
Bus	9.7%	12.5%	14.0%
Car (single occupancy)	64.9%	55.0%	50.0%
Car (multiple occupancy)	3.0%	3.0%	2.5%
Other	1.8%	1.5%	1.5%

- 4.7 These indicative baseline figures and targets will be updated in due course following the baseline survey in agreement between the TPC and LB Hillingdon.
- 4.8 Through the surveying, additional targets to those explicitly regarding modal share could be provided, for example: to reduce the number of HGV movements at the site during the network peak hours by X% by Year 3.

5 Measures, Initiatives and Marketing

Active Travel

- 5.1 Walking is essentially free, predictable and under the individual's control. It is non-polluting and does not make large demands on infrastructure. Cycling incurs some costs by way of acquiring and upkeeping a bicycle, but these are significantly less than for other forms of transport.
- 5.2 Walking is important for short journeys, particularly those under circa 2km, which encompasses parts of Hayes, Southall, meaning that walking can be a viable means of travel for lots of trip purposes for lots of staff.
- 5.3 Cycling extends the distance that most people can comfortably travel to certainly 5km, while a CIHT report (Planning for Cycling, 2014) suggests this figure may be as high as 8km; this encompasses much of LBs Hillingdon, Ealing and Hounslow.
- 5.4 As noted in Section 2 there are various traffic-free routes that provide access to the site.
- 5.5 High-quality secure, covered long-stay cycle parking, as well as covered short-stay cycle parking, in line with policy requirements, will be provided at the site.
- 5.6 The TPC will be responsible for raising awareness amongst staff of the health, financial and practical benefits of undertaking journeys by active travel. The TPC will also draw up plans illustrating safe walking routes to the site from nearby facilities and residential areas.
- 5.7 The TPC will also provide details of cycling infrastructure and routes, local Bicycle User Groups, bicycle and bicycle repair shops and services. The TPC would approach local cycle retailers with a view to providing discounts for staff.
- 5.8 Where appropriate, the TPC will liaise with LB Hillingdon with regard to the upkeep of local footways, cycleways, signage and lighting.

Public Transport

- 5.9 Public transport can provide further sustainable travel options for trips by staff that are longer than could reasonably be walked or cycled, as well as providing alternate options for shorter journeys.
- 5.10 The TPC will make staff aware of these services, identify useful journey planning tools, and provide information such as timetables and route maps as necessary.
- 5.11 The TPC will also inform staff of potential fare discounts and travelcards, and seek to agree fare discounts with operators, or for the site operators to supplement season ticket fees.

Car Club and Car Sharing

- 5.12 Some trips will inevitably require a car and the range of Car Club vehicles in the vicinity can meet this demand without staff needing to use their own private car to get to work.
- 5.13 The TPC would investigate the potential for facilitating car sharing through mobile applications such as KINTO Join.

Marketing Strategy

5.14 Marketing of the Travel Plan to its users is necessary to promote awareness of the rationale for travel planning and of the Travel Plan measures, in order to maximise uptake and thus meeting of objectives and targets.

5.15 The marketing strategy would comprise of the following elements:

Travel Information Pack

5.16 A Travel Information Pack would be provided to staff, and would include:

- An overview of the Travel Plan, setting out its purposes and benefits;
- Maps of active travel routes, public transport stops and nearby facilities;
- Public transport information such as routes, timetables and prices;
- Details of active travel and public transport journey/route planning services;
- Details of Bicycle User Groups and cycle repair shops etc;
- Details of discounts on cycle repair, public transport season tickets and other staff benefits;
- Details of nearby Car Clubs;
- Contact details of the TPC.

Information Board

5.17 Travel Plan information boards will be provided at suitable locations for viewing by staff and visitors, containing useful information as provided in the Travel Information Pack, as well as comprising a mechanism for communicating results of travel surveys and Travel Plan targets.

Newsletters / emails

5.18 Newsletters and/or emails would be disseminated to staff and visitors to advertise updates and development in the Travel Plan as well as encouraging participation.

6 Management, Monitoring and Review

Travel Plan Coordinator

- 6.1 The Travel Plan Coordinator (TPC) is fundamental to Travel Plans: TPCs drive the development, implementation and review of the Travel Plan and the measures set out within the document. They are the point of contact for all stakeholders.
- 6.2 Following the granting of planning permission as part of the next steps for this Travel Plan, LB Hillingdon, or the successive owners/operators of the site, will be responsible for appointing and maintaining a formal TPC.
- 6.3 It is understood that the TPC would be an employee of LB Hillingdon, however, until a formal TPC is appointed the interim TPC will be:

Ben McKeown

EAS Transport Planning Ltd

ben.mckeown@eastp.co.uk

01920 871777

- 6.4 The role of the TPC includes:

- Overall responsibility for the delivery of the Travel Plan;
- Overseeing the implementation of the Travel Plan measures;
- Raising awareness of the Travel Plan amongst staff and visitors;
- Liaison with LB Hillingdon and other stakeholders;
- Carrying out the travel surveys and reporting to LB Hillingdon as required.

Stakeholders and Steering Group

- 6.5 Travel Plans need partnerships for success. Organisations need to work with a number of partners and stakeholders from the planning stage, through to implementation, management and monitoring.
- 6.6 It is expected that a representative for each of the following groups would comprise a Steering Group:
 - TPC;
 - Management representative;
 - Staff representative;
 - Local resident representative;
 - LB Hillingdon Travel Plan Officer.

6.7 The Steering Group will meet at appropriate intervals to ensure the Travel Plan is being carried out fully and effectively (e.g. twice per year). At these meetings any responses or ideas relating to the Travel Plan from any stakeholders will be discussed.

Resourcing

6.8 The TPC will carry out the necessary tasks utilising the resources of Briannia Row Productions or the successive owners/operators of the site. An initial budget would be allocated for the Travel Plan's implementation, including for the identified measures and publicity materials. This budget will be reviewed on an annual basis by the TPC to identify whether adjustments are required in order to achieve the targets.

6.9 It is envisaged that the required budget would be around £5,000 per annum for the 5-year period (not including costs for any Travel Plan measures; i.e. this budget covers administrative and marketing costs) and its operation would require an average of around five hours of the TPC's time per month.

Monitoring and Review

6.10 The TPC is responsible for all monitoring and review activities. Although, any amendments to the agreed targets for Years 3 and 5 must be approved by LB Hillingdon.

6.11 The TPC will also communicate the results to other stakeholders including staff, with monitoring reports made available via emails/newsletters and noticeboards.

6.12 In Year 5, or sooner if the need arises, the TPC will review the Travel Plan and its targets and will thereafter set new objectives, updated targets and introduce new measures where appropriate. If the Travel Plans targets have been met the Travel Plan can be updated on a voluntary rather than a compulsory basis.

6.13 Table 6.1 below summarises the proposed monitoring plan, setting out the timeframe and stakeholders associated with each element of the Travel Plan monitoring process.

Table 6.1 – Travel Plan Monitoring Plan

Data Collection/Reporting Exercise	Key Information	When/How Frequently	By Whom
Baseline Travel Survey	Response Rate, Modal Split, Travel Attitudes, Destination Data	Within 3 months of implementation of the proposal	TPC
Baseline Survey Report and Travel Plan Review	Headlines from the Baseline Survey and how they verify the Travel Plan	Report within three months of Baseline Survey	TPC for submission to and review by LB Hillingdon
Monitoring Travel Surveys	Response Rate, Modal Split, Travel Attitudes, Destination Data	On or as close as practicable to the third and fifth anniversaries of the Baseline Survey	TPC
Monitoring Report	Headlines from the Monitoring Survey	Within three months of the Year 3 and 5 surveys	TPC for submission to and review by LB Hillingdon
Identification of new Travel Plan Initiatives	Potential new measures for inclusion in Travel Plan	Ongoing	TPC and Steering Group

Action Plan

6.14 An Action Plan for the implementation of the Travel Plan is set out in Table 6.2 below. The Action Plan sets out the general tasks to be carried out and associated timescales. It is understood that this would be expanded on in due course.

Table 6.2 – Action Plan to guide implementation of the Travel Plan

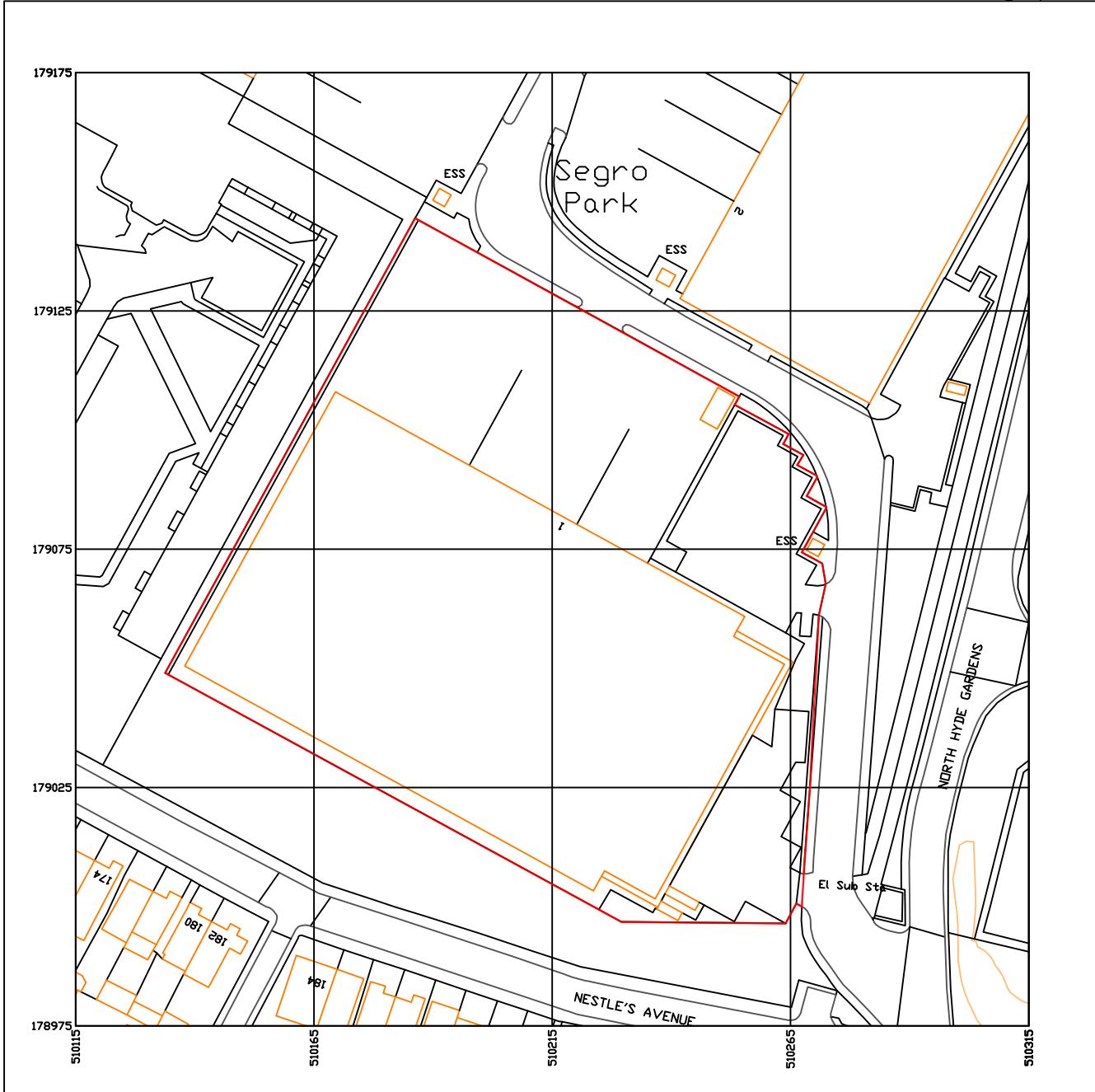
Action	Responsibility	Timescale
Appoint formal TPC	LB Hillingdon	Within 3 months of implementation of the proposal
Baseline travel survey	TPC	Within 3 months of implementation of the proposal
Prepare baseline survey report, submit to LB Hillingdon and agree Full Travel Plan	TPC	Within 3 months of baseline travel survey
Travel Plan launch	TPC	Within 3 months of baseline travel survey
Provide information on sustainable travel on noticeboards, on the website and via emails or newsletters	TPC	Ongoing
Monitoring surveys	TPC	On the third and fifth anniversaries of, or as close as practicable to, the baseline travel survey
Prepare annual survey report and submit to LB Hillingdon	TPC	Within 3 months of the Year 3 and 5 surveys
Review Travel Plan targets and measures	TPC, Steering Group, LB Hillingdon	Ongoing

Appendices

Appendix: A - Location Plan

Appendix: B - Masterplan

Appendix: A - Location Plan



Produced on 12 July 2023 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date.
 This map shows the area bounded by 510115 178975,510315 178975,510315 179175,510115 179175,510115 178975
 Crown copyright and database rights 2023. OS 100054135. Supplied by copia ltd trading as UKPlanningMaps.com a licensed Ordnance Survey partner (OS 100054135).
 Data licence expires 12 July 2024. Unique plan reference: v4d//975060/1314477

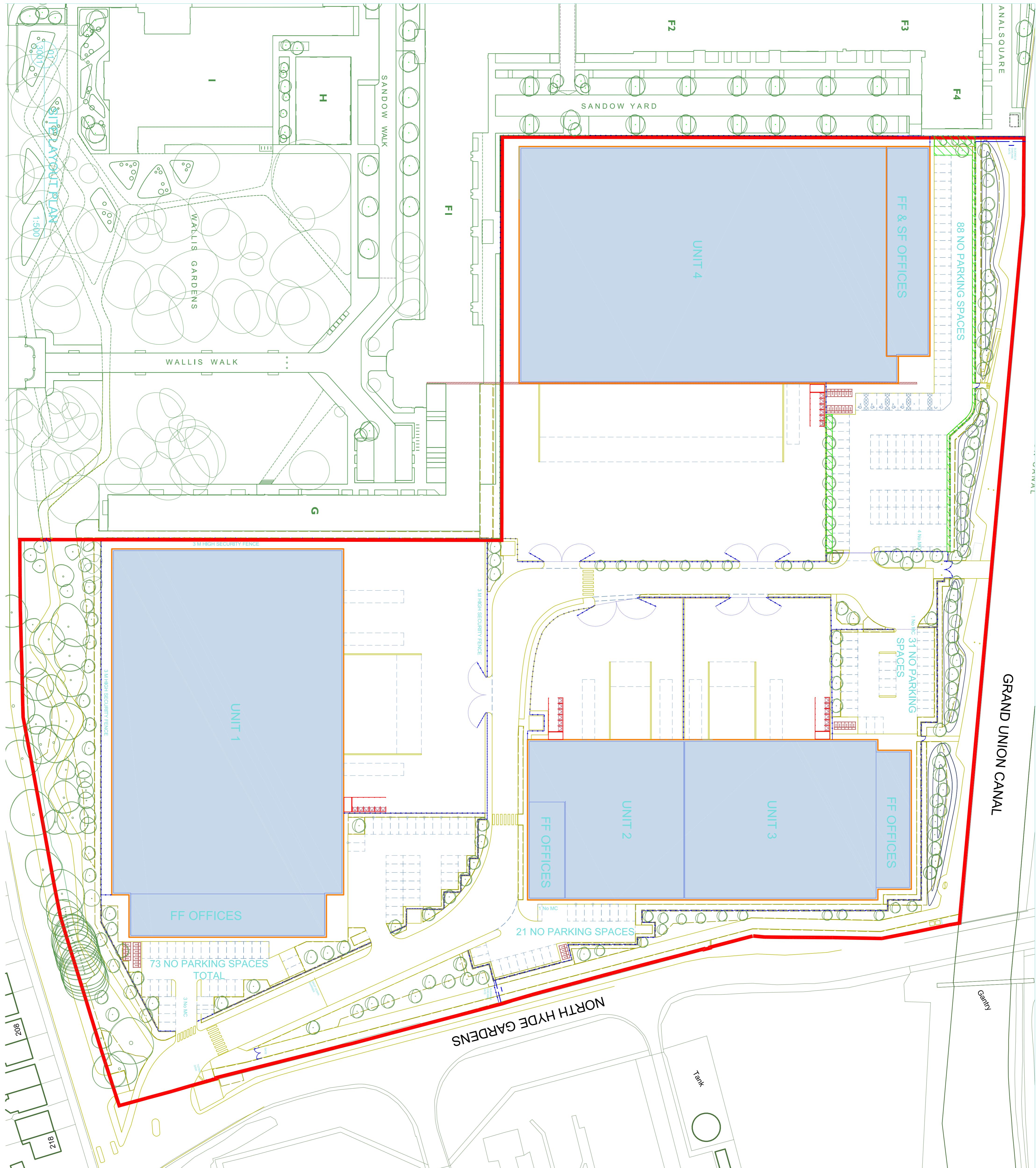


LOCATION PLAN

SCALE 1:1250



Appendix: B - Masterplan

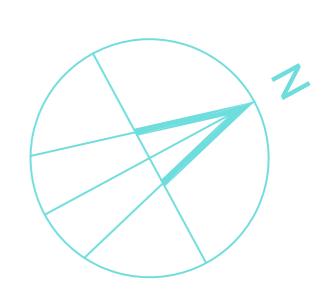


CONSTRUCTION

CONSTRUCTION					
REV	DATE	NOTE	DRAW	CHCK	AKS
S3 - FOR REVIEW & COMMENT (PRELIM-CONSTR)				AC	
P01	01/04/2021				

		 <p>MICHAEL SPARKS ASSOCIATES</p> <p>CHARTERED ARCHITECTS</p> <p>11 PLATO PLACE ST.DIONIS ROAD LONDON SW6 4TU</p> <p>TELEPHONE 020 7736 6162 FAX 020 7736 3896 www.msa-architects.co.uk</p>	
<p style="text-align: center;">TITLE</p> <p style="text-align: center;">NESTLES AVENUE, HAYES</p> <p style="text-align: center;">DRAWING</p> <p style="text-align: center;">SITE LAYOUT PLAN</p>			
<p>CLIENT</p> <p>SEGRO</p>			
DATE	SCALE	DRAWN	
MARCH 2021	1:500 @ A1	AKS	
STATUS	CONSTRUCTION	CHECKED	
DRAWING NUMBER			
SPHAY-MSA-Z0-EX-DR-A-3001			

NOTES:
BASED ON OS MAP REPRODUCED BY PERMISSION
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SITE BOUNDARY

A vertical scale bar with a stepped, ladder-like appearance. The scale is marked at 0, 5, 10, and 20.

REFER TO SUPERSEDED SHEET No: 30680-MSA-Z0-GF-DR-A-3001 FOR PREVIOUS
TENDER REVISION