
TECHNICAL NOTE

Project Title: Arundel Road

Report Reference: JNY10317-01

Date: 31 October 2019

Access Location & Visibility

Introduction

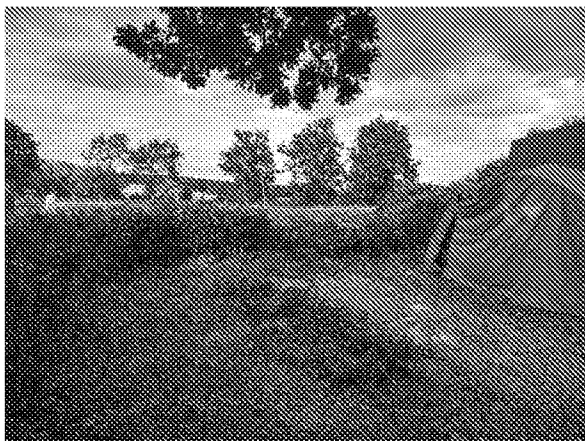
- 1.1 This Technical Note (TN) has been prepared to provide advice with regards to the access relocation for land east of Arundel Road, Angmering.
- 1.2 The site currently comprises of an agricultural field with two sheds and has been recently used for the storage of fair rides. The site was the subject of a planning application reference A/111/17/PL, for change of use to storage, erection of barn and hardstanding, which was withdrawn. A subsequent planning application A/3/18/PL was submitted and refused (July 27, 2018). An appeal was made ref APP/C3810/W/18/3209225, which was dismissed 11 March 2019. The Appeal decision can be found in **Appendix A**.
- 1.3 This TN will review the Appeal Inspectors comments and demonstrate with additional information how these comments can be overcome as to achieve safe access to the site with the goal of obtaining planning permission for the change of use of the land from agriculture to travelling showpeople site with associated storage barn, maintenance area, landscaping and infrastructure, subject to current planning application ref. A/100/19/PL.
- 1.4 The structure of this TN will follow the sequence in which the Appeal Inspectors comments were made.

Response to Comments

- 1.5 Paragraph 4 of the Decision Notice reads as follows:

"The appeal site is located on the eastern side of Arundel Road an unrestricted, classified road which forms a junction with the A27 just to the north of the site access. The Council refers to Arundel Road as a C-class road. However, the appellant's access/visibility plan and other sources suggest the road is in fact the B2225 and therefore a B-class road. The site frontage is screened by a thick band of mature landscaping which restricts visibility in both directions."
- 1.6 In response it is confirmed that Arundel Road, from which the applicant gains access to the site, is the B2225. The applicant has also undertaken significant site boundary clearance as can be seen in **Plate 1** and **Plate 2** shown below.

Plate 1



Source: Nic & Ben's Entertainments 2019

Plate 2



Source: Nic & Ben's Entertainments 2019

- 1.7 The applicant has stated that they will keep the surrounding vegetation to the height as shown in the photos, thus opening up visibility onto and from the A27.
- 1.8 Paragraph 5 of the Decision Notice reads as follows:
 "The proposal seeks the erection of a barn and to use the land for the storage of trailers. According the Council's Officer Report the existing use of the land of the land is as a small holding with the 2 existing sheds benefitting from planning permission in connection with that use. In my view such a use is likely to generate only a nominal amount of traffic."
- 1.9 In response the proposed planning application will be for a similar use of land since the showpeople yard will include an area for the storage of fair rides within the proposed barn, area for the occasional maintenance of the rides and an area for the siting of 3 caravans which will provide residential accommodation for the showpeople and their families. As the Inspector states this will only generate 'a nominal amount of traffic'. The proposed level of traffic generated by the site will not alter with the new planning application.
- 1.10 Paragraph 6 of the Decision Notice reads as follows:
 "The National Planning Policy Framework 2018 (NPPF) makes clear that development should only be refused planning permission on highway grounds if there would be an unacceptable impact on highway safety.
 Paragraph 6 Council's Statement of Case: Appeal Decision APP/C3810/W/18/3209225"
- 1.11 In response the proposed development will not generate a significant volume of traffic and in conjunction with the improvements set out in this TN should not be refused on the basis of 'unacceptable impact on highway safety'.
- 1.12 Paragraph 7 of the Decision Notice reads as follows:
 "I accept that the increase in traffic would be small based on the appellant's modus operandi. However, any planning permission would run with the land and so it is quite possible that

another user might use the site more intensively than the appellant. It is also realistic that the appellant's business needs and hence use of the land might evolve over time. No empirical comparison of existing versus proposed trips rates have been submitted with the application. Accordingly, I intend to take a precautionary approach to this matter and conclude that the use of land for a B8 storage and distribution use would result in a material increase in traffic movements to/from the site."

- 1.13 In response the applicant states that their intended land use as showpeople yard includes the stationing of 3 mobile homes as well as the storage of funfair equipment etc. However, bearing in mind the above statement, a review of the traffic flows associated with B8 Storage and distribution has been undertaken for the parcel of land which is approximately 758m² in area. Assuming that areas of the site will be used for car parking, access road, land scaping and other ancillary infrastructure, that the remaining usable site would equate to approximately one third of the total area at 252m².
- 1.14 Using the TRICS database (v7.6.3, 29/10/2019) a review indicates that B8 Warehousing (Self Storage) land use over the course of a day would generate approximately 5 vehicles arriving, 5 departing vehicles and therefore 10 vehicle movements in total. Similarly, a review of B8 Distribution land use over the course of a day would generate approximately 14 vehicles arriving, 13 departing vehicles and therefore 27 vehicle movements in total.
- 1.15 It is considered that whichever of the two uses the land could alternatively be put to, the level of traffic movements would still be low.
- 1.16 Paragraph 8 of the Decision Notice reads as follows:

"Turning to the issue of visibility, southbound vehicular speeds along Arundel Road are low due to the proximity of the bend forming the off-slip to the A27. Moreover, improvements have been made to the northern visibility splay which now meets the requisite standard set out in Manual for Streets (MfS)."
- 1.17 A revised site access location is shown in RPS drawing JNY10317/01 which can be found in **Appendix B**. The centreline of the access moves northwards by approximately 9m from its current position. At this location the proposed give-way line is located further west when compared with the existing location.
- 1.18 To the right, as can be seen in Plate 1 and Plate 2 the applicant has reduced the height of the existing vegetation. However, the mature Oak tree will remain. The trunk width of the oak tree is approximately 600mm.
- 1.19 The access road is 5.5m in wide, widening to 8.9m at the edge of the dropped kerb adjacent to the carriageway.
- 1.20 From this revised location, the achievable visibility splay is 25.0m, which is an improvement over that previously shown of 21.2m.
- 1.21 The previous speed survey of vehicles southbound indicated an 85th percentile speed of 20.1mph.
- 1.22 Using MfS 'Stopping Sight Distance' formula equates to a visibility distance to the right, for southbound vehicles, of 25m.

- 1.23 The length of carriageway obscured by the Oak tree is approximately 2.2m. The likelihood of a vehicle being obscured by the tree is negligible as any vehicle would pass through the area obscured by the tree at 20.1mph or 8.98m/s. The visibility splay would sterilise a portion of the site in the north-western corner.
- 1.24 Paragraph 9 of the Decision Notice reads as follows:

“However, to the south the submitted visibility plan shows a splay of 2m x 8.2m. If one were to take the visibility splays from MfS, northbound vehicular speeds on Arundel Road would need to be in the region of 10mph for this distance to be acceptable. There is no data in the appellant’s transport statement regarding northbound speeds or volumes which is surprising given that paragraph 4.8 categorically states that the Highway Authority’s only remaining concern is visibility to the south. Based on the horizontal alignment of Arundel Road and my own observations and notwithstanding that vehicles might be slowing down on the approach to the A27 junction, I consider that northbound speeds are considerably higher than 10mph. The Council has commented that ‘observed speeds are low past the site’. However, without a speed survey that proposition it is nothing more than assertion.”
- 1.25 In response, the proposed revised site access location will improve visibility to the south. The revised access location is shown in RPS drawing JNY10137/01 and attached in **Appendix B**.
- 1.26 The existing site access is set against third party land over which the applicant has no control, and which acts as a pinch point, reducing the visibility splay to less than 10m to the left. Therefore, it is proposed to move the existing access north by approximately 9m. The kerb line at this point is slightly further west than found at the existing location and provides for an increased visibility splay
- 1.27 From this revised location there is an increase in the achievable visibility splay to approximately 2.4m x 25.5m, from the existing visibility splay of approximately 2.4m x 8.2m. This would require the trimming back of vegetation that overhangs public highway land.
- 1.28 In response to paragraph 9, a speed survey has been undertaken of the northbound traffic on the B2225 Arundel Road. The speed survey data sheets can be found in **Appendix C**. The survey was carried out between the 5th October and the 11th October 2019, with the survey point adjacent to the first telegraph pole located approximately 12m south of the existing site access.
- 1.29 The calculated 85th percentile speed for northbound vehicles was 33.4mph, well below the posted limit of 60mph on the B2225 Arundel Road. Due to the proximity of the junction with the A27 the speed recorded were not unexpected.
- 1.30 Using MfS ‘Stopping Sight Distance’ formula equates to a visibility distance to the left, for northbound vehicles, of 50m.
- 1.31 In addition, MfS2 paragraph 10.5.8 states that a minimum X distance of 2.0m may be considered in some slow-speed situations when flows on the minor arm are low. It is considered that the flows on Arundel Road fit both of these criteria and therefore a 2.0m x 30.1m visibility splay has also been created and shown on RPS drawing JNY10137/01 and attached in **Appendix B**.
- 1.32 Paragraph 10 of the Decision Notice reads as follows:

- “Whilst I accept that it might well be possible to turn vehicles within the site, the lack of visibility would mean slow-moving commercial vehicles, exiting the site with little knowledge of cars approaching from the south. This would pose an unacceptable risk to existing highway users.”
- 1.33 To demonstrate the ability of vehicle to enter the site, manoeuvre so as to be able to park a trailer and then be able to leave the site with the trailer, a series of vehicle swept paths have been undertaken. These are shown in RPS drawing JNY10317/02 and can be found in **Appendix D**. The vehicle is able to enter and depart the site using a forward gear.
- 1.34 Paragraph 11 of the Decision Notice reads as follows:
- “I have noted the appellant's reliance on paragraph 10.5.9 of the MfS. However, the starting point is that Y distance should be based on the recommended SSD values. That is not the case here, nor is there any 'local evidence' before me to demonstrate that a shortfall of the magnitude proposed would not lead to a significant problem.”
- 1.35 In response it is considered that the achievable visibility splay to the left and right from the revised site access location are sufficient for the volume and speeds of traffic. Further, MfS2 in paragraph 10.5.9 states that *‘However, based on the research referred to above [MfS2 Chapter 10], unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.’*
- 1.36 Paragraph 12 of the Decision Notice reads as follows:
- “The appellant has suggested conditions to ensure the provision of a banksman at all times and restrictions on vehicles sizes/movements to/from the site. However, conditions of this nature would be difficult if not impossible to enforce and, therefore, would not satisfy the tests for the use of conditions set out in Government Planning Practice Guidance. I note the Council has come to a different view on this matter but there is nothing before me to explain exactly how such conditions would be enforced.”
- 1.37 In response it is now considered that with the revised site access location and the achievable visibility splays to the left and right that a ‘Banksman’ is no longer required.
- 1.38 Paragraph 13 of the Decision Notice reads as follows:
- “Based on the foregoing, I conclude that the development would cause unacceptable harm to highway safety contrary to Policies TSP 1, TDMI and EMPDMI of the Arun District Council Local Plan 2018, and T Mi of the Angmering Neighbourhood Plan 2015 and paragraph 109 of the NPPF.”
- 1.39 In response it is now considered that with the revised site access location, the achievable visibility splays to the left and right and the results of the speed survey that highway safety will not be harmed and that the development proposals meet with the above Arun District Council Local Plan 2018 Policies, the Neighbourhood Plan Policy and NPPF paragraph 109.
- 1.40 In addition, a review of the Crashmap database has been undertaken at the junction between the B2225 Arundel Road and the A27. There have been only 2 recorded Personal Injury Accidents (PIA) in the vicinity of the existing site access and the B225/A27 junction. Both accidents are recorded as slight and both involved only a single vehicle. It is therefore considered that the existing movement of vehicles into and out of the site has no measurable impact on highway safety and that the proposed site access will also have no material impact on highway safety.

Appendices

**Appendix A – Appeal Decision Notice Ref:
APP/C3810/W/18/3209255**

Appeal Decision

Site visit made on 16th January 2019

by Victor Callister BA(Hons) PGC(Oxon) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 11 March 2019

Appeal Ref: APP/C3810/W/18/3209225

Land at Arundel Road/A27 Angmering, BN16 4EU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Benjamin Burrell against the decision of Arun District Council.
 - The application Ref A/3/18/PL, dated 7 June 2017, was refused by notice dated 27 July 2018.
 - The development proposed is for '*Change of use of land to storage (B8 Storage or distribution), Erection of barn and hardstanding*'.
-

Decision

1. The appeal is dismissed.

Main Issue

2. The main issue is the effect of the proposed development on road safety.

Preliminary Matters

3. I have taken the description of development and the site address from the Council's Decision Notice as these are more succinct than the versions provided by the appellant.

Reasons

4. The appeal site is located on the eastern side of Arundel Road an unrestricted, classified road which forms a junction with the A27 just to the north of the site access. The Council refers to Arundel Road as a C-class road¹. However, the appellant's access/visibility plan and other sources suggest the road is in fact the B2225 and therefore a B-class road. The site frontage is screened by a thick band of mature landscaping which restricts visibility in both directions.
5. The proposal seeks the erection of a barn and to use the land for the storage of trailers. According to the Council's Officer Report the existing use of the land of the land is as a small holding with the 2 existing sheds benefitting from planning permission in connection with that use. In my view such a use is likely to generate only a nominal amount of traffic.
6. The National Planning Policy Framework 2018 (NPPF) makes clear that development should only be refused planning permission on highway grounds if there would be an unacceptable impact on highway safety.

¹ Paragraph 6 Council's Statement of Case

7. I accept that the increase in traffic would be small based on the appellant's modus operandi. However, any planning permission would run with the land and so it is quite possible that another user might use the site more intensively than the appellant. It is also realistic that the appellant's business needs and hence use of the land might evolve over time. No empirical comparison of existing versus proposed trips rates have been submitted with the application. Accordingly, I intend to take a precautionary approach to this matter and conclude that the use of land for a B8 storage and distribution use would result in a material increase in traffic movements to/from the site.
8. Turning to the issue of visibility, southbound vehicular speeds along Arundel Road are low due to the proximity of the bend forming the off-slip to the A27. Moreover, improvements have been made to the northern visibility splay which now meets the requisite standard set out in Manual for Streets (MfS).
9. However, to the south the submitted visibility plan shows a splay of 2m x 8.2m. If one were to take the visibility splays from MfS, northbound vehicular speeds on Arundel Road would need to be in the region of 10mph for this distance to be acceptable. There is no data in the appellant's transport statement regarding northbound speeds or volumes which is surprising given that paragraph 4.8 categorically states that the Highway Authority's only remaining concern is visibility to the south. Based on the horizontal alignment of Arundel Road and my own observations and notwithstanding that vehicles might be slowing down on the approach to the A27 junction, I consider that northbound speeds are considerably higher than 10mph. The Council has commented that 'observed speeds are low past the site'. However, without a speed survey that proposition is nothing more than an assertion.
10. Whilst I accept that it might well be possible to turn vehicles within the site, the lack of visibility would mean slow-moving commercial vehicles, exiting the site with little knowledge of cars approaching from the south. This would pose an unacceptable risk to existing highway users.
11. I have noted the appellant's reliance on paragraph 10.5.9 of the MfS. However, the starting point is that Y distance should be based on the recommended SSD values. That is not the case here, nor is there any 'local evidence' before me to demonstrate that a shortfall of the magnitude proposed would not lead to a significant problem.
12. The appellant has suggested conditions to ensure the provision of a banksman at all times and restrictions on vehicles sizes/movements to/from the site. However, conditions of this nature would be difficult if not impossible to enforce and, therefore, would not satisfy the tests for the use of conditions set out in Government Planning Practice Guidance. I note the Council has come to a different view on this matter but there is nothing before me to explain exactly how such conditions would be enforced.
13. Based on the foregoing, I conclude that the development would cause unacceptable harm to highway safety contrary to Policies TSP1, TDM1 and EMPDM1 of the Arun District Council Local Plan 2018. and TM1 of the Angmering Neighbourhood Plan 2015 and paragraph 109 of the NPPF.

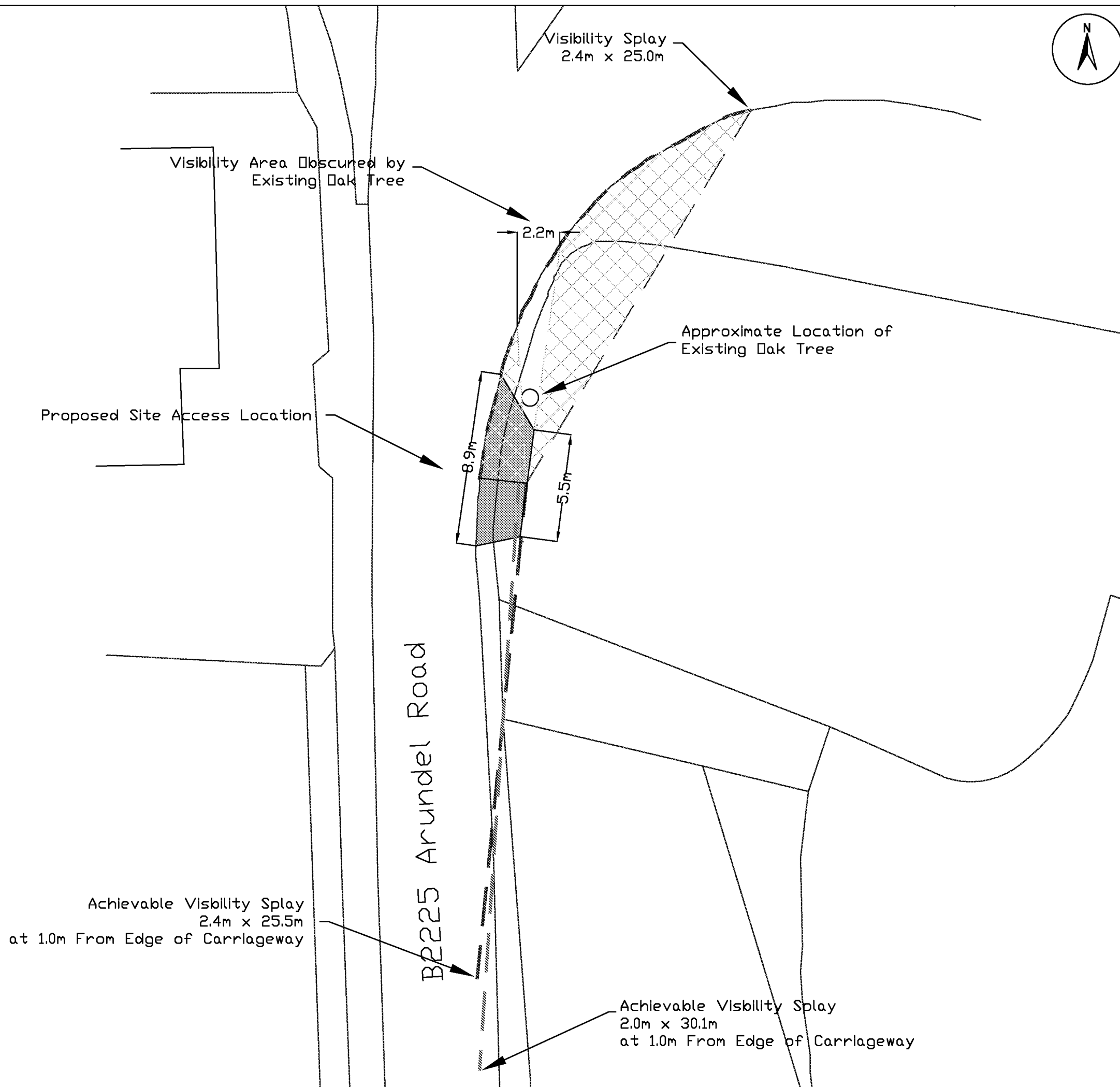
Conclusion

14. For the above reasons and taking account of other matters raised I conclude that the appeal should be dismissed.

Victor Callister

INSPECTOR

Appendix B – Drawing No: JNY10317/01



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NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Area of Site to Remain
Free of Obstructions to
Visibility Splay



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Client Nic & Ben's Entertainments

Project ARUNDEL ACRE

Title REVISED ACCESS LOCATION
AND ACHIEVABLE VISIBILITY
SPLAYS

Status	Drawn By P WARNER	PM/Checked by D ARCHIBALD
Project Number JNY10317	Scale @ A3 1:200	Date Created 30/10/2019

RPS Drawing/Figure Number JNY10317/01	Rev -
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Appendix C – Speed Survey Data Sheets

Arundel Road, Arundel ATC

Channel 1 - Northbound

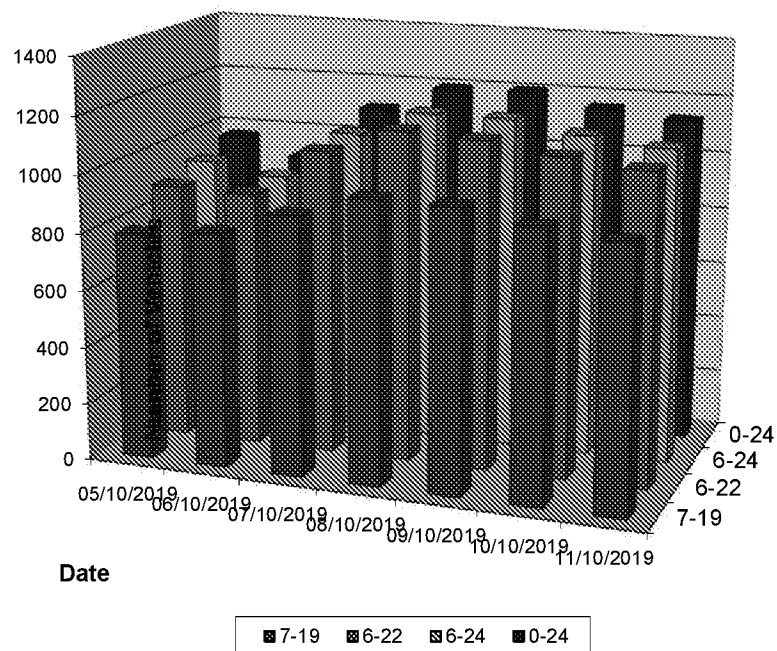
Vehicle Flow

Week 1

Hr Ending	05/10/2019 Saturday	06/10/2019 Sunday	07/10/2019 Monday	08/10/2019 Tuesday	09/10/2019 Wednesday	10/10/2019 Thursday	11/10/2019 Friday	5 Day Ave	7 Day Ave
1	8	3	0	1	2	0	2	1	2
2	4	3	2	0	1	1	3	1	2
3	1	2	1	1	0	1	0	1	1
4	4	1	0	2	1	3	2	2	2
5	7	3	7	5	8	9	7	7	7
6	17	4	30	29	34	27	28	30	24
7	18	12	84	82	80	80	73	80	61
8	50	39	158	135	159	165	140	151	121
9	57	54	116	152	124	112	107	122	103
10	81	106	84	86	98	79	80	85	88
11	96	80	71	75	65	77	69	71	76
12	68	82	61	67	63	55	61	61	65
13	67	117	65	68	74	64	62	67	74
14	82	80	60	73	66	69	67	67	71
15	79	83	59	63	59	71	60	62	68
16	51	52	75	78	77	73	84	77	70
17	52	50	61	84	66	55	64	66	62
18	55	34	45	54	68	59	53	56	53
19	53	38	44	43	56	52	61	51	50
20	56	40	31	56	41	42	59	46	46
21	23	16	28	19	25	28	28	26	24
22	9	8	19	14	16	20	9	16	14
23	15	3	3	8	13	13	7	9	9
24	18	1	5	2	8	6	10	6	7

7-19	791	815	889	978	975	921	908	936	900
6-22	927	921	1061	1149	1137	1131	1077	1105	1045
6-24	951	951	1059	1153	1133	1133	1077	1120	1081
0-24	971	911	1109	1187	1204	1161	1136	1161	1093

Vehicle Flow (Channel 1)



Arundel Road, Arundel ATC

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	05/10/2019 Saturday	06/10/2019 Sunday	07/10/2019 Monday	08/10/2019 Tuesday	09/10/2019 Wednesday	10/10/2019 Thursday	11/10/2019 Friday
1	33.0	31.3	-	33.0	30.5	-	33.0
2	33.0	28.0	35.5	-	33.0	33.0	34.7
3	38.0	33.0	28.0	28.0	-	33.0	-
4	33.0	33.0	-	30.5	38.0	31.3	38.0
5	27.3	28.0	29.8	31.0	28.0	31.3	33.0
6	31.8	28.0	33.2	31.7	30.5	31.5	31.8
7	28.8	27.6	30.5	29.8	29.3	29.2	31.1
8	26.4	29.3	28.9	29.8	28.2	29.4	28.5
9	26.7	29.3	28.1	29.0	28.8	29.4	29.7
10	27.4	29.3	25.8	28.8	27.7	28.8	28.6
11	25.4	28.0	24.8	27.5	28.3	26.8	27.0
12	26.8	26.9	27.5	28.6	27.6	26.6	28.5
13	27.0	27.8	28.4	28.1	27.6	26.4	29.5
14	26.1	29.7	27.2	29.9	30.1	31.4	29.5
15	26.7	29.1	26.1	29.7	30.0	29.3	29.1
16	26.7	30.6	24.4	29.3	29.6	29.5	27.1
17	29.6	30.2	30.6	30.3	24.7	29.5	28.4
18	29.5	30.5	29.1	30.2	24.0	30.3	29.7
19	29.7	30.6	27.9	30.6	28.5	28.5	29.1
20	23.1	23.2	27.9	21.9	30.0	24.5	22.6
21	29.8	31.4	30.4	31.5	29.5	31.7	23.0
22	31.9	31.4	29.3	34.1	32.4	33.5	29.9
23	32.7	31.3	34.7	32.4	30.3	29.5	30.9
24	32.2	38.0	32.0	33.0	30.5	30.5	27.5

0-12	28.0	27.4	28.0	28.0	28.0	28.7	27.7
13-24	27.4	28.0	28.0	29.1	28.4	29.0	28.5

Average	28.5
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Channel 1 - Northbound

85th Percentile

Hr Ending	05/10/2019 Saturday	06/10/2019 Sunday	07/10/2019 Monday	08/10/2019 Tuesday	09/10/2019 Wednesday	10/10/2019 Thursday	11/10/2019 Friday
1	38.7	33.6	-	-	33.6	-	33.1
2	38.5	33.3	39.0	-	-	-	38.0
3	-	38.3	-	-	-	-	-
4	38.3	-	-	33.7	-	38.4	43.3
5	28.3	28.8	43.3	38.9	33.9	33.1	38.8
6	33.8	33.6	38.2	38.8	33.7	38.7	38.3
7	33.0	29.0	33.2	33.0	33.5	33.9	38.2
8	33.8	33.9	33.6	33.5	33.4	33.5	33.5
9	33.8	33.2	33.4	33.9	33.1	33.1	33.3
10	33.7	33.7	28.4	33.4	33.8	33.8	33.3
11	28.0	34.0	28.7	33.7	33.5	33.4	33.0
12	33.4	33.2	33.3	33.5	33.8	33.5	33.5
13	33.9	33.5	33.6	33.5	33.6	33.5	33.2
14	28.8	33.1	33.2	33.5	33.8	38.2	33.9
15	33.4	34.0	28.2	33.4	33.0	33.3	33.6
16	34.0	33.7	28.6	33.4	33.2	33.1	33.8
17	33.9	33.0	33.1	33.3	33.1	33.6	33.9
18	33.1	38.6	33.5	33.1	33.1	33.2	33.3
19	33.9	33.1	33.9	38.2	33.3	33.9	33.5
20	33.4	38.1	33.3	34.0	33.1	33.1	33.1
21	38.5	33.8	38.8	38.1	33.0	38.4	33.6
22	38.8	33.3	33.4	38.4	38.5	38.3	38.4
23	38.1	38.0	38.3	38.4	33.7	33.9	39.0
24	38.6	-	38.9	38.5	33.5	43.8	28.1

0-12	33.5	33.4	33.8	33.2	33.8	33.3	33.9
13-24	33.6	33.9	33.4	33.3	33.2	33.3	33.2

85th %ile	33.4
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Arundel Road, Arundel ATC

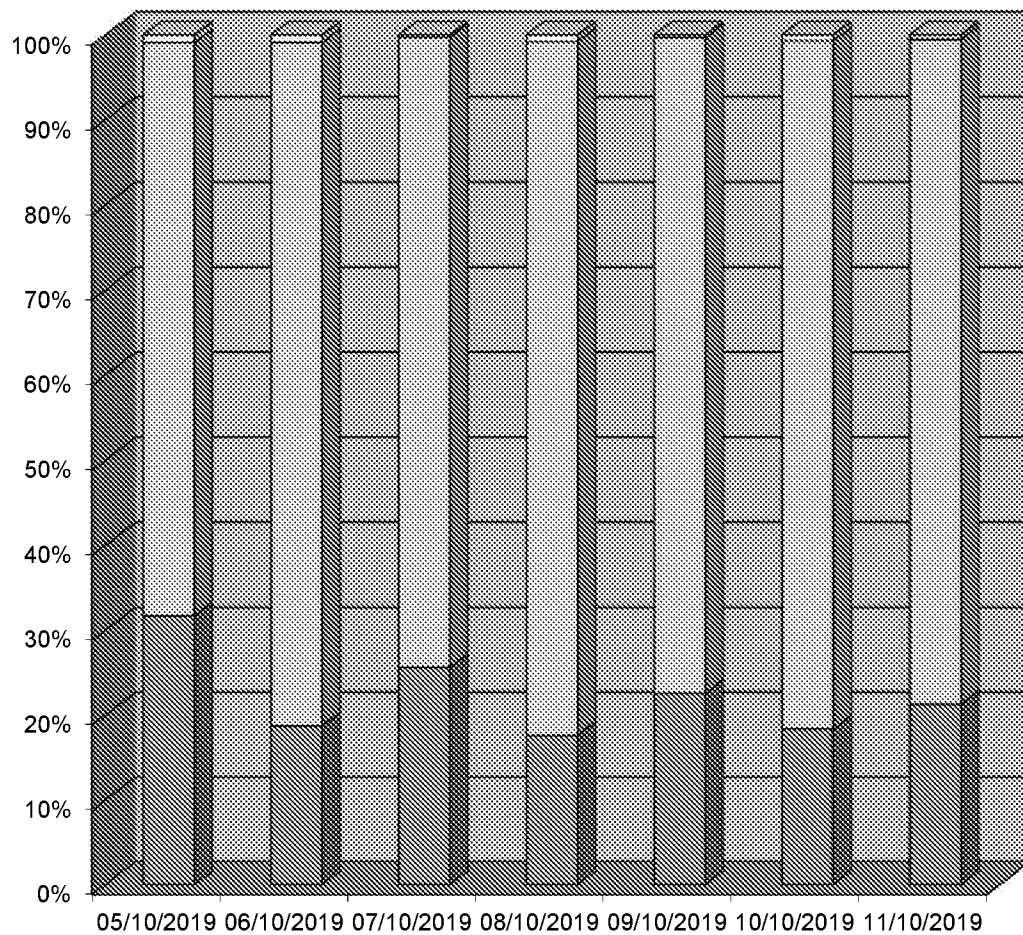
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	05/10/2019 Saturday	06/10/2019 Sunday	07/10/2019 Monday	08/10/2019 Tuesday	09/10/2019 Wednesday	10/10/2019 Thursday	11/10/2019 Friday
0-25	308	171	284	211	272	213	242
26-40	654	732	822	977	928	940	888
41-55	9	8	3	9	4	8	6
56-	0	0	0	0	0	0	0
TOTAL	971	911	1109	1197	1204	1161	1136

Speed Summary (MPH)



Date

■ 0-25

■ 26-40

□ 41-55

□ 56-

Arundel Road, Arundel ATC

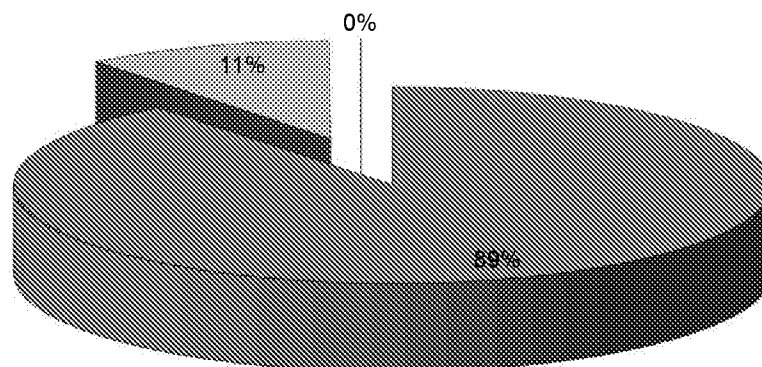
Channel 1 - Northbound

Vehicle Class

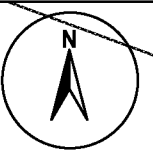
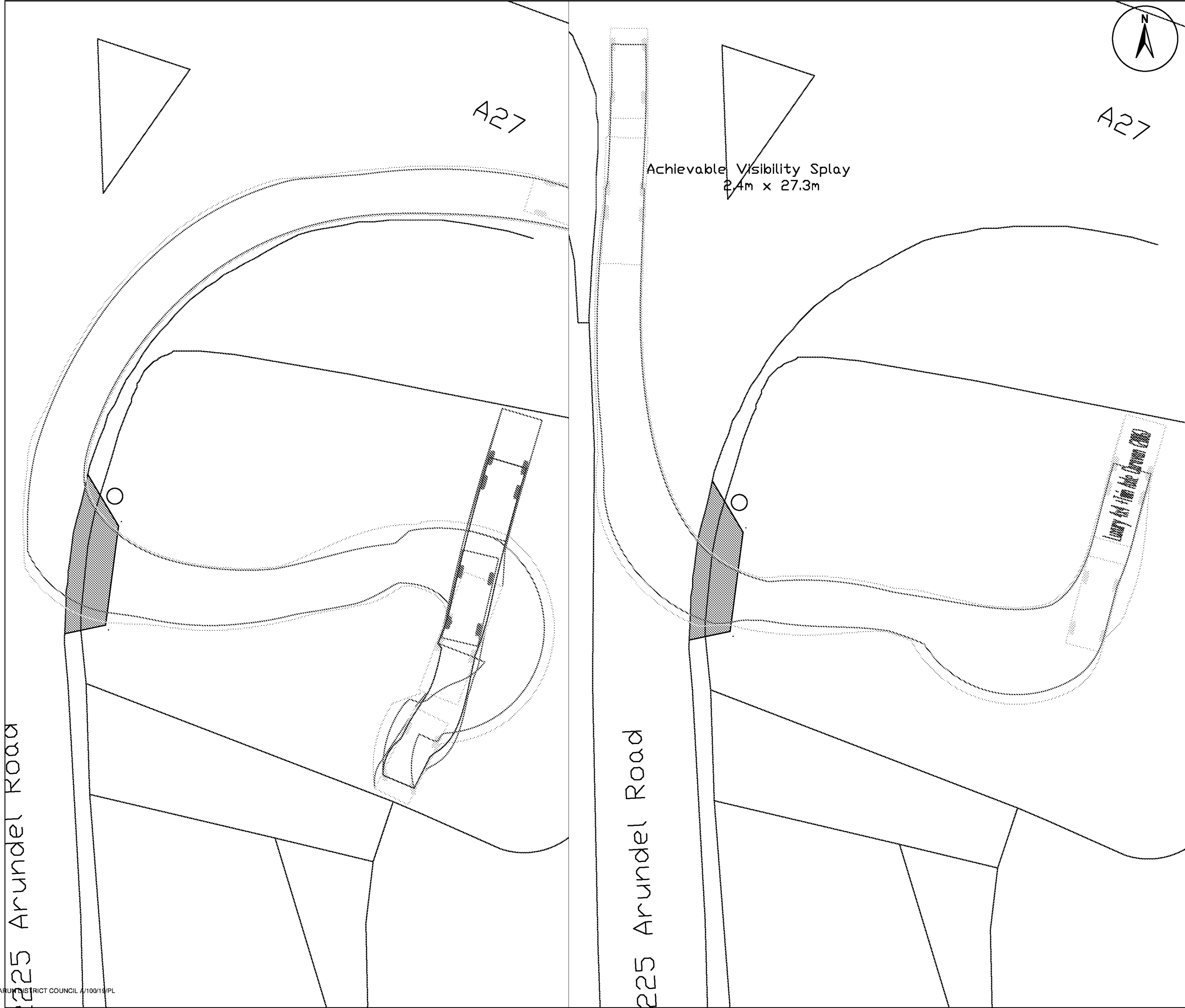
Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/10/2019				
7-19	731	80	0	791
6-22	833	64	0	897
6-24	853	81	0	930
0-24	901	70	0	971
06/10/2019				
7-19	771	44	0	815
6-22	842	49	0	891
6-24	848	48	0	896
0-24	882	49	0	911
07/10/2019				
7-19	788	111	0	899
6-22	832	128	0	1061
6-24	883	123	0	1068
0-24	974	135	0	1109
08/10/2019				
7-19	865	113	0	978
6-22	1017	132	0	1149
6-24	1025	133	0	1159
0-24	1058	139	0	1197
09/10/2019				
7-19	861	113	1	975
6-22	1004	132	1	1137
6-24	1003	133	1	1158
0-24	1060	143	1	1204
10/10/2019				
7-19	812	118	1	931
6-22	956	144	1	1101
6-24	913	188	1	1120
0-24	1004	156	1	1161
11/10/2019				
7-19	814	93	1	908
6-22	964	112	1	1077
6-24	931	113	1	1094
0-24	1013	122	1	1136
Average				
7-19	806	93	0	900
6-22	935	109	0	1045
6-24	931	110	0	1061
0-24	982	116	0	1098

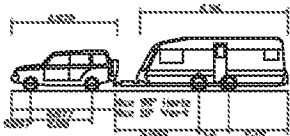
Total Vehicle Class Distribution



Appendix D – Drawing No: JNY10317/02



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- NOTES
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 3. This drawing is to be read in conjunction with all relevant scheme drawings.



Luxury 4x4 11-ton Axle Caravan (2000)	
Overall Length	12.0m
Overall Width	2.4m
Overall Height	3.0m
Min. Body Ground Clearance	0.1m
Max. Track Width	2.4m
Lock to Lock	10.0m
Kerb to Kerb Turning Radius	10.0m



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Client Nic & Ben's Entertainments

Project ARUNDEL ACRE

Title REVISED ACCESS LOCATION
SWEEP PATH ANALYSIS

Status	Drawn By P WARNER	PM/Checked by D ARCHIBALD
Project Number JNY10317	Scale @ A3	Date Created 30/10/2019
RPS Drawing/Figure Number JNY10317/02		Rev -

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Contact

