

PSP

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NEW BARN LANE, NORTH BERSTED, BOGNOR REGIS
(P401)

Transport Assessment Review
for
Revised Access Proposal

February 2017

Landform

strategic land
development

Prepared for
Landform Estates
23-25 Great Sutton Street
London EC1V 0DN

Contents

1.0	Introduction	2
2.0	Existing Conditions	3
3.0	Review of Current Land Use and Transport Planning Policy	3
4.0	Development Proposals and Transport Strategy	3
5.0	Trip Generation, Distribution and Impact	5
6.0	Travel Plan	6
7.0	Post Planning Submissions	6
8.0	Summary and Conclusions	12

Figures

Figure 1 Site Location Plan

Drawings

JTP 01084_S_02 RevP3	Red Line Plan
JTP 01084_PP_01 RevP5	Land Use and Access Parameter Plan
JTP 150730	Illustrative Masterplan (2015)
P401/101A	Approved Site Access
507-016A	Revised Access Proposal
507-017	Revised Access – Swept Path Analysis for Refuse Vehicles
507-018	Revised Access – Swept Path Analysis for Tractor and Trailer
507-019	Revised Access – Swept Path Analysis for Horse Box
507-021A	Revised Access Proposal (for Approval)
507-022	Revised Access - Swept Path Analysis for Construction Vehicle

1.0 INTRODUCTION

Introduction

- 1.1 Planning Permission was granted on the 24th February 2016 (BE/142/15/OL) for development at New Barn Lane, North Bersted, Bognor Regis, following Committee approval on the 27th January 2016.
- 1.2 Access was not reserved for future determination and the access to the site (Access A shown on Drawing P401/101C) was approved in detail.
- 1.3 This Transport Review has been prepared to support a Section 73 Application for the revised access proposal (Access B), positioned slightly to the north of Access A. Access B was the subject of a stand alone planning application in May 2016 (ref: BE/93/16/PL) which was approved at Committee on the 7th September 2016.

Development Proposals

- 1.4 The development is unchanged at up to 90 dwellings, including bungalows, with up to 30% affordable homes.
- 1.5 The Red Line Plan (JTP 01084_S_02_RevP3) and the Land Use and Access Parameter Plan (JTP 01084_PP_01_RevP5) have been revised to accommodate Access B. Given the very minor change, the Illustrative Masterplan (JTP 150730) is unchanged.
- 1.6 It is proposed to move the approved development access slightly north, away from Public Footpath 134 which runs along the southern boundary of the site.

Scope of Report

- 1.7 This February 2017 TA Review, consistent with the May 2016 transport submission supporting BE/93/16/PL, considers each element of the September 2015 Transport Assessment and associated highways correspondence leading to the recommendation for approval at the 27th January 2016 Committee and subsequent planning permission.

2.0 EXISTING CONDITIONS

- 2.1 The existing conditions described in the September 2015 TA are unchanged as at February 2017.

3.0 REVIEW OF CURRENT LAND USE AND TRANSPORT PLANNING POLICY

- 3.1 National and regional planning policy is unchanged from the September 2015 TA.
- 3.2 The ADC Local Plan 2011-2031 (Publication Version) is dated October 2014.
- 3.3 On the 2nd February 2016 the Inspector provided his conclusions on the Objectively Assessed Housing Needs, following the hearing on the 14th January, and the Inspector suspended the Examination pending further work by the Council.
- 3.4 Regular reports to the Local Plan Sub-Committee update the progress of the evidence base studies which have been commissioned to support the preparation of main modifications prior to Examination in Public.
- 3.5 The above changes have no implications for the Access B proposal which is the subject of this 2017 Section 73 Application.

4.0 DEVELOPMENT PROPOSALS AND TRANSPORT STRATEGY

- 4.1 The September 2015 TA describes the existing transport networks and the opportunities for sustainable travel by non-car modes, consistent with local and national policy aims and objectives.
- 4.2 The approved BE/142/15/OL site access arrangement is shown on Drawing P401/101A.
- 4.3 It is now proposed to move the development access slightly to the north to a new location on New Barn Lane, clear of the Public Right of Way PROW 134, as shown on application Drawing 507-021A.
- 4.4 Drawing 507-016A has been prepared to illustrate how the revised access proposal would relate to the approved scheme. Drawing 507-

017 shows the swept path analysis of a refuse vehicle and a single car accessing the site simultaneously. Drawing 507-018 and Drawing 507-019 show the swept path of agricultural vehicles accessing the field to the south of the site and Drawing 507-022 shows construction access for a low loader.

4.5 Drawing 507-017 replicates sweeptpath drawings submitted in 2015 to show that access to the site can be satisfactorily achieved for refuse vehicles, with possible parked cars on New Barn Lane. Drawings 507-018 and 507-019 show that access to the field to the south is not restricted and Drawing 507-022 shows a large construction stage vehicle entering the site access. The revised access, slightly further north around the curve in New Barn Lane, gives improves manoeuvrability.

4.6 Other than the revised access proposal, the Illustrative Masterplan (JTP 160513) is unchanged. Car and cycle parking within the proposed development is also unchanged.

4.7 The existing pedestrian footpath network is of good quality and connections are proposed from the development on both sides of the revised access, to connect to the existing footways along New Barn Lane (see Drawing 507-016A). A direct connection is also proposed south to PROW 134.

4.8 Subject to the agreement of the WSCC PROW Team, it remains our intention that the unmade section of PROW 134 along the southern boundary of the site should be improved with timber edgings and a 3m wide gravel surface. The proposed footpath link from the southwest corner of the site (see JTP 160513) to connect with PROW 134 is unchanged.

4.9 We support West Sussex Local Access Forum in their endeavour to uplift PROW rights and we have made a Section 106 contribution to help WSCC deliver this positive improvement for the local community.

4.10 Cycle accessibility to local destinations from the site is good and the Sustrans cycle route from Bognor Regis to Chichester runs directly past the eastern frontage of the site along New Barn Lane. New traffic signs will alert drivers from the proposed development to the presence of cyclists using the cycle route.

5.0 TRIP GENERATION, DISTRIBUTION AND IMPACT

- 5.1 The September 2015 TA explains that observed traffic flows in the vicinity of the site were obtained on Tuesday the 23rd June 2015. Committed development traffic was assessed by reference to the agreed WSP Transport Assessment for planning application BE/122/10 plus an element of additional traffic associated with the 756 residential units on land north of North Bersted.
- 5.2 The 2015 TA growthed baseline traffic to 2018 and 2028, using TEMPRO Growth Factors for West Sussex. Committed development traffic was then included and proposed development traffic added with reference to the TRICS Database.
- 5.3 Proposed development traffic was assigned to the A259 Chichester Road and the surrounding highway network via New Barn Lane and Brazwick Avenue using 2011 Census Data. Using the 2018 and 2028 future year design flows, the 2015 TA assesses the following junctions:
- New Barn Lane / A259 Chichester Road
 - Brazwick Avenue / A259 Chichester Road
 - Royal Oak Junction
 - North Bersted Bypass Roundabout
- 5.4 No significant impact on the operation or queuing at New Barn Lane/A259 Chichester Road, Brazwick Avenue/A259 Chichester Road and Royal Oak Junction was identified due to the proposed development traffic. The revised access proposal does not affect this conclusion.
- 5.5 The 2015 TA explains how a series of video cameras were used to determine the extent of northbound traffic queues forming on the southern arm of the North Bersted Bypass Roundabout. The proposed development would add an additional 3 vehicles in any 5 minute period which is not predicted to materially affect the queue length or its ability to disperse. The revised access proposal does not affect this conclusion.
- 5.6 As explained in Section 7 below, we were asked by WSCC in their October 2015 response to the planning application to carry out a further check on the North Bersted Bypass Roundabout.

6.0 TRAVEL PLAN

- 6.1 The separate Residential Travel Plan prepared to support the 2015 TA, is unchanged by the revised access proposal which is the subject of this 2017 Section 73 Application.

7.0 POST PLANNING SUBMISSIONS

- 7.1 The outline planning application for the development of the site (BE/142/15/OL) was submitted on the 8th September 2015. The Council's pre-application response was received on the 9th September 2015 and the WSCC Highways consultation response on the 27th October 2015.

- 7.2 We spoke to WSCC on the 4th November 2015 to scope and agree the necessary actions based on their consultation response, as follows:

New Barn Lane ATC;

Stage 1 RSA;

Refuse vehicle tracking with parked cars; and

ARCADY assessment of North Bersted Bypass Roundabout.

The New Barn Lane ATC

- 7.3 An ATC, in the area of the proposed access, was carried out for a 24 hour 7 day period, commencing on Thursday 12th November 2015. The ATC survey recorded an average two-way weekday traffic flow of 19 vehicles in the AM Peak and 14 vehicles in the PM Peak. The weekday traffic flows varied from 14 to 23 vehicles in the AM Peak and 16 and 18 vehicles in the PM Peak. The traffic flows recorded by the ATC survey are reasonably uniform and are lower than those used in the assessment as part of the 2015 TA.

- 7.4 The ATC survey recorded 7 day average speeds of 20.3 mph and 7 day average 85th percentile speeds of 25.9 mph. By taking the higher figure, the visibility requirement in accordance with Manual for Streets, would be 2.4m x 35m. The 2015 approved access Drawing P401/101A demonstrates that normal 2.4m x 43m visibility splays are achievable.

- 7.5 The Access B proposal, shown on Drawing 507-021A, is slightly further north around the curve in New Barn Lane, compared with the approved Access A. Given that the ATC tube was placed on the curve, as

requested by WSCC, the results are equally applicable to the revised access proposal and 2.4m x 43m visibility splays are shown to be readily achievable.

The Stage 1 Road Safety Audit

- 7.6 The Stage 1 RSA of the site access shown on Drawing P401/101A was prepared in November 2015 by Consultants AECOM. The Designer's Response, dated the 27th November 2015, addresses the nine issues raised by the RSA, as follows.
- 7.7 **A1:** Access road alignment/tight exit radius may lead to larger vehicles overrunning kerb/head on collisions. The Auditors recommendation is to realign the access road and provide a larger radius at the junction. Also parking restrictions should be implemented at the junction to minimise the impact of large vehicle movements on pedestrian routes/facilities (see also D1). In addition, the crossing across New Barn Lane could be relocated further west (see also C1). Agricultural vehicle movements should also be considered in the design. Consideration should be given to relocating the access junction further west (along the straight section of New Barn Lane) to alleviate all these concerns.
- 7.8 The Access B proposal (Drawing 507-021A) realigns the access road and provides larger radii. The enclosed Access B swept path drawings, including agricultural vehicles, show that the revised access can facilitate all movements safely, including allowance for possible parked cars. A Section 106 contribution has been agreed to promote a Traffic Regulation Order to reduce on-street car parking. Pedestrian crossing locations will be reviewed and confirmed during the detailed design/S278 stage, with a view to amending the locations if necessary. The revised access proposal is a 'relocation of the junction further west' [north].
- 7.9 **A2:** New Barn Lane in the location of the site access junction has poor surfacing and statutory undertakers' covers may result in collisions. The Auditor recommends the relocation of the statutory undertakers' cover and resurface the junction area as part of the scheme works. The Designer's Response states that the relocation of the statutory undertaker covers will be assessed as part of the detailed design and the junction will be resurfaced as part of the site access works. This remains the position with the revised access proposal.

7.10 **B1:** On the western side of the site access junction overhanging trees may obstruct visibility to the left/obstruct pedestrian movements. The Auditor's recommendation is to remove the trees or substantial amounts of their low hanging branches and foliage to ensure the junction visibility splays and footway are not obstructed.

7.11 The Auditor considers this is likely to constitute an ongoing maintenance issue (see also C1) and that consideration should be given to relocating the junction (see A1) to a position where the tree is unlikely to have such impacts. The revised position proposed for Access B shown on Drawing 507-021A avoids this issue of conflict with vegetation and an appropriate maintenance programme will be agreed during the detailed design/S278 stage.

7.12 **B2:** the road narrowing at the bend adjacent to the connection with the existing PROW may result in head-on/side-swipe collisions. The Auditor recommends the 5.5m site access road width be maintained until a distance west of the bend in the alignment. The Access B proposal takes on board this comment and maintains a constant 5.5m width.

7.13 **C1:** the uncontrolled crossing facility across New Barn Lane is located very close to the junction exit and the Auditor's recommendation is that the crossing should be relocated further west. As per the Designer's Response and as noted above at A1, pedestrian crossing locations will be reviewed and confirmed during the detailed design / S278 stage, with a view to amending the locations if necessary.

7.14 **C2:** the Auditor recommends that the statutory undertakers cover within the uncontrolled crossing across the car parking area should be relocated. As per the Designer's Response and as noted above (Comment C1), the location of the uncontrolled crossing will be reviewed as part of the detailed design/S278 stage and if the crossing is retained in its proposed location the cover will be moved or treated with an appropriate non-slip covering.

7.15 **C3:** the existing road gully in the site access junction may cause cyclists to fall and the Auditor's recommendation is that the gully should be relocated or provide a lattice-style grill on the gully to protect cyclists. In accordance with the Designer's Response, the drainage provision in the vicinity of the proposed access will be assessed as part of the detailed design/S278 process. As part of this assessment it may be necessary to move this gully or change it to a lattice style.

7.16 **D1:** the absence of parking restrictions may jeopardise the safe operation of the site access junction and the Auditor recommends that parking restrictions are provided on New Barn Lane at the location of the site access junction. As noted in A1 above, a Section 106 contribution has been agreed to promote a Traffic Regulation Order to reduce on-street car parking.

7.17 **E1:** the Auditor is unclear whether suitable lighting will be provided and recommends that adequate levels of street lighting are provided at the junction and crossing at the detailed design stage. The Designer's Response concurs with this recommendation. The lighting levels will be reviewed at the detailed design/S278 stage and suitable enhancements will be provided as necessary.

Tracking with Parked Cars

7.18 The 2015 TA swept path analysis was revisited for a refuse vehicle including parked cars directly opposite the site access (P401/200A) to show how access and egress can be safely achieved. A slight increase in kerb radius via an over-run strip was agreed. The Access B proposal (Drawing 507-021A) has increased entry/exit radii and 5.5m road width throughout, making the refuse vehicle manoeuvre easier, as shown on Drawing 507-017.

North Bersted Bypass Roundabout ARCADY

7.19 Following receipt of modelled traffic flow data from the WSCC Strategic Planning Team, an ARCADY assessment was carried out to look at the operation of the North Bersted Bypass Roundabout in the future year scenario of 2031, with and without the proposed development. A 2015 Technical Note, summarising the analysis, concludes that the traffic associated with the proposed development would have a negligible impact on the operation of the roundabout junction. This conclusion is unaffected by the revised access proposal.

7.20 During November 2015, the refuse vehicle tracking with parked cars and the ARCADY assessment of the North Bersted Bypass Roundabout were sent to WSCC on the 13th November; the results of the New Barn Lane ATC were sent on the 23rd November; and the Stage 1 RSA + Designer's Response were sent on the 27th November 2015.

7.21 In response to the above submissions, further comments were received from WSCC Highways on the 8th January 2016. Following an exchange of emails, two further matters of clarification were agreed.

- Further swept path assessments for the refuse vehicle used by Arun DC and for agricultural vehicles (i.e. a tractor and trailer combination), including confirmation from the landowner as to the vehicles they would expect to make use of the agricultural field access; and
- The submission of further future year highway capacity modelling for the A259/Bognor Regis Relief Road (Chichester Road) Roundabout that takes account of the opening of the BRRR opening in full. This assessment needs to make use of turning count information provided by WSCC rather than that surveyed by the applicant based on the present partial opening of the BBRR.

7.22 On the 12th January 2016, further submissions were made to WSCC to address the above two points. We obtained a copy of Biffa's refuse vehicle specifications to create a bespoke vehicle tracking profile which we checked against Mercedes Benz own specification for the lorry. The tracking profile was used to update Drawing P401/200 to Revision B, showing the tracking to be satisfactory.

7.23 This work has been updated for the Access B proposal and enclosed **Drawing 507-017** shows that the refuse vehicle has improved access to the site, including allowance for possible parked cars.

7.24 In the same January 2016 submission, we also tracked agricultural vehicles having contacted the land owner who confirmed that the field is accessed by a horsebox and a tractor and trailer two to three times each year. We prepared Drawing P401/203 to show that the agricultural vehicles can properly access the field gateway. This work has also been updated for the Access B proposal and enclosed **Drawing 507-018** and **Drawing 507-22** show that the agricultural vehicles have improved access to the field, including allowance for possible parked cars.

7.25 Finally as part of the 12th January submission, we attached our 2015 Technical Note (see above) setting out a summary of the ARCADY analysis for the North Bersted Bypass Roundabout. We confirmed that the analysis was carried out using modelled traffic flow forecasts

provided by WSCC, which take account of the opening of the BRRR in full. The analysis concludes that the impact of the traffic associated with the proposed development would be negligible.

7.26 The planning application was considered at Committee on the 27th January 2016. The application was recommended for approval, with a 'no objection' on Highways, and the application was approved as recommended.

8.0 SUMMARY AND CONCLUSIONS

- 8.1 This 2017 TA Review explains that the 2015 transport assessments are unchanged by the Access B proposal which is the subject of this 2017 Section 73 Application and that the Section 106 commitments/contributions are similarly unaffected.
- 8.2 There are no significant Policy changes and the traffic assignments and junction capacity calculations are off-site and not affected by the revised access.
- 8.3 Comparing recent land ownership changes with the results of the ATC survey and the recommendations of the Stage 1 Road Safety Audit, the Access B proposal is slightly further north (the RSA mentions 'west'), a constant road width of 5.5m has been maintained and the radii have been increased.
- 8.4 All elements of the Stage 1 RSA have been checked against the revised access proposal. Given that the change in the position of the access is minor, all of the points in the RSA are still relevant and it has not been considered necessary to commission a new RSA for the revised access.
- 8.5 As shown on the revised Access B swept path analysis drawings enclosed with this report, there is less curvature in the access overall, compared with the approved Access A scheme, and the tracking for all vehicles is thus improved, including an allowance for possible parked cars. A Section 106 contribution has been agreed to promote a Traffic Regulation Order to reduce on-street car parking in the area of the proposed access.
- 8.6 In summary, the Access B proposal provides improved separation of pedestrian/cycle movements and, with less curvature overall, is considered to be an improvement compared with the approved Access A.
- 8.7 The above conclusions were similarly set out within the May 2016 transport submission supporting BE/93/16/PL. Consultation responses to BE/93/16/PL from WSCC Highways confirm that they have no objection to the Access B proposal and BE/93/16/PL was approved at Committee on the 7th September 2016.

P401/February 2017

Figures & Drawings

- Figure 1 Site Location Plan
- JTP 01084_S_02 RevP3 Red Line Plan
- JTP 01084_PP_01 RevP5 Land Use and Access Parameter Plan
- JTP 150730 Illustrative Masterplan (2015)
- P401/101A Approved Site Access
- 507/016A Revised Access Proposal
- 507/017 Revised Access – Swept Path Analysis Refuse Vehicles
- 507/018 Revised Access – Swept Path Analysis Agricultural Vehicles
- 507/019 Revised Access - Swept Path Analysis Construction Vehicle
- 507/021A New Access Proposal (for Approval)

This spending is far exceeding purchase only. It is not prudent to use used as construction purchases, which are reasonable efforts are used to secure earnings are accurate. John Thompson & Partners, several in the probability of the only reflection placed on, or use made at, this point for purposes above (not those noted above).

No.

Application Boundary (2.71 ha)

Ownership Boundary

Row	Code	Description	Count	Total
P2	25.02.17	Eastern boundary line amended	105	627
P3	18.11.15	Boundary line amended to the northwest	25	650
P4	22.06.15	West fence	202	659
New Code Description				Count Total
Drainage Status				

For Approval

Landform Estates Ltd.

London

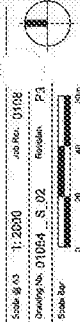
JOHN THOMPSON & PARTNERS



Project:
**Land to the West of New
Barn Lane, North Bersted**

Drawing Time

9011 Skidway
Arapahoe Community





Notes:
 1. All data is for information only and is not to be used for any other purpose.
 2. All dimensions are given in metres unless otherwise stated.
 3. All dimensions are given to the centre of the line unless otherwise stated.
 4. All dimensions are given to the nearest millimetre unless otherwise stated.
 5. All dimensions are given to the nearest 0.1m unless otherwise stated.
 6. All dimensions are given to the nearest 0.01m unless otherwise stated.
 7. All dimensions are given to the nearest 0.001m unless otherwise stated.
 8. All dimensions are given to the nearest 0.0001m unless otherwise stated.
 9. All dimensions are given to the nearest 0.00001m unless otherwise stated.
 10. All dimensions are given to the nearest 0.000001m unless otherwise stated.

Application site 3.71 ha
 Residential 2.85 ha
 (includes secondary roads)
 Open space 1.00 ha
 (includes retained vegetation,
 primary access, children's play,
 and surface water attenuation measures)
 Access
 Indicative location of pedestrian
 and cycle access
 Indicative location of pedestrian access
 Existing public footpath 1.34 retained

Ref	Date	Description	Drawn	Check
01	10/02/2017	Site boundary attached	V/S	UP
02	10/02/2017	Key proposed	AL	GP
03	10/02/2017	Alternative access & layout	EL	GP
04	10/02/2017	Site boundary attached in the north-east	EL	GP
05	10/02/2017	First floor	EL	GP

For Approval

Landform Estates Ltd.

Landform
 Strategic Asset Development

JOHN THOMPSON & PARTNERS



Land to the West of New
 Barn Lane, North Barsfield

Parameter Plan: Land Use and Access

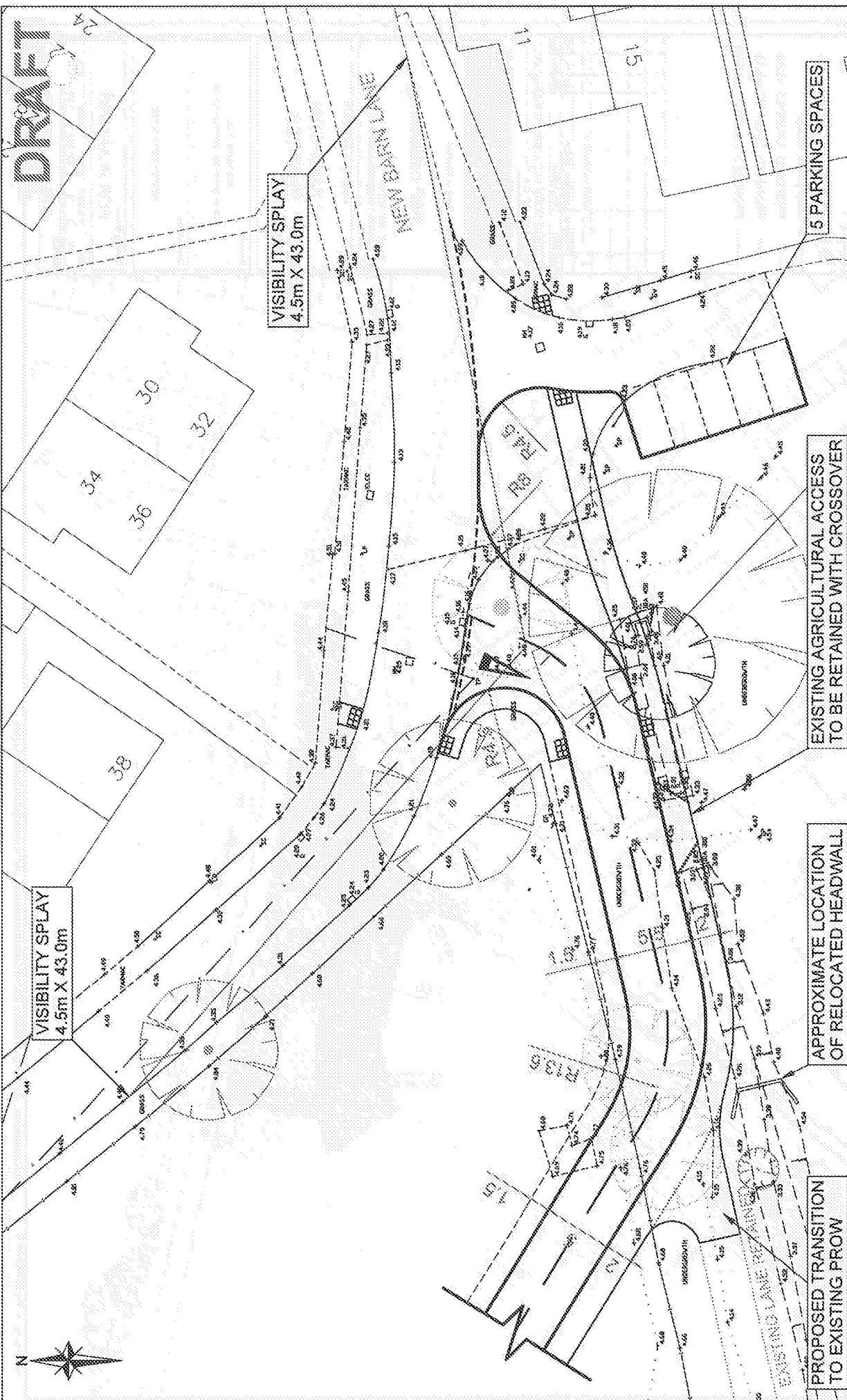
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 Date 10/02/2017
 Author JTP
 Check JTP
 Date 10/02/2017
 Scale 1:1750
 Drawing No. 01084
 Date 10/02/2017
 Author JTP
 Check JTP
 Date 10/02/2017



Land to the West of New Barn Lane,
North Bersted
Illustrative Masterplan-For Support
for Landform Estates Ltd.

01084_SK_003
Scale 1:1250 No P1





DRAFT

PROJECT TITLE		CLIENT		DATE		CANNON CONSULTING ENGINEERS		Revision	
NEW BARN LANE BOGNOR REGIS		LANDFORM ESTATES Ltd		01/07/2015		Beacon House, Weywick Road, Bognor Regis, Sussex, PO21 2PE Tel: +44 (0)1630 555 800 Fax: +44 (0)1494 677 779 info@cannon.co.uk www.cannon.co.uk		P401 / 101	
DRAWING TITLE		DESIGNED		CHECKED		SCALE		ISSUE STATUS	
PROPOSED SITE ACCESS		DS		DS		PG		PRELIMINARY	
REV		DESCRIPTION		DATE		DRAWING NUMBER		REV	
A		RELOCATED HEADWALL IDENTIFIED		03/07/15		P401 / 101		A	
REV		DESCRIPTION		DATE		DRAWING NUMBER		REV	

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN CANNON CONSULTING ENGINEERS AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT



LEGEND

- PROPOSED ACCESS ROAD
- PROPOSED FOOTWAY
- PUBLIC RIGHT OF WAY
- PROPOSED TACTILE PAVING
- PROPOSED KERB
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- PROPOSED FOOTWAY EDGING

Rev	Size	Description	Dim	Chk	Dsg
A	31/05/16	MINOR AMENDMENTS	AS	PG	PG
-	20/03/16	ORIGINAL ISSUE	AS	PG	PG

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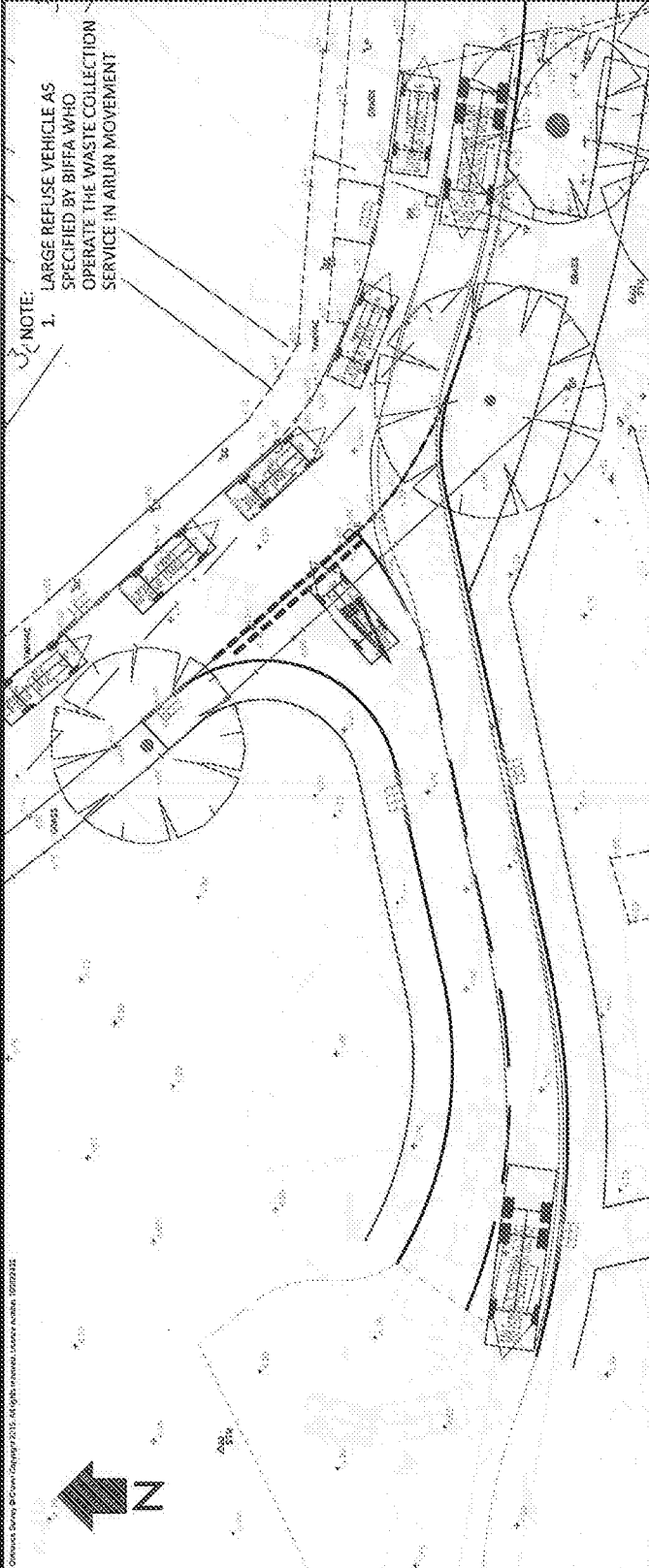
Project: NEW BARN LANE
NORTH BEARSTED, SOMERSET

Drawing Title: REVISED SITE ACCESS

Drawing Status: **FOR PLANNING**

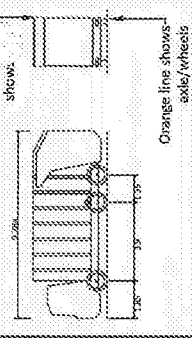
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VEHICLE DETAILS:

- NOTE:
1. LARGE REFUSE VEHICLE AS SPECIFIED BY BIFFA WHO OPERATE THE WASTE COLLECTION SERVICE IN ARUN MOVEMENT



MB ECONIC 3539L (WITH EX2 RS)

Overall Length
9.28m
Overall Width
2.48m
Min Body Ground Clearance
1.87m
Track to Lock Time
0.31m
Lock to Lock Time
4.00m
Kerb to Kerb Turning Radius
5.93m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Description	AS	PG	PG
1	15/05/15	ORIGINAL ISSUE	AS	PG	PG
2	15/05/15	REVISED	AS	PG	PG

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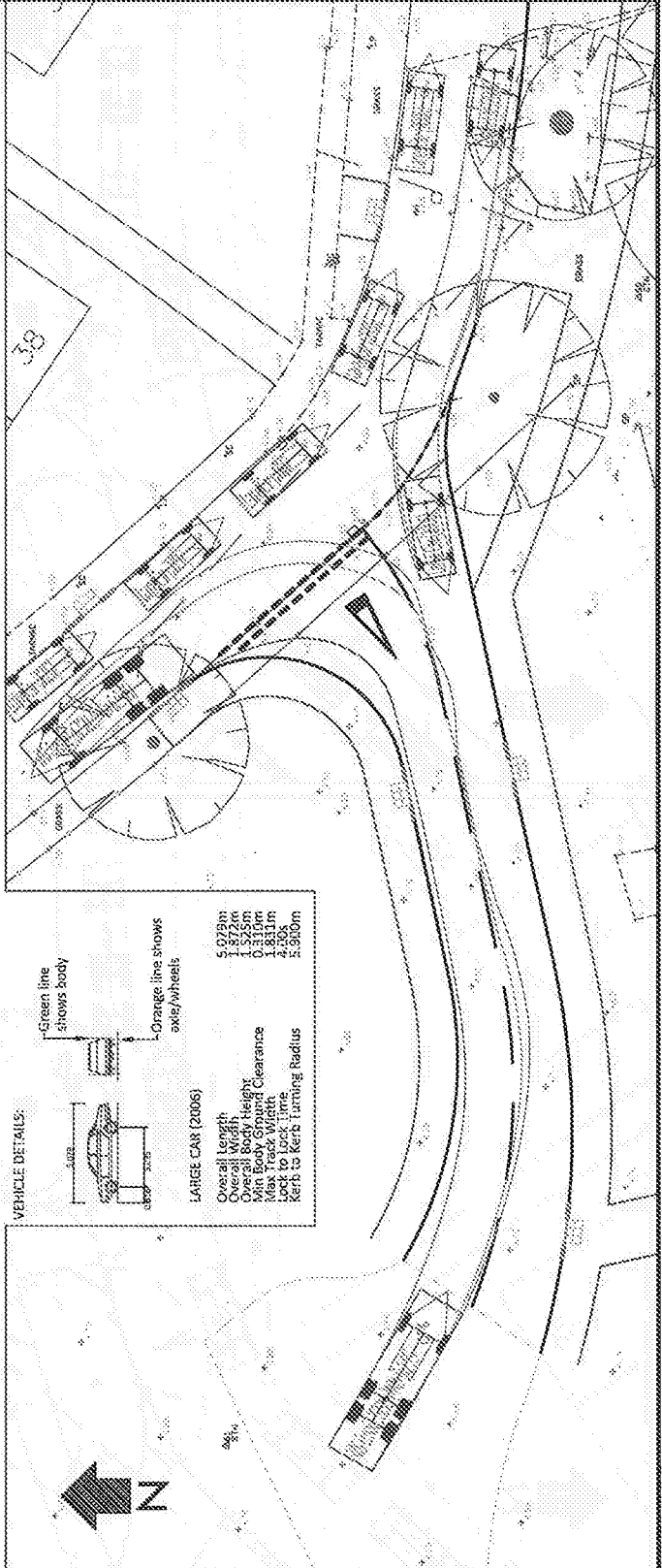
Project: NEW BARN LANE
NORTH BERKELEY, BOGNOR REGIS

Drawing Title: REFUSE VEHICLE & LARGE CAR
SWEEP PATH

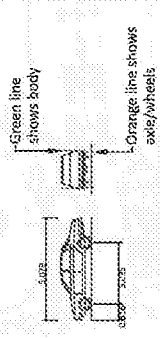
Drawing Status: FOR PLANNING

Sheet	AS	Drawn by	PG	Scale	1:300	Rev	AS
Drawn by	PG	Check by	PG	Scale	1:300	Rev	AS

Drawing No. 507-017



VEHICLE DETAILS:



LARGE CAR (2006)

Overall Length
5.02m
Overall Width
1.87m
Min Body Ground Clearance
1.87m
Track to Lock Time
0.31m
Lock to Lock Time
4.00m
Kerb to Kerb Turning Radius
5.93m

PLOT DATE: 31 Aug 2016 08:30:44 CAD REFERENCE: D:\CAD\PRECISION\LT BOX FILES\DATA\950059507-4-PSP NORTH BERKELEY\507-017.DWG

