



Residential Development

2025-09-16-6821-TS01

September 2025

Prepared on Behalf of Eastmere Paddocks Ltd

– Transport Planning | Civil Engineering | Landscape Design

65 Chichester Enterprise Centre, Terminus Road, Chichester PO19 8FY

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Wayside and Hill View, Eastergate Lane
Residential Development

Transport Statement

Eastmere Paddocks Ltd

2026-05-12-6821-TS01

SMO		31/03/2025
EJD		09/04/2025
ALB		14/04/2025

01	14/04/2025	Draft	SMO
02	16/07/2025	Final	SMO
03	19/08/2025	Final 02	SMO
04	16/09/2025	Final 03	SMO



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Accessibility Plan
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TRICS Report – Dwellings

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Eastmere Paddocks Ltd to support a planning application for a residential development consisting of 9 dwellings and one self-build plot on land to the rear of Wayside and Hill View, Eastergate Lane, Walberton. The application site is situated on the southern side of Eastergate Lane. The application site location is shown in



- 1.1.2 The existing site comprises of a builder's yard, an orchard, and parts of rear gardens associated with Wayside and Hill View (residential properties). The proposed development would involve the construction of 9 residential dwellings and one self-build plot.
- 1.2.1 Land the rear of Wayside was subject to a withdrawn planning application in December 2022 for 4 x 4-bedroom dwellings served from an access adjoining Eastergate Lane (Ref. Number BN/186/22/PL).
- 1.2.2 WSCC Highways were consulted on the application and stated: *"the proposal would have an unacceptable impact on the highway safety or resulting in 'severe' cumulative impacts on the operation of the highway network"*.
- 1.3.1 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, considering the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the trip impact on the local road network.



- 1.3.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework and Arun District Council's (ADC) local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.
- 1.3.3 The remainder of this report comprises the following sections: -
- i. sets out the transport conditions in the local area and highway network and provides a review of highway safety.
 - ii. provides an assessment of the proposed access and internal layout design, parking provision and the site's servicing arrangements.
 - iii. provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment.
 - iv. provides a summary of the TS conclusions.

- 2.1.1 The existing site is c.0.80 hectares and includes an active builder's yard, an orchard, and parts of the rear gardens of Wayside and Hill View. The builder's yard contains two large industrial units, one measuring 509.8 sqm and the other 400.3 sqm, along with associated storage areas and car parking. The site is bordered by dwellings to the north and east and open fields to the south and west. The existing site is shown in



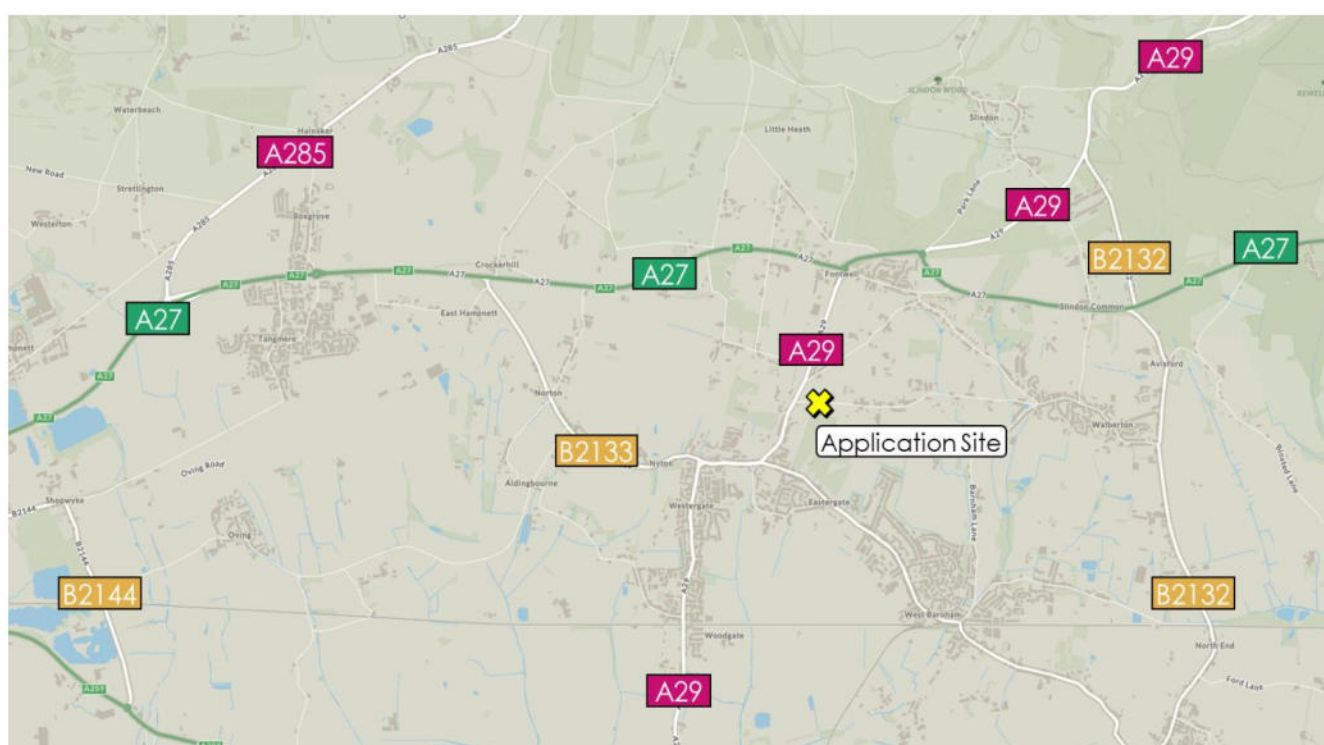
- 2.1.2 The existing site is served from a c.5.5m wide access adjoining Eastergate Lane. The access currently serves the builder's yard only, and the gardens do not have direct accesses onto the public highway. The existing access is shown in
- 2.1.3 The Orchard site is served from a c.2.2m wide gate adjoining Eastergate Lane, though no dropped kerb or hardstanding is provided. The existing access is shown in



- 2.2.1 Eastergate Lane is a two-way single carriageway with a c.5.5m width in the vicinity of the site access. The speed limit along Eastergate Lane was amended by WSCC to 30mph in spring 2025 (TRO Ref: ARN-2308-MM).
- 2.2.2 Eastergate Lane is not subject to any parking restrictions, however the nature of the road and availability of off-street parking means that on-street parking is uncommon. Eastergate Lane's highway features are shown in .



2.3.1 The application site is located c.140m west of the A29, which provides a route to Bognor Regis to the south and Billingshurst to the north. The A29 also connects to the A27 which provides an east-west route along the south coast, and forms part of the Strategic Road Network (SRN). The A27 facilitates access to Worthing and Brighton to the east and Chichester and Portsmouth to the west. The site's location in the context of the wider highway network is shown in .





Pedestrian and Cycle Accessibility

- 2.4.1 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. A range of local services and amenities, including schools, bus stops, leisure facilities, doctors, local convenience store and post office, and public house, are situated within 1.6km of the application site, and are therefore accessible on foot.
- 2.4.2 The Department for Transport (DfT) document 'Cycle Infrastructure Design (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for most people. The full extent of Fontwell, Eastergate, Westergate, Walberton and Barnham are therefore accessible by cycle.
- 2.4.3 Local services and amenities in the vicinity of the site are shown on the accessibility plan attached at

Public Transport

- 2.4.4 There are several bus stops situated within the vicinity of the site, the closest being 'Level Mare Lane' bus stops located c.600m to the north of the site access. The stops are served by the no.85 service which runs between Chichester and Arundel. Additionally, the 'Collins Close' bus stops are located c.650m to the south of the site and provide an additional service between Chichester and Westergate. A summary of the services available is provided in

85	Arundel Riverbank – Binstead – Walberton – Barnham – Oving – Chichester Sainsburys – Chichester Cathedral	Twice a day	Mon – Fri: 09:55 – 15:25
500	Littlehampton Anchor Springs – Yapton – Watergate – Eastergate – Tangmere – Shopwyke – Chichester Bus Station	Every 40 mins	Mon – Fri: 05:30 – 00:50 Sat: 06:05 – 05:50 Sun: 07:05 – 00:50
658	Chichester Bus Station – St Richards Hospital – Tangmere Co-op – Slindon – Westergate	Once a day (Each way)	Mon – Fri: 7:30 – 0810 and 14:48 – 15:22

- 2.4.5 Barnham railway station is located approximately 2.7km to the south of the site and provides regular services to a range of local and regional destinations. A summary of services available from Barnham railway station is provided in

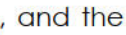
Bognor Regis	Littlehampton – Ford – Barnham – Bognor Regis	1 per hour
Brighton via Worthing	Southampton Central – Eastleigh – Cosham – Havant – Chichester – Barnham – Ford – Worthing – Shoreham – Hove – Brighton	3 per hour
London Victoria via Horsham	Bognor Regis – Barnham – Ford – Arundel – Billingshurst – Horsham – Crawley – Three Bridges – London Victoria	2 per hour
Littlehampton	Bognor Regis – Barnham – Ford – Littlehampton	2 per hour
Portsmouth & Southsea	Littlehampton – Ford – Barnham – Chichester – Havant – Fratton – Portsmouth & Southsea	2 per hour
Southampton	Brighton – Hove – Shoreham – Worthing – Ford – Barnham – Chichester – Havant Fareham – Southampton Central	1 per hour

- 2.5.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from January 2019 to January 2025 using the Sussex Safer Roads Partnership's online data portal. The study area comprises Eastergate Lane and Fontwell Avenue.
- 2.5.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collision are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The study area is demonstrated in .



- 2.5.3 A total of 3 incidents were recorded during the 5-year period, comprised of 2 'slight' incidents and 1 'serious' incident. The PIA record does not reveal any statistically significant pattern that would suggest there are underlying highway safety issues on the local road network.



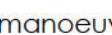
3.1.1 The proposed development would comprise of 9 dwellings and one self-built plot. The 9 dwellings would be served from the existing vehicle access adjoining Eastergate Lane. The self-build plot will be served from a new direct access. The proposed accommodation schedule is shown in , and the proposed site layout is shown on .

2-bed	3
3-bed	4
4-bed	2
3-Bed Self Build	1

3.2.1 The existing vehicle access to the site would remain largely unchanged, although new kerbs upstands and surfacing would be provided. The access would have a width of 5.5m, with asymmetrical kerb radii – a 5.0m radius on the western side and a 6.0m radius on the eastern side of the access (to accommodate the existing alignment). The proposed access arrangement is shown in .

3.2.2 Vehicle access to the self-build would be provided in the form of a new direct access in the position of the existing gate. The access would have a width of 3.0m, with 2.0m chamfers on both sides. The proposed access arrangement is shown in .

3.3.1 A vehicle-swept path analysis has been undertaken to review the operation of the site's access arrangements. The vehicle swept path analysis demonstrates the following manoeuvres: -

- i. Access and egress by a large estate car in  and .
- ii. Access and egress manoeuvres by a 4.6t light van in  and .
- iii. Access and egress manoeuvres by a fire tender (the largest emergency vehicle) in .
- iv. Access and egress manoeuvres by a refuse freighter in .



- 3.4.1 No changes are proposed to the existing access and its visibility conditions will remain consistent with those for the industrial estate (n.b. the scheme will result in net reduction of vehicle movements [see section 4]).
- 3.4.2 To determine visibility requirements for the new access to the self-build plot, Manual for Streets calculation coefficients have been applied in line with the 30mph speed limit on Eastergate Lane requiring a visibility splay of 2.4m x 43.0m looking east and west from the access. The proposed access arrangement archives the necessary sightlines in both directions.
- 3.5.1 The main access road would have a carriageway width of 5.5m and would run south into the site, before turning 90 degrees into the centre of the site. To accommodate service vehicles, a large turning head has been incorporated at the end of the access road, enabling refuse freighters to turn and exit the site in a forward gear. Plots 7-9 would be accessed from a 3.7m wide shared drive adjoining the turning head at the end of the access road.
- 3.5.2 The site's internal road would use a shared surface arrangement. The use of a shared surface arrangement accords with MfS guidance which suggest that shared surfaces are appropriate where carriageways form cul-de-sacs, where parking is controlled or takes place in designated areas and the vehicle flow is below 100 movements per hour.
- 3.5.3 Car parking takes place on driveways and garages. A vehicle swept path analysis has been undertaken demonstrating manoeuvres to and from droves and parking spaces in
- 3.6.1 The site's geometries would allow a fire tender (the largest emergency vehicle) to comfortably negotiate the access road and perform on-site turning manoeuvres. A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access, internal carriageways and performing turning manoeuvres in
- 3.6.2 In accordance with Building Regulations Part B, the following design compliances are met for plots 1-8:
- i. Fire tenders would be able to access within 45.0m of all dwellings.
 - ii. Fire tenders could achieve an appropriate level of access without requiring reversing distance greater than 20.0m.
 - iii. A minimum carriageway width of 3.7m is maintained throughout the site.



- 3.6.3 Plot 9 is situated beyond 45.0m of the turning head, and as such, a sprinkler system would be installed in this dwelling.
- 3.7.1 Refuse collection would be undertaken within the site. A vehicle swept path analysis has been undertaken demonstrating a refuse freighter negotiating the site's internal carriageways and performing on-site turning manoeuvres in .
- 3.7.2 Bins for Plots 7-9 would be collected from a bin collection point located c.15m from the turning head. Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).
- 3.8.1 Car parking would be provided in accordance with the standards set out in line with ADC's 'Parking Standards Supplementary Planning Document (2020)' A summary of the parking standards, required provision, and proposed provision is provided in .

3 x 2-Bed Dwelling	2 Spaces	6 Spaces	6 Spaces
5 x 3-Bed Dwelling	2 Spaces	10 Spaces	11 Spaces
2 x 4 Bed Dwelling	3 Spaces	6 Spaces	6 Spaces
Visitor	20% of the total number of residential units	2 Spaces	2 Spaces

- 3.8.2 As shown in , ADC's parking standards require 24 spaces. A total of 25 spaces would be provided within a mixture of driveways, garages (counted as 0.5 spaces), perpendicular bays and parallel bays. The dimensions of bays would meet the minimum dimensions set out in ADC's Design Guide (February 2024) and MfS.
- 3.8.3 Electric vehicle charging will be provided for in accordance with Part S of the Building Regulations 'Infrastructure for the Charging of Electric Vehicles'.



3.9.1 Cycle parking would be provided in accordance with the standards set out in with ADC's 'Parking Standards Supplementary Planning Document (2020)'. A summary of the parking standards, required provision, and proposed provision is provided in .

3 x 2-Bed Dwelling	2 Spaces	6 Spaces	6 Spaces
5 x 3-Bed Dwelling	2 Spaces	10 Spaces	10 Spaces
2 x 4 Bed Dwelling	2 Spaces	4 Spaces	4 Spaces

3.9.2 Cycle parking will be provided within garages or secure cycle stores associated with each dwelling.



- 4.1.1 To assess the traffic impact of the proposed development, the TRICS database (7.11.4) has been interrogated to assess the likely traffic volumes generated by the existing site and the proposed development.
- 4.1.2 Vehicle trips associated with the existing and proposed site uses have been compared to provide a net vehicle trip generation figure.
- 4.2.1 To establish the number of trips generated by the existing industrial units, the parameters identified in have been used to filter the TRICS database.

Filtering Parameter	Criteria Selected
i. Land Use	Employment, Industrial Unit
ii. Selected Regions	England (Excluding Greater London)
iii. Gross Floor Area	Range Selected: 150 to 3000 sqm
iv. Date Range	01/01/16 to 14/10/23
v. Selected Days	Weekdays
vi. Selected Locations	1. Edge of Town – 4 Survey days 2. Free Standing – 1 Survey days

- 4.2.2 The TRICS output is provided in , whilst a summary of the weekday peak hour and daily trip rates, and resultant vehicle movements associated with the existing industrial units are provided in

	Arrivals	Departures	Two-way Total
AM Peak Hour	1.002	0.132	1.134
PM Peak Hour	0.115	0.657	0.772
Daily Traffic	5.020	4.727	9.747
AM Peak Hour	9	1	10
PM Peak Hour	1	6	7
Daily Traffic	46	43	89



4.2.3 The TRICS assessment suggests that the existing site generates 89 daily 2-way vehicle movements, of which 10 occur during the network's AM peak traffic hour, and 7 occur in the network's PM peak traffic hour.

4.3.1 To establish the number of trips that could be generated by the proposed dwellings, the parameters identified in have been used to filter the TRICS database.

Filtering Parameter	Criteria Selected
i. Land Use	Residential, Houses Privately Owned
ii. Selected Regions	England (Excluding Greater London)
iii. No of Dwellings	Range Selected: 6 to 30
iv. Date Range	01/01/16 to 18/09/24
v. Selected Days	Weekdays
vi. Selected Locations	1. Edge of Town – 4 Survey days

4.3.2 The TRICS output is provided in , whilst a summary of the weekday peak hour and daily trip rates, and resultant vehicle movements associated with the 9 dwellings are provided in .

	Arrivals	Departures	Two-way Total
AM Peak Hour	0.205	0.398	0.603
PM Peak Hour	0.386	0.241	0.627
Daily Traffic	2.433	2.483	4.916
AM Peak Hour	2	4	6
PM Peak Hour	4	2	6
Daily Traffic	24	25	49

4.3.3 The TRICS assessment suggests that the site would generate 49 daily 2-way vehicle movements, of which 6 would occur during the network's AM peak traffic hour, and 6 would occur in the network's PM peak traffic hour.



- 4.4.1 The vehicle trip generation associated with the existing and proposed site uses have been compared in to provide a net vehicle trip generation associated with the proposal.

	Arrivals	Departures	Two-way Total
AM Peak Hour	-7	3	-4
PM Peak Hour	3	-4	-1
Daily Traffic	-22	-18	-40

- 4.4.2 The proposed development is expected to result in a reduction of 40 daily 2-way vehicle trips, including 4 trips in the AM peak hour, and 1 trip in the PM peak hour. The reduction of daily vehicle trips resulting from the proposed development would have a positive impact upon the local road network in terms of highway capacity and safety.



- 5.1.1 This TS has been prepared by Bright Plan Ltd on behalf of Eastmere Paddocks Ltd to support a planning application for a residential development comprising 9 new dwellings and 1 self-build plot on land to the rear of Wayside and Hill View, Eastergate Lane. The conclusions of this report are as follows:
- i. The application site is accessibly located within cycling distance of services and amenities. Bus stops and Barnham Railway Station provide further opportunities for sustainable travel from the site.
 - ii. The PIA record does not reveal any pattern in terms of distribution, severity, or incident circumstance that would be exacerbated by the proposal.
 - iii. Vehicle access to the site would remain largely unchanged, although new kerbs upstands and surfacing would be provided. A new direct access would serve the self-build plot
 - iv. The site access has been subject to a vehicle swept path analysis demonstrating appropriate operation.
 - v. Visibility would remain unchanged for the residential development while the proposed direct access would provide visibility splays in accordance with Manual for Streets requirements based on the 30mph speed limit.
 - vi. The site's internal carriageway geometries can accommodate emergency vehicles and refuse freighters.
 - vii. Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).
 - viii. The site would provide car parking in line with ADC's residential car parking standards. Cycle parking would also be provided in line with ADC's residential cycle parking standards.
 - ix. A TRICS assessment identifies that the development would generate a reduction of 40 daily two-way vehicle movements.
 - x. The number reduction of daily vehicle trips resulting from the proposed development would have a positive impact upon the local road network in terms of highway capacity and safety.



Site Overview
Access Overview
Estate Car & 4.6t Light Van Access and Egress
Access Overview
Estate Cars Passing along Estate Road
Emergency Access
Refuse Collection
Refuse Freighter Passing Car Along Estate Road
Car Parking
Parking Allocation
Self Build, Access Overview
Self Build, Estate Car & 4.6t Light Van Access and Egress



1:500
@ A3
0 5 10 15 20 m

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

D	Final Layout	15/09/2025
C	Revised Layout	10/07/2025
B	Revised Layout	20/05/2025
A	Revised Layout	26/03/2025
-	Original Issue	10/03/2025
Rev.	Amendments	Date



BRIGHT PLAN

65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
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Drawing Status		Final	
Client			
Eastmere Paddocks Ltd			
Project			
Land at Wayside and Hill View			
Drawing Title			
Site Overview			
Scale	Date	Drawn by	Checked by
1:500	Mar 25	EMH	SMO
Drawing No.			Rev.
2025-6821-000			D



New kerb stones provided to formalise existing access arrangement

Eastergate Lane

5.33m

5.52m

R5.00m

R6.00m

5.50m 1.20m

1.2m service margin to be retained for provision of footway

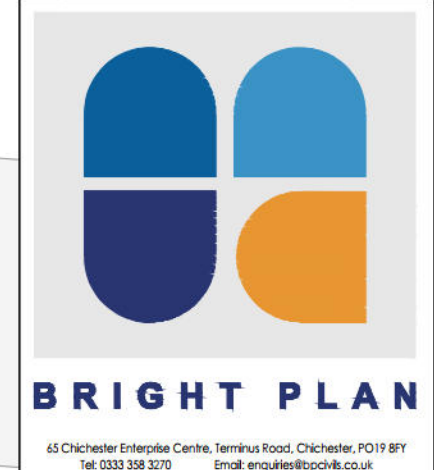
Double Garage

1:250 @ A3 0 2 4 6 8 10 15.69 m

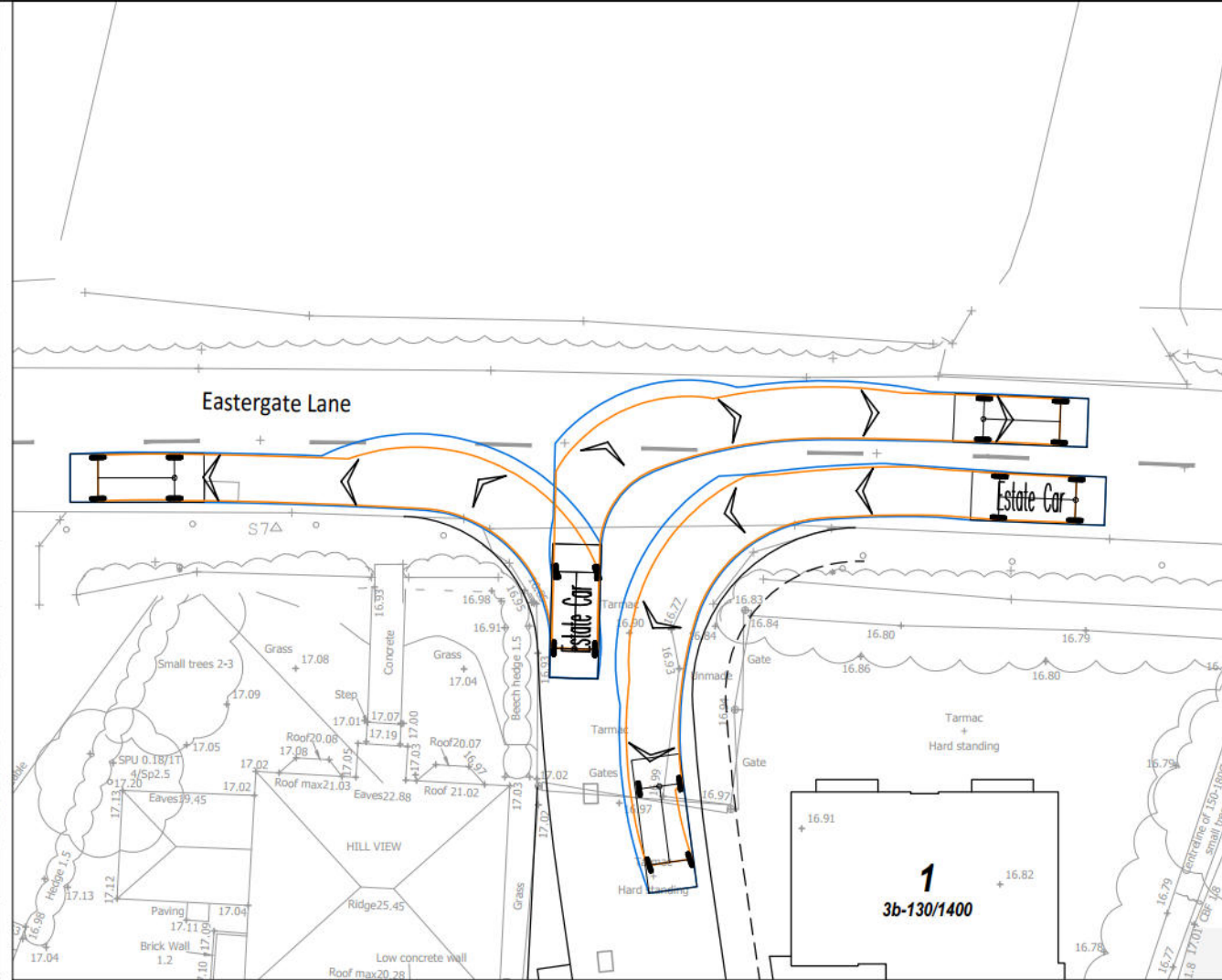
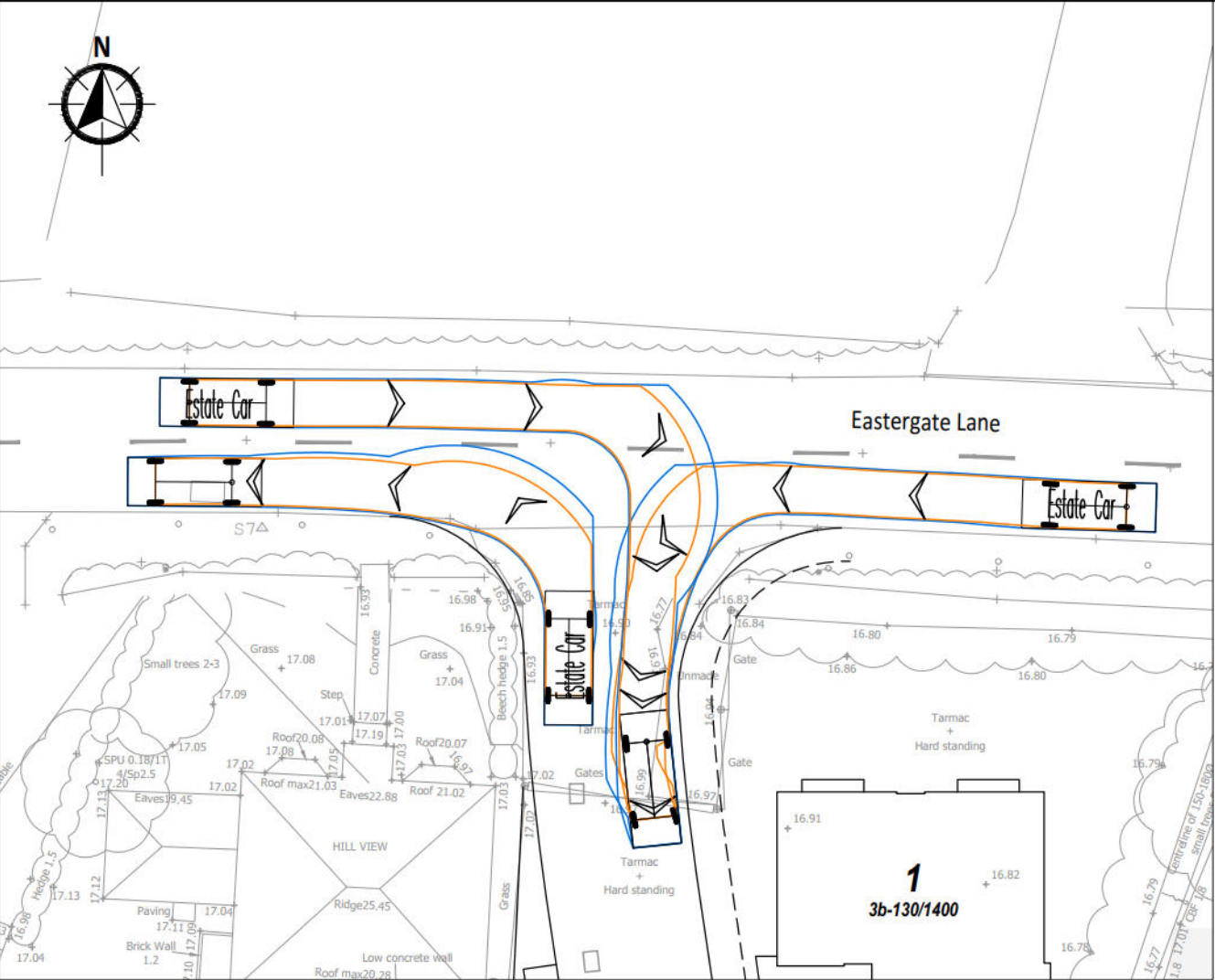
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Public Highway
Existing Road Markings

E	Final Layout	15/09/2025
D	Revised Layout	10/07/2025
C	Revised Layout	20/05/2025
B	Revised Layout	26/03/2025
A	Revised Layout	13/03/2025
-	Original Issue	26/02/2025
Rev.	Amendments	Date



Drawing Status		Final	
Client			
Eastmere Paddocks Ltd			
Project			
Land at Wayside and Hill View			
Drawing Title			
Access Overview			
Scale	Date	Drawn by	Checked by
1:250	July 25	SMO	ALB
Drawing No.			Rev.
2025-6821-001			E



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Existing Road Markings

-Swept Path-

Wheel Track

Over Swing

4.845

1.750

1.424

0.189

1.655

4.005

4.950

Estate Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.885

2.000

2.526

0.299

1.765

4.005

6.000

4.6t Light Van

Overall Length

Overall Width

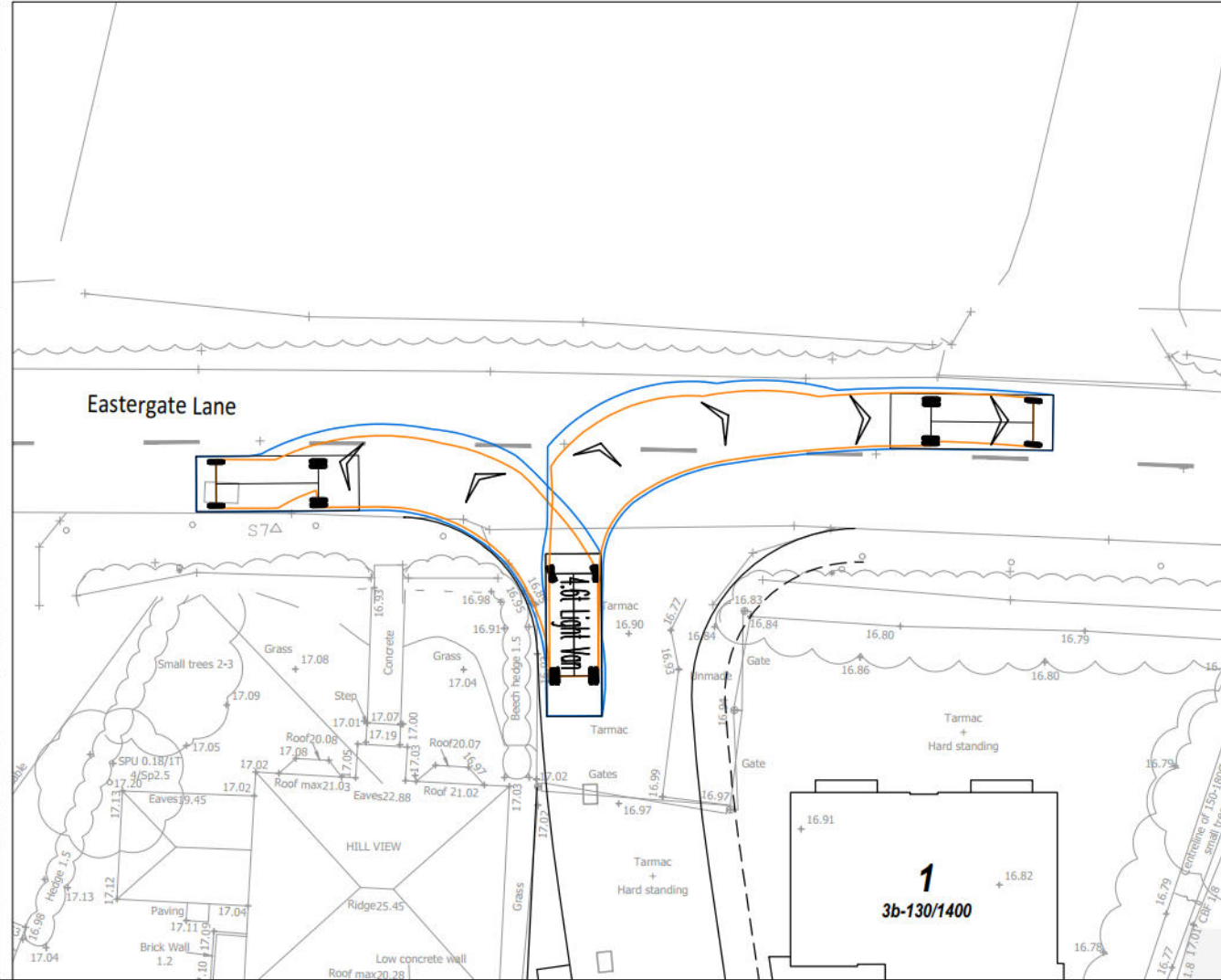
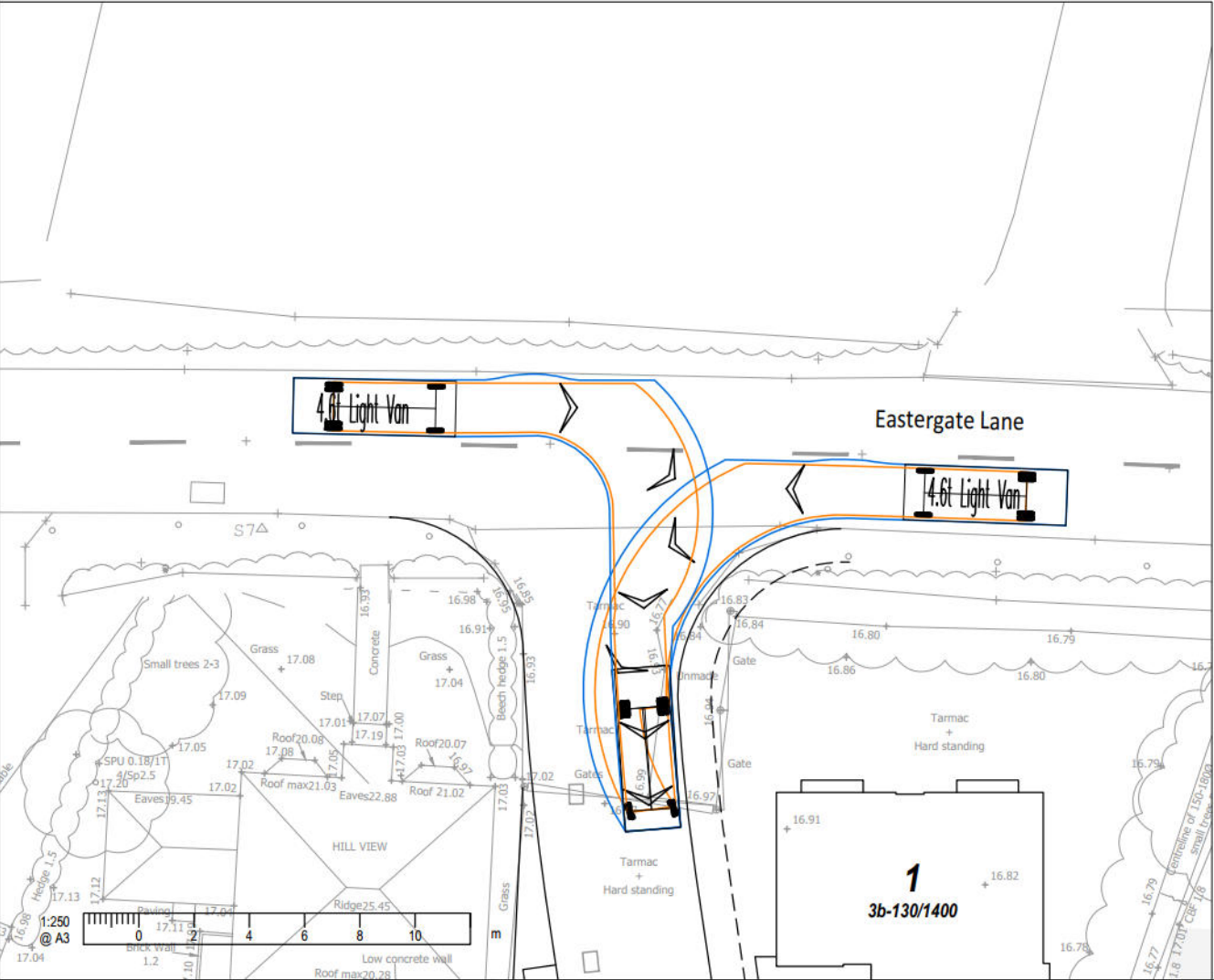
Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

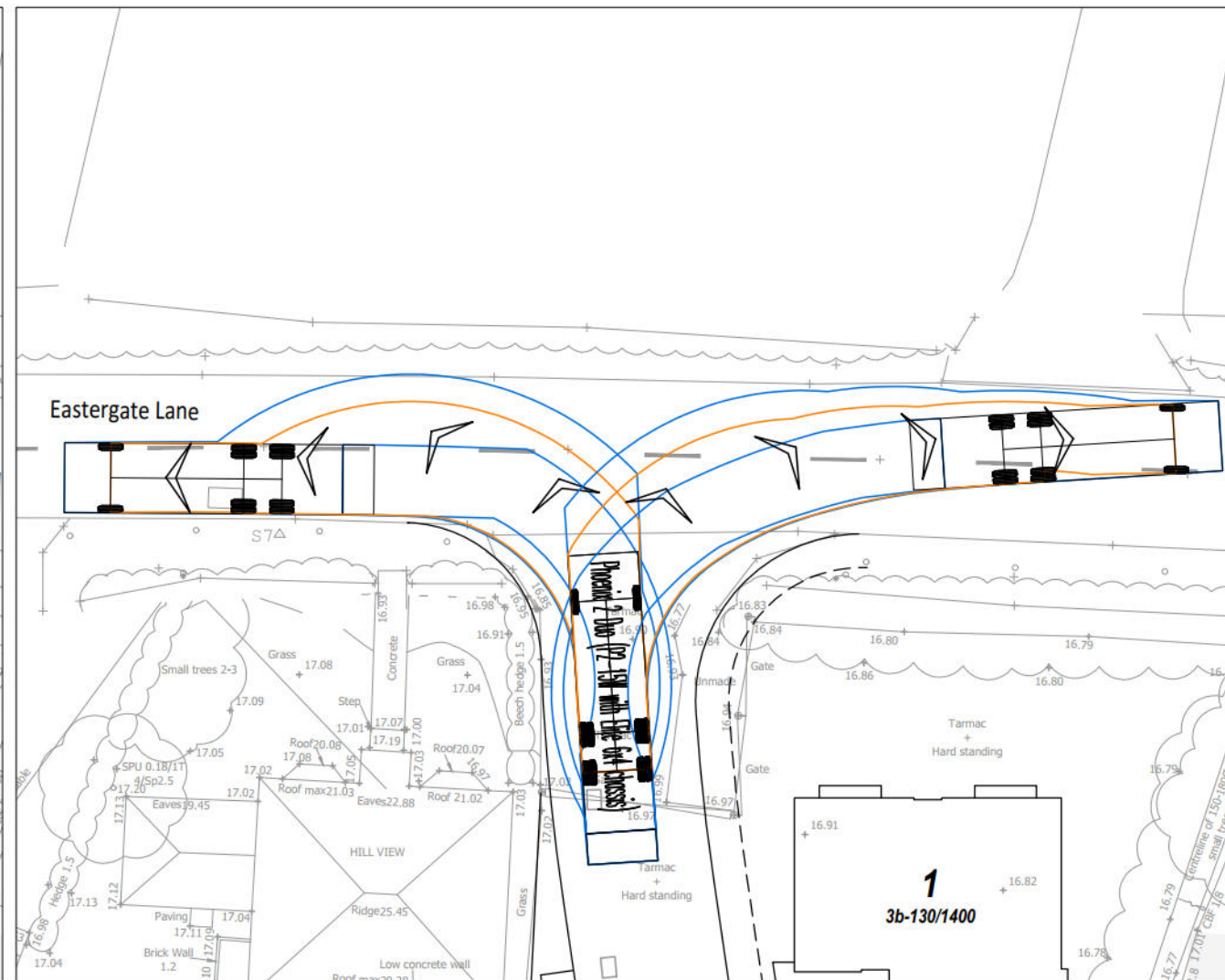


D	Final Layout	15/09/2025
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Drawing Title			
Estate Car & 4.6t Light Van Access and Egress			
Scale	Date	Drawn by	Checked by
1:250 @ A3	Mar 25	EMH	SMO
Drawing No.			Rev.
2025-6821-002			D



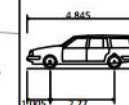
- | | |
|---------------|------|
| Drawing No. | Rev. |
| 2025-6821-003 | D |



Eastergate Lane

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Existing Road Markings
-Swept Path-
Wheel Track
Over Swing



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

D	Final Issue	15/09/2025
C	Revised Issue	10/07/2025
B	Revised Issue	20/05/2025
A	Original Issue	10/03/2025
Rev.	Amendments	Date



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Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk

Drawing Status Final

Client Eastmere Paddocks Ltd

Project Land at Wayside and Hill View

Drawing Title Estate Cars Passing Along Estate Road

Scale 1:500	Date Mar 25	Drawn by EMH	Checked by SMO
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Drawing No. 2025-6821-004	Rev. D
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1:500
@ A3
0 5 10 15 20 m



1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Distance to Building Entrance

-Swept Path-
Wheel Track
Over Swing

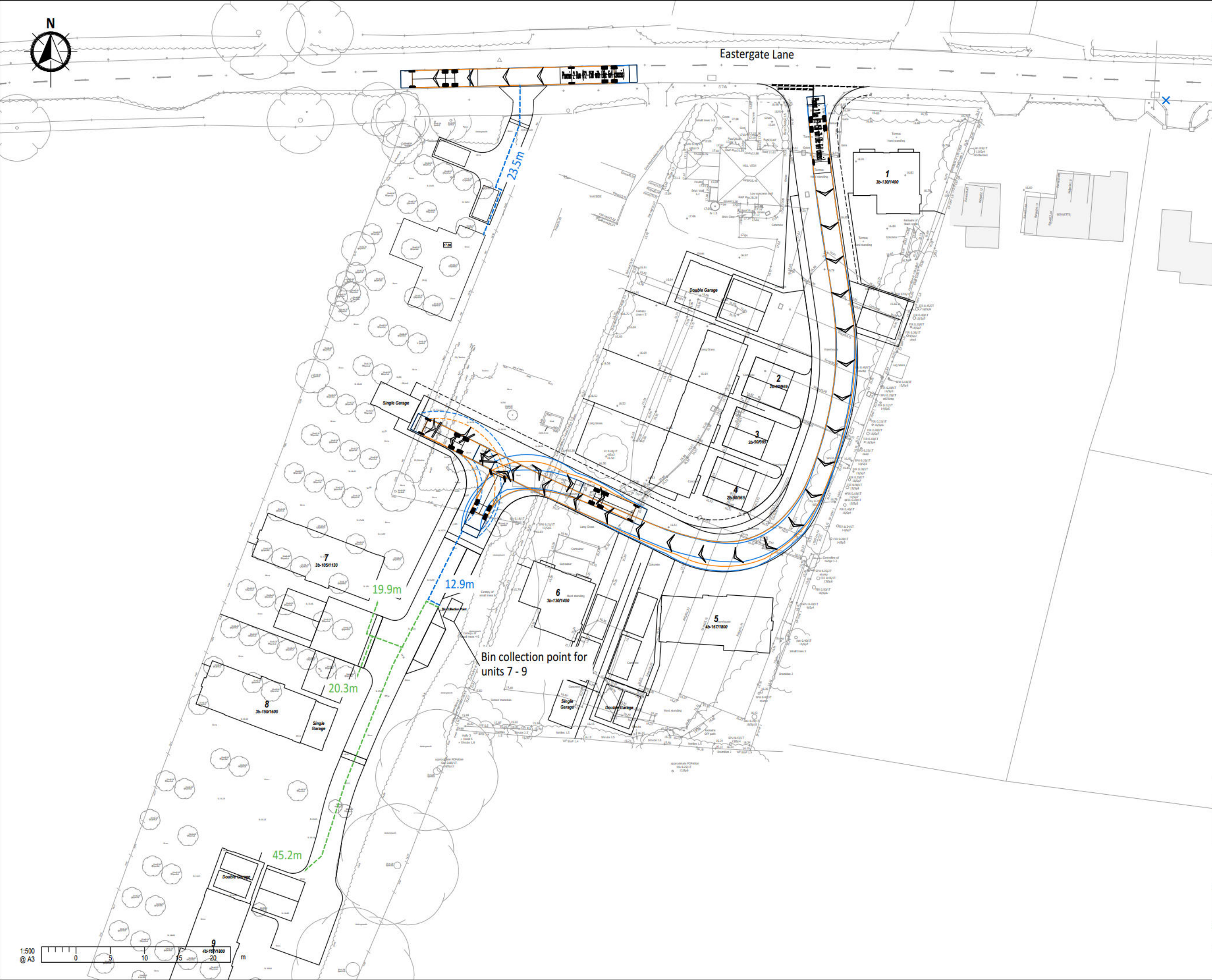
Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

D	Final Layout	15/09/2025
C	Revised Layout	10/07/2025
B	Revised Layout	20/05/2025
A	Revised Layout	26/03/2025
-	Original Issue	10/03/2025
Rev.	Amendments	Date

BRIGHT PLAN

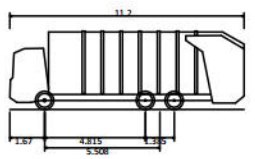
65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk

Drawing Status		Final	
Client			
Eastmere Paddocks Ltd			
Project			
Land at Wayside and Hill View			
Drawing Title			
Emergency Access			
Scale	Date	Drawn by	Checked by
1:500	Mar 25	EMH	SMO
Drawing No.			Rev.
2025-6821-005			D



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- Existing Road Markings
- Collector Bin Drag Distance
- Resident Bin Drag Distance
- Swept Path-
 - Wheel Track
 - Over Swing



Phoenix 2 Dup (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

D	Final Layout	15/09/2025
C	Revised Layout	10/07/2025
B	Revised Layout	20/05/2025
A	Revised Layout	26/03/2025
-	Original Issue	10/03/2025
Rev.	Amendments	Date



BRIGHT PLAN

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Drawing Status		Final	
Client			
Eastmere Paddocks Ltd			
Project			
Land at Wayside and Hill View			
Drawing Title			
Refuse Collection			
Scale	Date	Drawn by	Checked by
1:500	Mar 25	EMH	SMO
Drawing No.			Rev.
2025-6821-006			D