

Transport Statement

Church Farm Barn

Horsemere Green Lane

Clymping

West Sussex

BN17 5QX



Client: Mrs Linda Rudd

Ref: 11455

Date: September 2021

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- A Proposed Development Layout Plan
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Issue	Issue Date	Compiled	Checked	Authorised
1	12-08-2021	RF/SH	LS	LS
Final	20-09-2021	SH	LS	LS

Executive Summary

The site is located on Horsemere Green Lane, in Clymping, West Sussex.

The proposed development is for a caravan storage park with 46 caravan spaces and 4 car parking spaces. This provision is to include a disabled caravan space and a disabled car parking space.

This Transport Statement summarizes the existing situation, local and national transport policy, the local highway network and modal choices available and considers the likely transport impact of the proposed development using first principles.

The proposals are in accordance with current policies and guidance provided by Arun District Council and West Sussex County Council and are compliant with national guidance documents such as Manual for Streets and the National Planning Policy Framework 2021 (NPPF).

The proposed development will be accessed via an access track off Horsemere Green Lane. Existing visibility splays are in accordance with MfS standards for roads with a speed restriction of up to 30mph.

A swept path analysis has been undertaken to demonstrate that cars towing caravans will be able to enter, exit and manoeuvre the site safely.

The proposed trip generation of the site was determined using past experience of other caravan sites and surveys conducted in West Sussex. This forecast approximately 3 arrivals and 3 departures per day each month averaged over the whole year. Accordingly, this can be easily accommodated by the local transport network.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement has been prepared for Mrs Linda Rudd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Limited has been commissioned by Mrs Linda Rudd to prepare a Transport Statement in connection with the development of a caravan storage park with 46 caravan spaces and 4 car parking spaces on land to the rear of Church Farm Barn, Horsemere Green Lane, Clymping.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed development on the local highway network.

Policy Context

- 1.4 This Transport Statement will be written in accordance with the following policy documents:
 - ✦ National Planning Policy Framework (NPPF);
 - ✦ National Planning Policy Guidance (NPPG);
 - ✦ Manual for Streets 1 & 2 (2007);
 - ✦ West Sussex County Council Local Transport Plan;
 - ✦ West Sussex Guidance on Parking at New Developments (2020);
 - ✦ Arun District Council Local Plan 2011 – 2031.

2 Policy and Guidance

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework, first published in 2012 and last revised in July 2021, sets out the Government's planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 10 and 11:

*"At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**:*

For plan-making this means that:

- a) plans all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;*

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- e) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- f) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

- 2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 110-113:

Paragraph 110, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ✦ appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;
- ✦ safe and suitable access to the site can be achieved for all users; and
- ✦ the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- ✦ any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 112, "Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Paragraph 113, "All developments that will generate significant movement should be required to provide a travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guide (NPPG)

- 2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principles and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.
- 2.5 NPPG states that Travel Plans, Transport Assessments and Transport Assessments can positively contribute to:
- ✦ encouraging sustainable travel;
 - ✦ lessening traffic generation and its detrimental impacts;
 - ✦ reducing carbon emissions and climate impacts;
 - ✦ creating accessible, connected, inclusive communities;
 - ✦ improving health outcomes and quality of life;
 - ✦ improving road safety; and
 - ✦ reducing the need for new development to increase existing road capacity or provide new roads.
- 2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:
- ✦ assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
 - ✦ consider the cumulative impacts of existing and proposed development on transport networks.

Manual for Streets (MfS)

- 2.7 MfS and MfS2 were published in 2007 and 2010 respectively and are referred to throughout the report.
- 2.8 The purpose of MfS was to help rebalance the function of residential streets which had on many occasions resulted in places that were dominated by motor vehicles, which failed to make a positive contribution to the quality of life. MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways.
- 2.9 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.
- 2.10 Some of the key aims for streets in the introduction, are as follows:
- ✦ help build and strengthen the communities they serve;
 - ✦ meet the needs of all;
 - ✦ form part of a well-connected network;
- It also discourages designs that:
- ✦ primarily meet motor traffic needs;
 - ✦ are difficult to serve by public transport.
- 2.11 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

West Sussex County Council Local Transport Plan

2.12 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.

The 4 main objectives of LTP3 are:

- Promoting Economic Growth;
- Tackling a Changing Climate;
- Providing Access to Services, Employment and Housing;
- Improving Safety, Security and Health.

Under each of these main objectives are the LTP3 strategies as shown below in **Table 2.1:**

Table 2.1 LTP3 Themes and Objectives

LTP3 Objective	LTP3 Strategies
Promoting Economic Growth	✦ Maintain or improve the reliability of journey times on key routes; ✦ Improve connectivity and access to local labour markets and key centres; ✦ Deliver transport improvements to support and facilitate sustainable growth; ✦ Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change.
Tackling a Changing Climate	✦ Adapt transport infrastructure to increase its resilience to the effects of climate change; ✦ Support new low emission fuels, infrastructure and technologies; ✦ Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport; ✦ Reduce the need to travel at all by encouraging provision of local services; ✦ Reduce the carbon footprint of the County Council's own operations; ✦ Maximise reuse and recycling of materials in construction and maintenance.
Providing Access to Services, Employment and Housing	✦ Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate; ✦ Work in partnership with service providers and stakeholders to set priorities; ✦ Ensure that accessibility is a central consideration when planning local services; ✦ Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development; ✦ Enable disadvantage people to access employment opportunities, key services, social networks and goods; ✦ Encourage local delivery of services so that people have to travel less.
Improving Safety, Security and Health	✦ Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users; ✦ Reduce crime, fear of crime and anti-social behaviour on the transport network; ✦ Reduce the negative impacts of transport on public health; ✦ To encourage and to enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education; ✦ Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users.

Arun District Council Local Plan 2011 – 2031

2.13 The Arun Local Plan covers 2011 to 2031 for the Arun District and was adopted on the 18th of July 2018.

2.14 Arun's Local Plan strategic objectives for transport are:

- ✦ *"Reduce the need to travel and promote sustainable forms of transport;*
- ✦ *Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;*
- ✦ *Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities;*
- ✦ *Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population;*
- ✦ *Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships."*

2.15 Key policies relevant to the proposed development are:

- ✦ Policy T SP1 - Transport and Development
- ✦ Policy T DM2 - Public Parking

3 Existing Site

- 3.1 The site is located on Horsemere Green Lane, in Clymping, West Sussex.
- 3.2 The existing site is a vacant area of agricultural land, bound by woodland to the east, agricultural land to the north, hardstanding to the south and an access track to the west providing access to Horsemere Green Lane to the south.
- 3.3 An approximate site boundary area is shown below in red in **Figure 3.1**.

Figure 3.1 Site Boundary



4 Local Highway Network

- 4.1 The site access is located approximately 100m west of the junction of Horsemere Green Lane and Church Lane. Heading south, Church Lane meets the A259 at a roundabout approximately 500m to the south of the junction of Church Lane and Horsemere Green Lane. The A259 is the coastal road that connects Havant in the west to Folkstone in the east, via Worthing, Brighton, Eastbourne and Hastings.
- 4.2 Heading north, Church Lane continues into Ford Road approximately 200m north of the junction of Church Lane and Horsemere Green Lane at the Rudfield Industrial Estate. Ford Road eventually meets the A27 at a roundabout approximately 4.5km to the north.
- 4.3 The A27 forms part of the strategic highway network within the South Coast, connecting the site to regional hubs of Brighton and Hove, Chichester, Eastbourne, Lewes, Portsmouth and Worthing.

Accident Data

- 4.4 Crash records within a 500m vicinity to the site access along Horsemere Green Lane were reviewed for the years 2016-2020 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled in to an easy to use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 4.5 There have been 2 incidents over the last 5 years (2016-2020). These incidents are illustrated by the exclamation marks in **Figure 4.1**. The details of this accident can be seen in **Table 4.1**.

Figure 4.1 Recorded Accident Crash Map



Table 4.1 Accident Details (2016-2020)

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
16/01/2016	Slight	Church Lane	2	1
30/09/2017	Slight	Junction of Horsemere Green Lane/ Church Lane	2	2

- 4.6 There is a small number of accidents in the vicinity of the site. There is no evidence that the proposed development would lead to an increase in the risk of accidents.

5 Modal Choice

Rail

- 5.1 The nearest railway station is Ford railway station, located approximately 2km (25-minute walk or 6-minute cycle) north of the site. A continuous footway runs from the site along Horsemere Green Lane and Ford Road to the station in the north.
- 5.2 Ford railway station facilities and services include:
- 14 cycle parking storage spaces;
 - Ticket Hall;
 - Ticket machines;
 - Seated area;
 - Toilets.
- 5.3 Services from this station are operated by Southern. Details of the frequency and destinations of trains from Ford railway station are outlined in **Table 5.1** below.

Table 5.1 Ford Railway Station

Destinations	Frequency in peak hours (AM and PM)	Station
Bognor Regis	3 trains per hour	12 – 13 minutes
Brighton via Worthing	2 trains per hour	44 – 47 minutes
Littlehampton	3 trains per hour	5 – 8 minutes
London Victoria via Horsham	2 trains per hour	1hr 33 – 1hr 37 minutes
Portsmouth & Southsea	2 trains per hour	38 – 53 minutes
Southampton Central	2 trains per hour	1hr 7 – 1hr 26 minutes

Bus

- 5.4 The nearest active bus stop is located on Yapton Road (Horsemere Green Lane) approximately 950m (11-minute walk) from the site. A footway intermittently runs along Horsemere Green Lane to connect the bus stop to the site. The frequency of bus services from this stop can be seen in **Table 5.2**.

Services	Destinations Served	Weekday frequency	Saturday frequency	Sunday frequency
665	Wickbourne - Westergate	7:26, 15:10	-	-
700	Littlehampton - Chichester	Every 20 minutes	Every 30 Minutes	Every 30 Minutes

5.5 A footway runs along the southern side of Horsemere Green Lane connecting the site to the local footway network. This provides connections to Clymping village.

5.6 Additionally, public right of way 175 provides connection to Yapton in the west and public right of way 168 provides connection to Littlehampton in the east. This is detailed in **Figure 5.1** below.

W:\Projects\11455_L_Rudd, Church Barn Farm, Horsemere Green Lane, Clympting\2.3
Specifications & Reports\E. Transport Assessments\Reports

6 Proposed Development

- 6.1 The development is for a caravan storage park with 46 caravan spaces and 4 car parking spaces. This is to include 1 disabled caravan space and 1 disabled car parking space.
- 6.2 The proposed development layout plan can be viewed in **Appendix A**.

Proposed Access

- 6.3 Vehicular access to the site will be via an access track from Horsemere Green Lane as shown in the proposed development plan. Horsemere Green Lane is subject to a 30mph speed restriction.
- 6.4 The existing visibility splays onto Horsemere Green Lane are in accordance with Manual for Streets (MfS). Manual for Streets 1 (MfS1) is the appropriate guidance for determining visibility splay requirements for a road of this type subject to a speed restriction of 30mph – MfS1 determines the Y distance visibility splay requirements for roads with speeds up to 37mph.
- 6.5 Based on the speed limit of 30mph, in accordance with Table 7.1 of MfS1, visibility splays of 2.4m x 43m are required in each direction at the junction with Horsemere Green Lane. These splays are readily achievable at the access as shown on the plan included at **Appendix B**, therefore, adequate visibility to meet the Manual for Streets standards is achievable.
- 6.6 A plan has been produced to demonstrate vehicles accessing the site. The swept path analysis drawing is included in **Appendix C**.

Car Parking

- 6.7 Car parking will only be required for staff members. Therefore, 4 parking spaces should be sufficient for the 1 or 2 staff on site.

Servicing & Emergency Access

- 6.8 The proposed layout is set out to comply with the provisions in paragraph 6.8.9 of Manual for Streets 1 that requires refuse vehicles to be able to reach within 25metres of the storage point for collection. Refuse collection vehicles should not be required to reverse more than 12metres. The layout complies with these requirements.
- 6.9 In accordance with Manual for Streets, a fire appliance will be able to access the development and reach within 45metres of all dwelling entrances.
- 6.10 **Appendix C** demonstrates the vehicle tracking for a refuse vehicle (11.2 metres in length) and fire appliance (8.6 meters in length) around the proposed development.

7 Development Impact

- 7.1 Vehicle movements for the proposed development were determined using the results of a traffic survey presented in July 2016 in support of a planning application for expansion of caravan storage at a site in Steyning (approved 28th July 2016, Ref No: DC/16/1649).
- 7.2 The traffic survey results were recorded for a site then containing 290 units. This data was then used to calculate vehicle movements for the proposed total of 46 units.
- 7.3 **Table 7.1** details the survey results for the site in 2015 when it contained 290 units. **Table 7.2** details the calculated movements for the proposed site of 46 units.

Table 7.1 Survey Vehicle Movements in 2015 per Day by Month (290 caravans/motorhomes)

Month	Vehicle Movements / Average per Day		
	Arrivals	Departures	Total
January	10	11	21
February	9	10	19
March	16	16	32
April	20	21	41
May	21	22	43
June	20	21	42
July	22	23	44
August	22	22	44
September	17	17	34
October	11	12	23
November	11	11	22
December	8	8	16
Monthly Average	16	16	32

Table 7.2 Calculated Vehicle Movements per Day by Month (46 caravans/motorhomes)

Month	Vehicle Movements / Average per Day		
	Arrivals	Departures	Total
January	2	2	3
February	1	2	3
March	3	3	5
April	3	3	7
May	3	4	7
June	3	3	7
July	4	4	7
August	4	4	7

September	3	3	6
October	2	2	4
November	2	2	4
December	1	1	3
Monthly Average	3	3	5

*Discrepancies in totals due to rounding errors

- 7.4 In terms of additional trips generated by the proposed development, the proposal for 46 caravan spaces will produce an average over the whole year of 3 arrivals per day (as per Table 7.2).
- 7.5 When taking the busiest month in terms of arrivals (July) there would be only 4 arrivals per day, less than 1 vehicle per hour of the operating day.
- 7.6 Such volumes of additional traffic generated by the proposal would have no material impact on the general operation of the local and strategic highway network.

8 Conclusions

- 8.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 8.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 8.3 The proposed development is for a caravan storage park with 46 caravan spaces and 4 car parking spaces. This provision is to include a disabled caravan space and a disabled car parking space. The provision of 4 car parking spaces will be sufficient for the 1 or 2 staff members on site.
- 8.4 The proposed development will be accessed via an access track off Horsemere Green Lane. Visibility plays are in conformance with MfS standards for roads with a speed restriction of 30mph.
- 8.5 The site can be accessed by sustainable forms of transport such as bus and by train (via a short walk) and have a moderate frequency of services during peak hours to key destinations.
- 8.6 A swept path analysis was undertaken to demonstrate that cars towing caravans will be able to enter the site safely.
- 8.7 The proposed trip generation of the site was determined using past experience of other caravan sites and surveys conducted in West Sussex. This forecast approximately 3 arrivals and 3 departures per day each month averaged over the whole year. Accordingly, this can be easily accommodated by the local transport network.
- 8.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

Appendix A

Proposed Layout Development Plan

NOTES:
All dimensions must be checked on site and not scaled from this drawing

- Schedule of Spaces:
- 45 Standard Caravan Spaces
 - 1 Disabled Caravan Space
 - 3 Car Spaces
 - 1 Disabled Car Space

D	25/08/21	Swept path added
C	24/07/21	Additional landscaping added
B	16/07/21	Client amendments added
A	16/05/21	Layout amendments added
Date		Revisions

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PLANS

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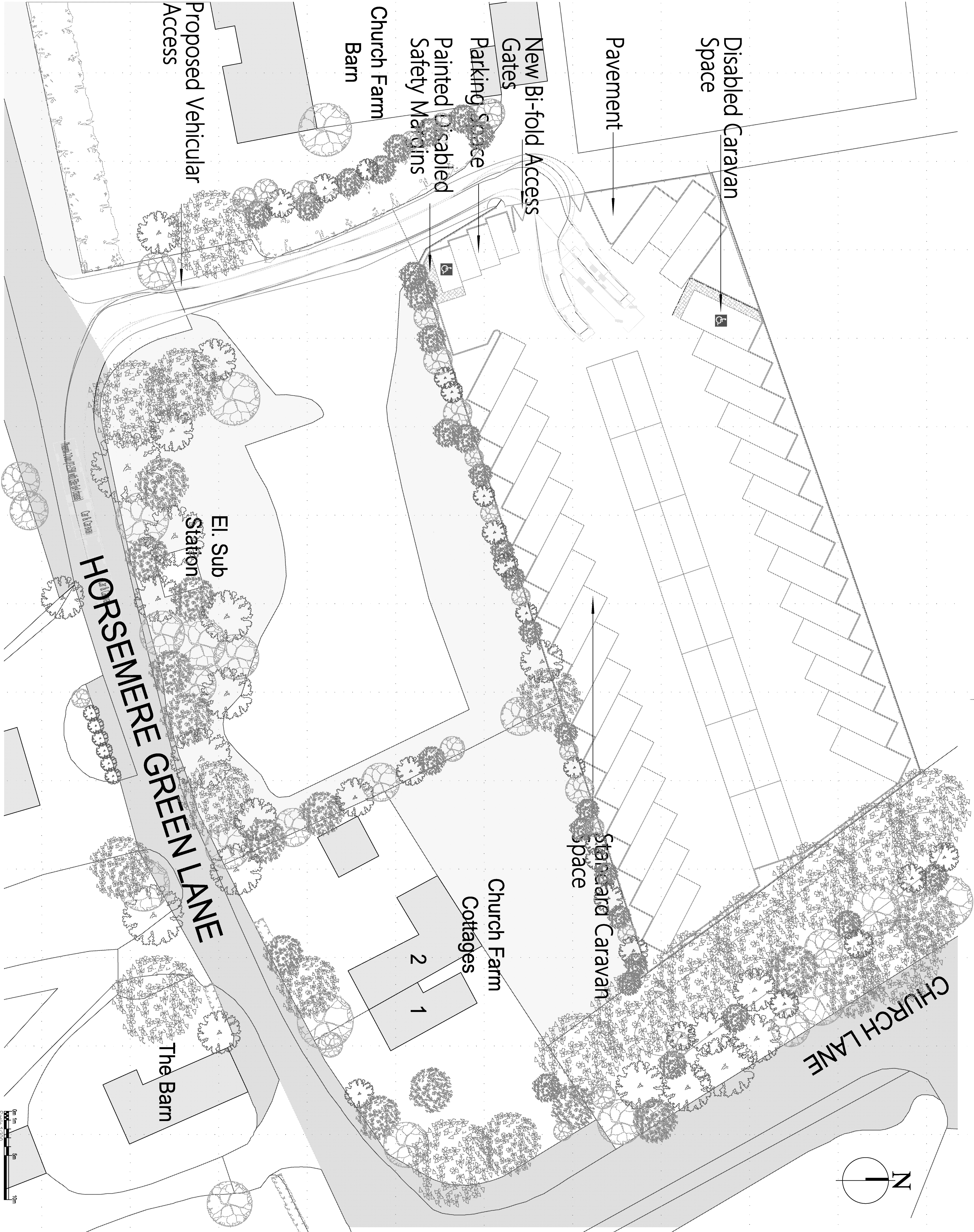
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PROPOSED CARAVAN STORAGE LAYOUT
Horsemere Green Lane, Clymping BN17 5QX

Drawing Title
Site Layout - AS PROPOSED

Scale
1:200 @ A1

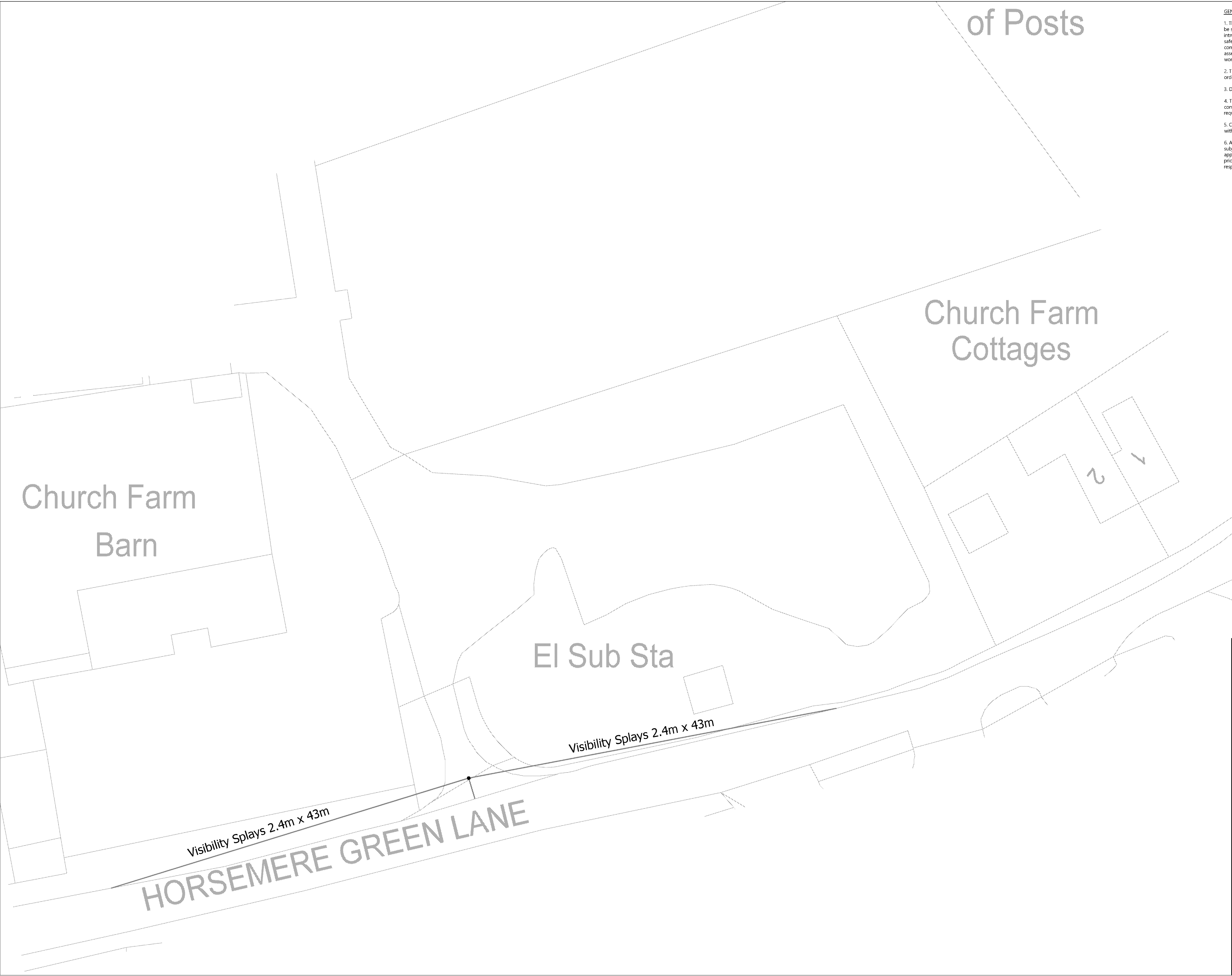
Date	Drawn by
14/05/21	JAD

Dwg. No.	21/194/01	Rev
		D



Appendix B

Access Plan



of Posts

Church Farm
Barn

Church Farm
Cottages

El Sub Sta

Visibility Splays 2.4m x 43m

Visibility Splays 2.4m x 43m

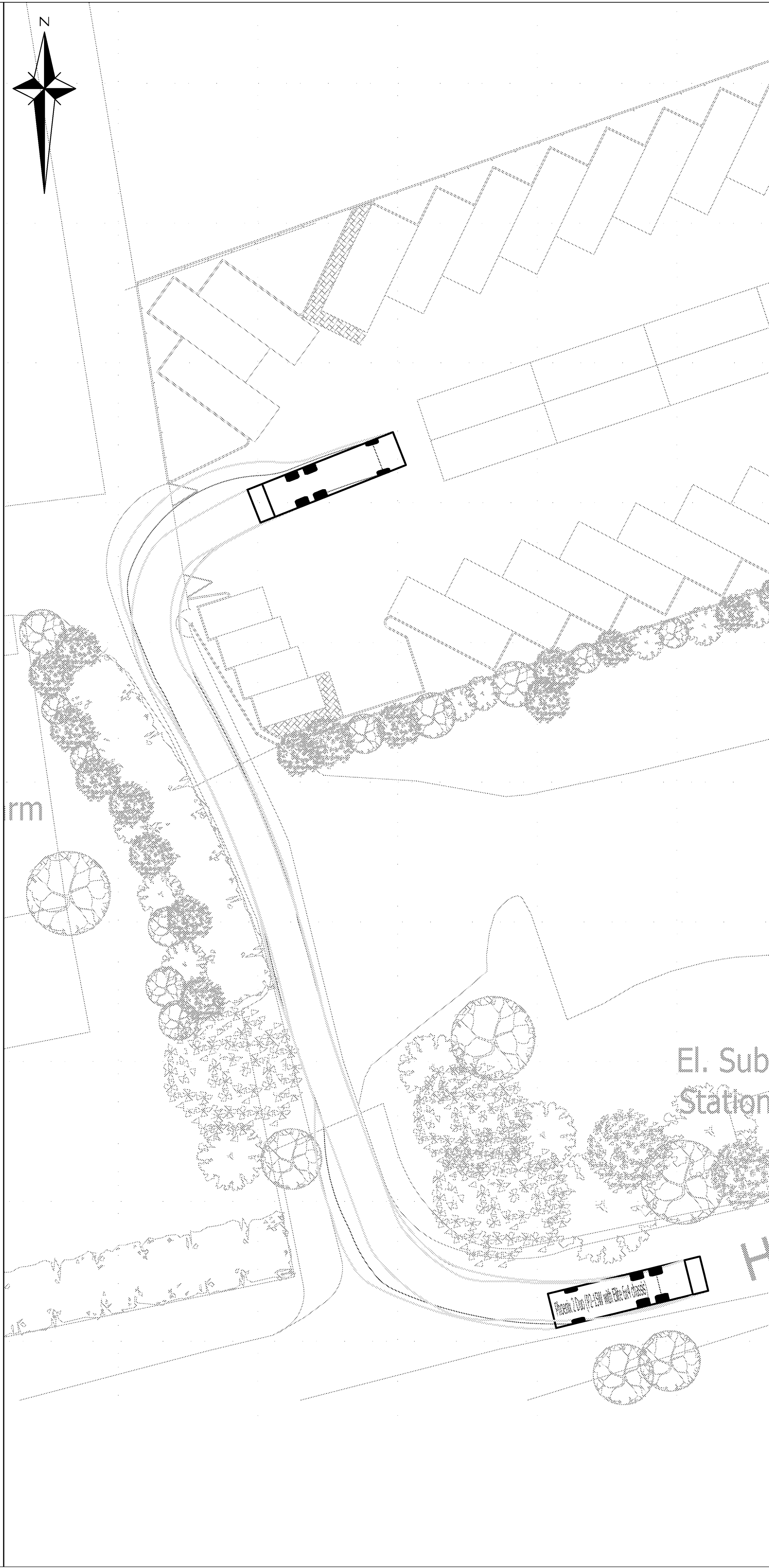
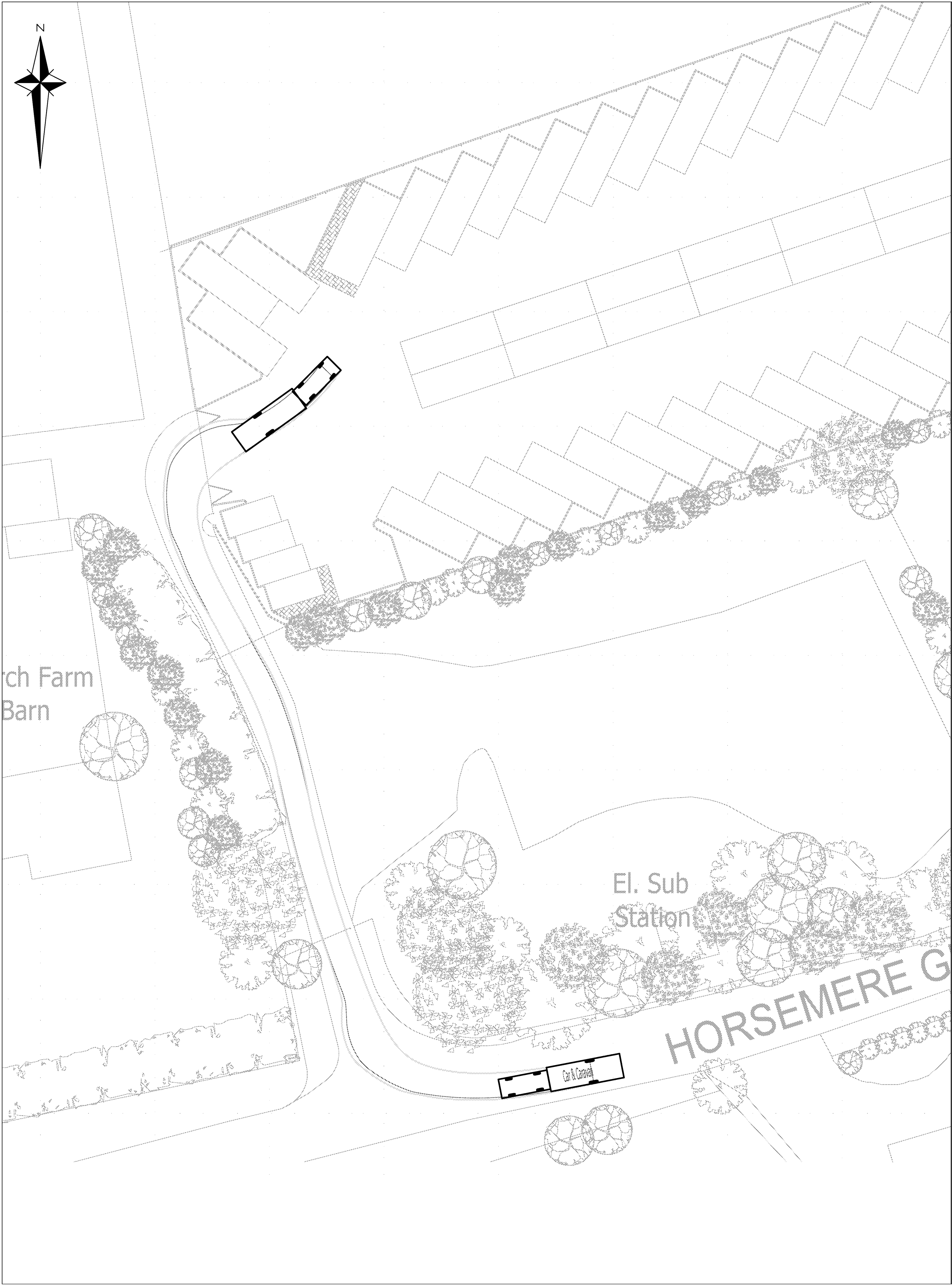
HORSEMERE GREEN LANE

- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
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P1	VISIBILITY SPLAYS REVISED	15.09.2021	SH	LS	
-	INITIAL ISSUE	10.08.2021	SH	LS	
Rev	Amendments	Date	Dsn	Chk	
Status					
FOR PLANNING					
Client					
MRS L RUDD					
Architect					
Project					
HORSEMERE GREEN LANE					
Title					
VISIBILITY SPLAYS					
Date		Scale @ A1		1:200	
10-08-2021					
Clients Ref.		Project Ref.		11455	
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number				Rev.	
11455/100				P1	

Appendix C

Swept Path Analysis



GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non-intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

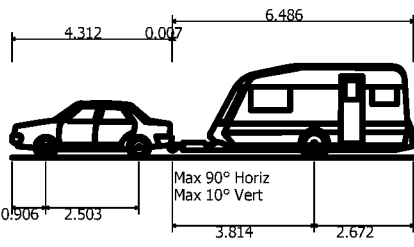
2. Tender or billing drawings shall not be used for construction or the ordering of materials.

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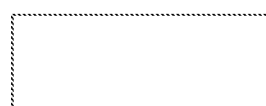
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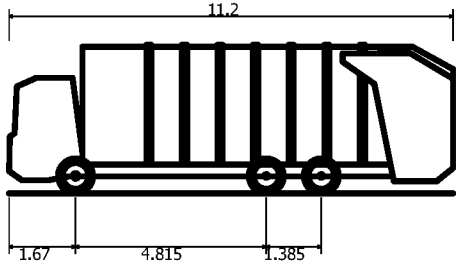
Car & Caravan
Overall Length 10.805m
Overall Width 2.130m
Overall Body Height 2.473m
Min Body Ground Clearance 0.201m
Max Track Width 2.130m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.042m



Vehicle wheels outline



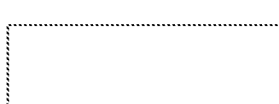
Vehicle Body envelope



Phoenix 2 Duo (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



Vehicle wheels outline



Vehicle Body envelope

P1	LAYOUT REVISED	17.09.2021	SH	LS
-	INITIAL ISSUE	10.08.2021	SH	LS
Rev	Amendments	Date	Dsn	Chk
Status	FOR PLANNING			
Client	MRS L RUDD			
Architect				
Project	HORSEMERE GREEN LANE			
Title	VEHICLE TRACKING			
Date	17-09-2021	Scale @ A1	1:200	
Clients Ref.	Project Ref.		11455	



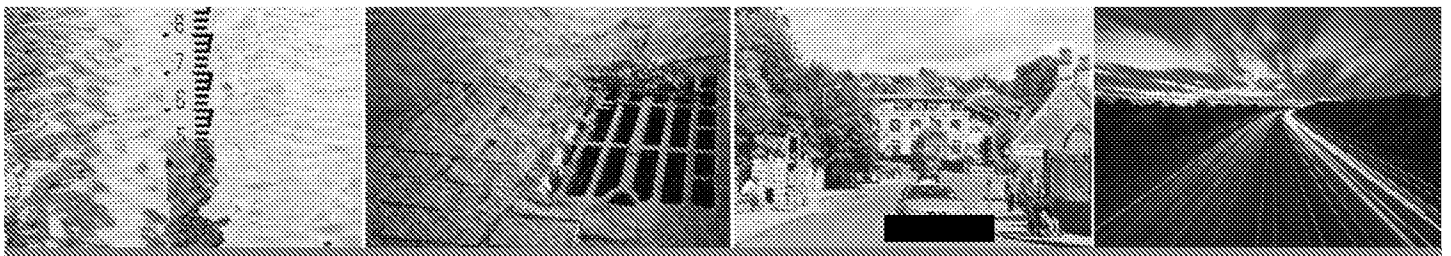
gta Civils & Transport
Gloucester House, 66a Church Walk,
Burgess Hill, West Sussex, RH15 9AS
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Drawing Number

11455/1950

Rev.

P1



Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Gloucester House, 62a Church Walk, Burgess Hill, West Sussex, RH15 9AS