

TECHNICAL NOTE

LAND TO SOUTH OF THE BLACK HORSE PUB, BINSTED LANE, BINSTED ACCESS PROPSOAL

Client: Diversify My Land
Reference: 2025-03-14-Report Ref

Date: March 2025

Author: SMO **Date:** 13/03/2025
Checked by: ALB **Date:** 14/03/2025
Approved by: PMR **Date:** 14/03/2025

Issue	Status	Date
01	Preliminary	14/03/2025

1 INTRODUCTION

- 1.1.1 This Technical Note (TN) has been prepared by Bright Plan on behalf of Diversify My Land to support a planning application for access at Land to the South of Black Horse Pub, Binsted Lane, Binsted.
- 1.1.2 The site currently has an existing field access adjoining Binstead Lane at its northeastern corner, however the position of the access on a bend in the road restricts visibility to the east. The proposal would involve the construction of a new field access situated at a point to the west providing improved visibility to serve a new glamping site. The existing and proposed access locations are shown in **Figure 1.1**.

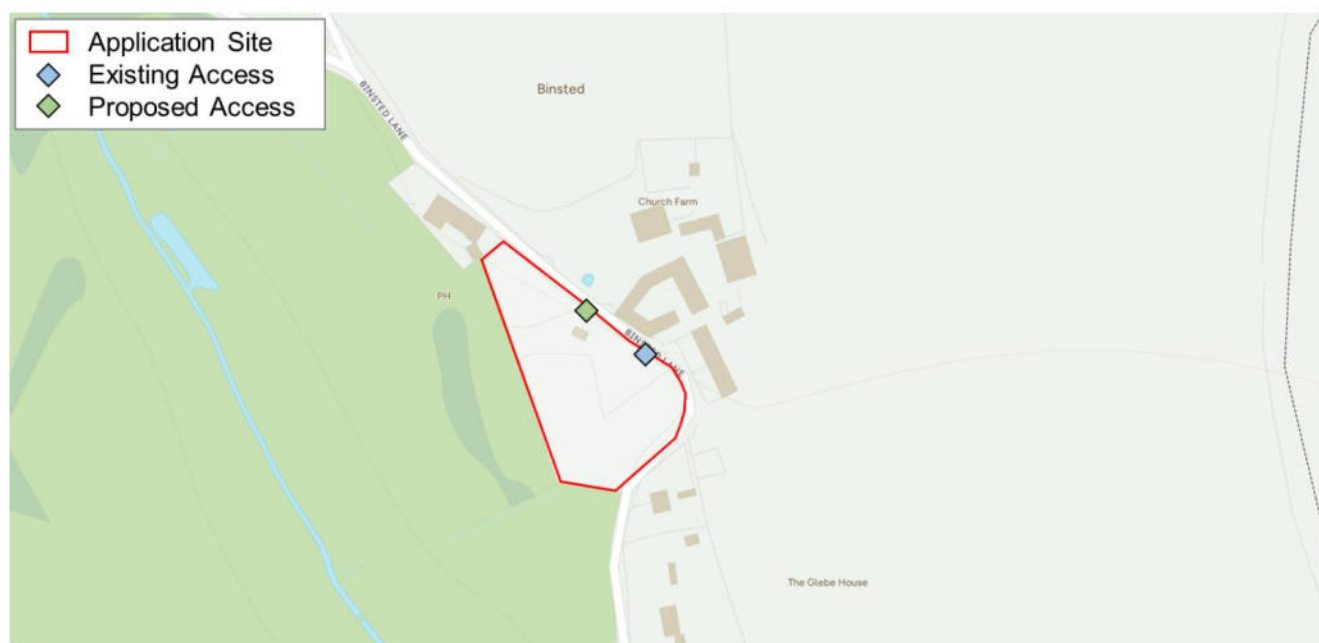


Figure 1.1: Existing and Proposed Access

2 BASELINE CONDITIONS

2.1 Existing Access

- 2.1.1 The site is currently served from direct access adjoining Binsted Lane situated at the northeast corner of the site. The access is c.4.0m wide, with a gate set back c.2.0m from the carriageway edge. The existing access points are shown in **Figure 2.1**.



Figure 2.1: Existing Access

2.2 Binsted Lane

- 2.2.1 Binsted Lane runs north south along the site's eastern boundary, connecting with the A27 to the north. Binsted Lane has a c.4.4m wide carriageway in the vicinity of the site, flanked by grass verge and hedges on both sides. Binsted Lane is subject to a national speed limit (60mph) and is not subject to parking restrictions, however the nature of the road and availability of off-street parking means that on-street parking is uncommon. Binsted Lane's highway features are shown in **Figure 2.2**.



Figure 2.2: Binsted Lane



2.3 Traffic Data

2.3.1 A 7-day ATC survey was undertaken between Saturday 1st March and Friday 7th March 2025 to establish design speeds and traffic volumes in the vicinity of the site access. A summary of the survey results is provided in **Figure 2.2**, and the full survey data is provided at **Appendix A**.

Direction	AADT	HGV%	Average Speed	85 th Percentile Speed
Northbound	144	13%	22mph	27.8mph
Southbound	145	14.2%	22.7mph	28.2mph

Figure 2.2: Summary of ATC Survey Results

Existing Access Visibility Constraint

2.3.2 To assess visibility at the existing site access, Stopping Sight Distances (SSD) have been calculated based the recorded 85th percentile design speeds recorded during a 7-day ATC survey, using the calculation coefficients set out in Manual for Streets. A summary of the required and achievable stopping sight distances is provided in **Figure 2.4**.

Direction	85 th Percentile Design Speed	Manual for Streets SSD
Eastbound	27.8mph	38.5m
Westbound	28.2mph	39.3m

Figure 2.4: Required Stopping Sight Distances

2.3.3 The required visibility splays are illustrated in **Drawing 2025-6829-101**. Visibility to the east of the existing access is obstructed by the frontage hedgerow,. Although the hedge row could be removed it would result in significant ecology and landscape impacts, and requiring a large part of the field to be secured to provided visibility.

2.4 Collision Data

2.4.1 To assess highway safety in the vicinity of the site, a review of collision data was undertaken using data obtained from the Sussex Safer Roads Partnership's (SSRP) online data portal, for a five-year period between January 2019 and January 2025.

2.4.2 Collisions are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained. Patterns displayed in the data can be assessed with regard to the proximity, frequency and severity of the incidents to establish whether there are underlying highway design issues on the local road network that may require a more detailed investigation.

2.4.3 The area considers Binsted Lane for a distance of 500m to the north and south of the site. A map demonstrating the extent of the study area and each recorded incident is demonstrated in **Figure 2.5**.

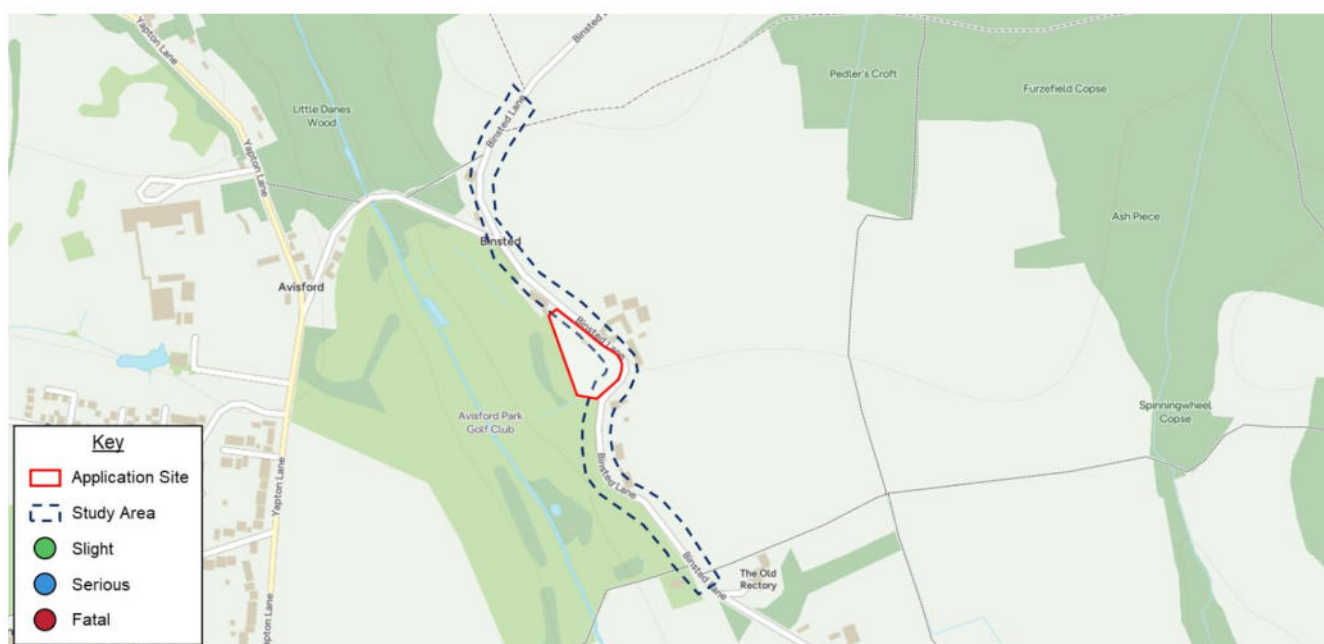


Figure 2.5: Incident Distribution

- 2.4.4 No incidents were recorded within the study area over the five-year study period. The assessment therefore not show any evidence of incident patterns that that could be exacerbated by the proposals.



3 PROPOSED ACCESS

3.1 Overview

- 3.1.1 The proposal would involve the construction of a new field access situated at a point providing improved visibility to serve a new glamping site.

3.2 Access

- 3.2.1 The existing field access would be closed and would be replaced by the new access situated c.30m to the west. The proposed access would comprise of a 4.1m wide direct access with 2.0m wide chamfers in accordance with DMRB CD123 standards. A gate would be provided, set back 6.0m from the carriageway edge, allowing vehicles cars to wait clear of Binsted Lane when opening the gate.
- 3.2.2 The first 6.0m in front of the gate would have a metaled surface to prevent materials from the fiend being transferred to the highway. The proposed access is shown on **Drawing 2025-6829-001**.

Visibility Requirements

- 3.2.3 Visibility requirements at the proposed access have been based on the 85th percentile design speeds recorded during a 7-day ATC survey (**Section 2.3**). In accordance Manual for Streets guidance, splays measuring 2.4m x 39.3m have been provided looking south (primary direction) and splays looking 2.4m x 38.5m have been provided looking north (secondary direction). Visibility splays from the site egress are demonstrated as achievable in **Drawing 2025-6829-001**.
- 3.2.4 The existing hedge along the site frontage would require some maintenance to be maintained behind the visibility envelope on both sides of the proposed access to achieve the required visibility envelope as indicatively shown in **Drawing 2025-6829-001**.

3.3 Vehicle Swept Path Analysis

- 3.3.1 A vehicle-swept path analysis has been undertaken to review the operation of the proposed access arrangements. The vehicle swept path analysis demonstrates the following manoeuvres: -
- i. Access and egress by a large estate car in **Drawing 2024-6829-002**
 - ii. Access and egress manoeuvres by a 4.6t light van in **Drawing 2024-6829-002**.

3.4 Emergency Access

- 3.4.1 In accordance with Building Regulations Part B, the following design compliances are met: -
- i. Fire tenders would be able to access within 45.0m of all plots.



- ii. Fire tenders could achieve an appropriate level of access without requiring reversing distance greater than 20.0m.

3.4.2 The site's geometries would allow a fire tender (the largest emergency vehicle) to comfortably access the proposed site. A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access and performing turning manoeuvres in **Drawing 2025-6829-003**.

3.5 Servicing Arrangements

3.5.1 Refuse collection would be undertaken from Binsted Lane as per the existing servicing arrangements for the adjacent properties and public highway. Bins would be collected from a bin collection point located at the front of the site. The refuse collection arrangement is shown in **Drawing 2025-6829-003**.

3.6 Car Parking

3.6.1 Arun District Council's parking standards do not specify a requirement for camping sites. In the absence of specific standards, it is anticipated that each plot will require one designated car parking space. Site management will allocate plots, ensuring that a parking space is provided for each. While only one space per plot is anticipated to be required per plot, sufficient room will be available to accommodate two vehicles per plot if necessary.

3.7 Vehicle Trip Generation

3.7.1 For robustness, it has been assumed that the existing field does not generate any trips. Therefore all trips associated with the proposed glamping site would be new to the network.

3.7.2 The TRICS database does not contain data on vehicle trips associated with glamping or camping sites. Therefore, a robust assumption has been made that each plot would generate up to 5 movements per date in line with typical values for a dwelling.

3.7.3 Based on this assumption, the proposed development could generate up to 30 two-way vehicle movements per day. The number of daily vehicle trips resulting from the proposed development would have a negligible impact upon the local road network in terms of highway capacity and safety.



4 SUMMARY AND CONCLUSIONS

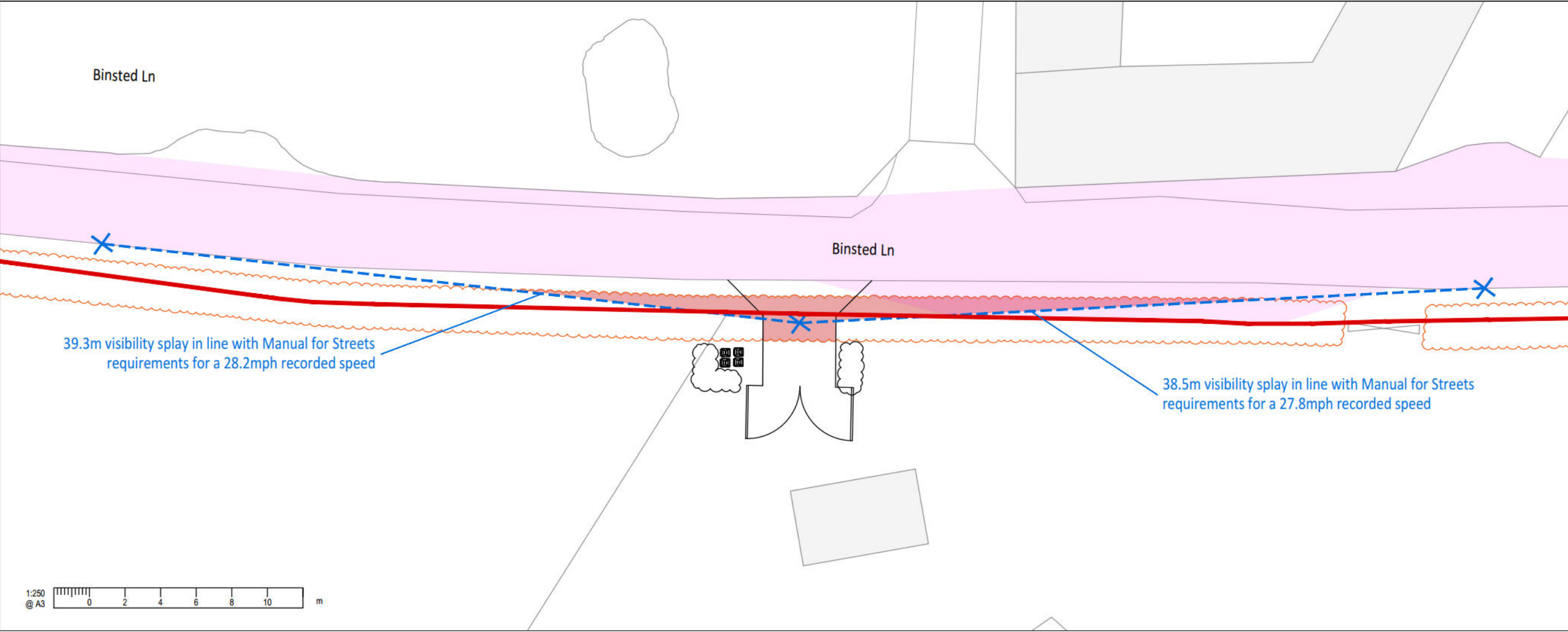
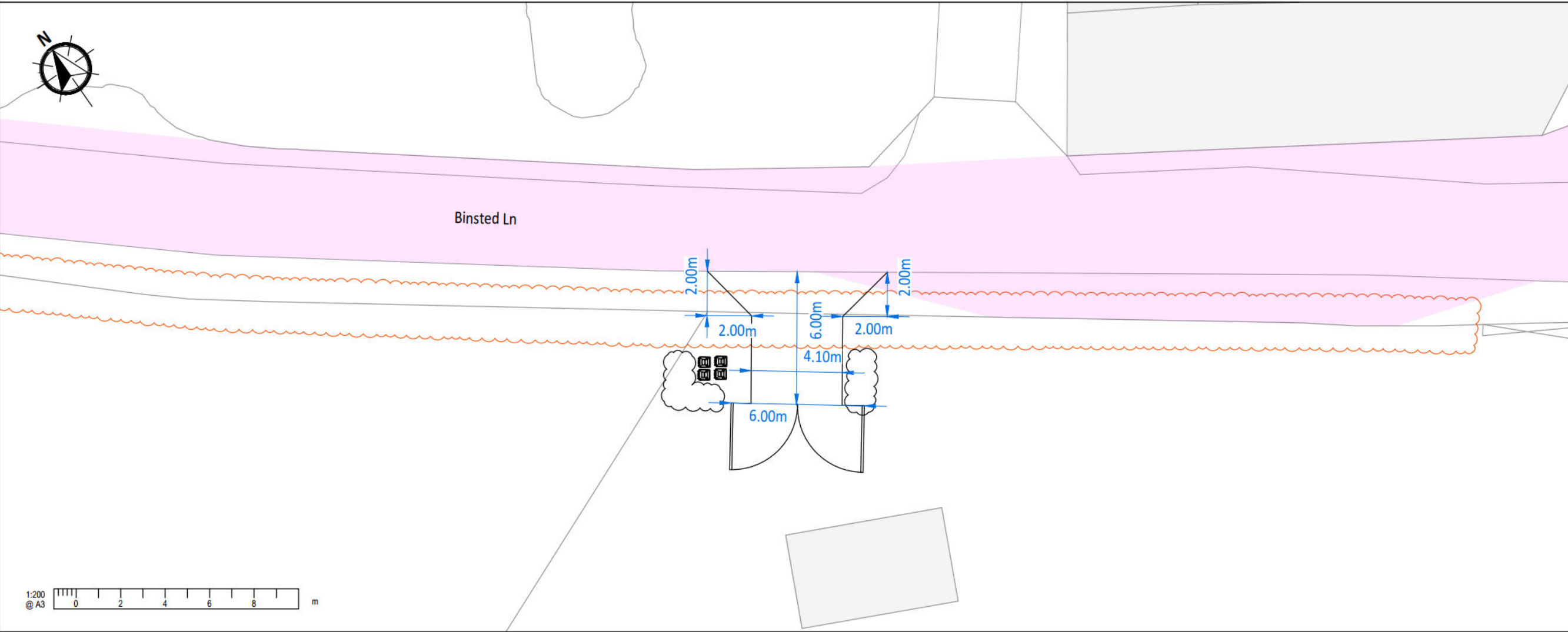
4.1.1 This TN has been prepared by Bright Plan on behalf of Diversify My Land to support a planning application for a new direct vehicle access serving a glamping site on Land to the South of Black Horse Pub, Binsted Lane. The findings from this report are as follows:

- i. The site is currently served from an existing field access at the northeast corner of the field.
- ii. A 7-day ATC survey has been undertaken to establish vehicle speeds in the vicinity of the site. The survey identified 85th percentile design speeds of 27.8mph northbound and 28.2mph southbound.
- iii. Visibility to the east of the existing access is obstructed by the frontage hedgerow, preventing visibility from being achieved.
- iv. A review of collision data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety.
- v. The proposed access would comprise of a relocated access, with a gate set back 6.0m from Binsted Lane carriageway.
- vi. Visibility is achievable looking in both directions from the proposed access based on the recorded design speed calculated using Manual for Streets requirements calculation coefficients.
- vii. A vehicle-swept path analysis has been undertaken demonstrating the negotiation of the access by estate cars and light vans.
- viii. The site's geometries can appropriately accommodate emergency vehicles.
- ix. Refuse collection would be undertaken from Binsted Lane. Bins would be collected from a bin collection point located at the front of the site.
- x. Sufficient room will be available to accommodate two vehicles per plot.
- xi. An assumption has been made that each plot would generate c.5 vehicle trips per day. The proposed development could generate up to 30 two-way vehicle movements per day.
- xii. The number of daily vehicle trips resulting from the proposed development would have a negligible impact upon the local road network in terms of highway capacity and safety.



DRAWINGS

2025-6829-001	Access Overview and Visibility Splays
2025-6829-002	Estate Car and 4.6t Light Van Access and Egress
2025-6829-003	Emergency and Refuse Servicing
2025-6829-004	Existing Access Overview and Visibility Splays



- A3**
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.

- Priority Junction Visibility Splay
- Public Highway
- Indicative Hedgerow Location
- Hedgerow to be removed

-	Original Issue	14/03/2025
Rev.	Amendments	Date



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Drawing Status: Draft

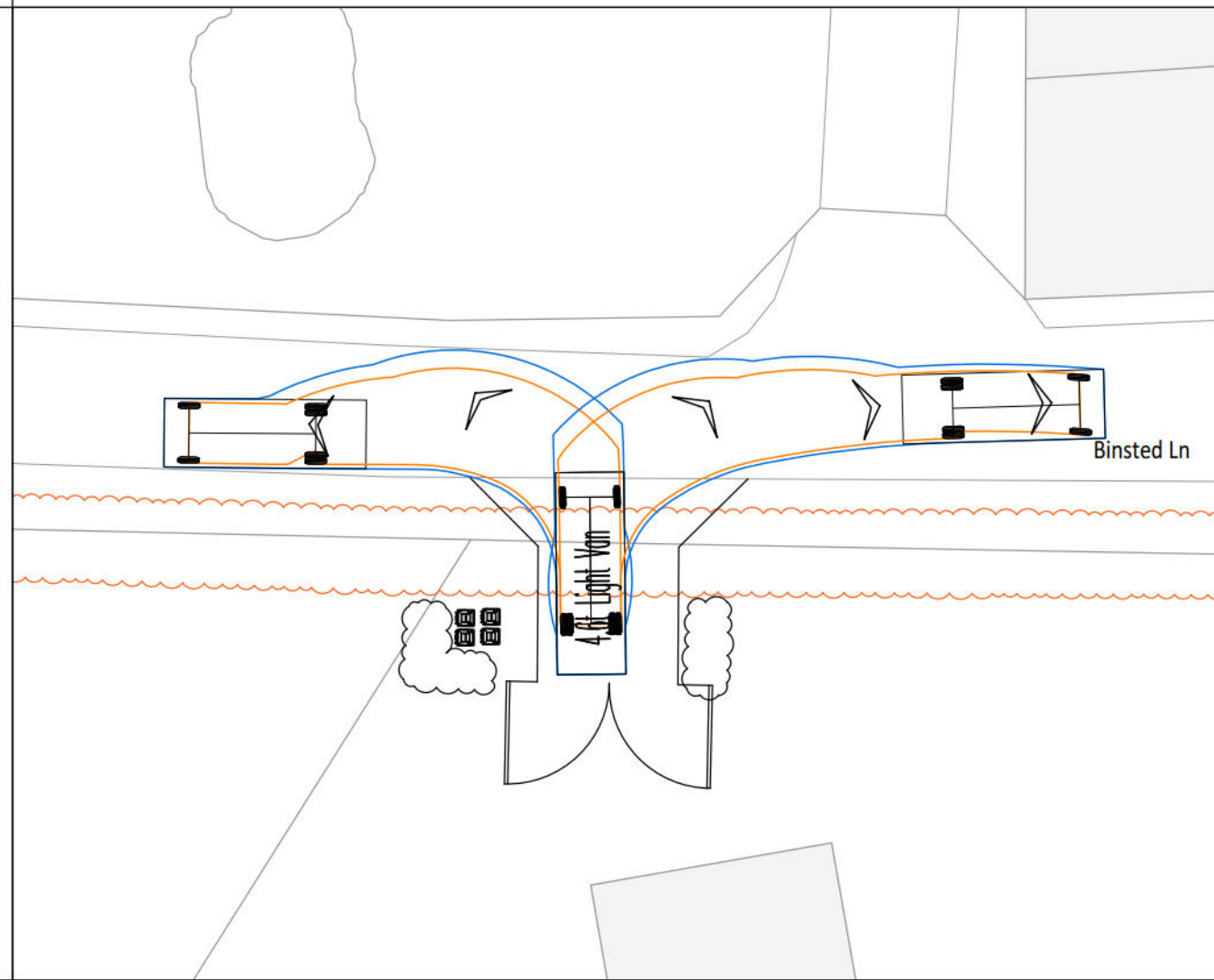
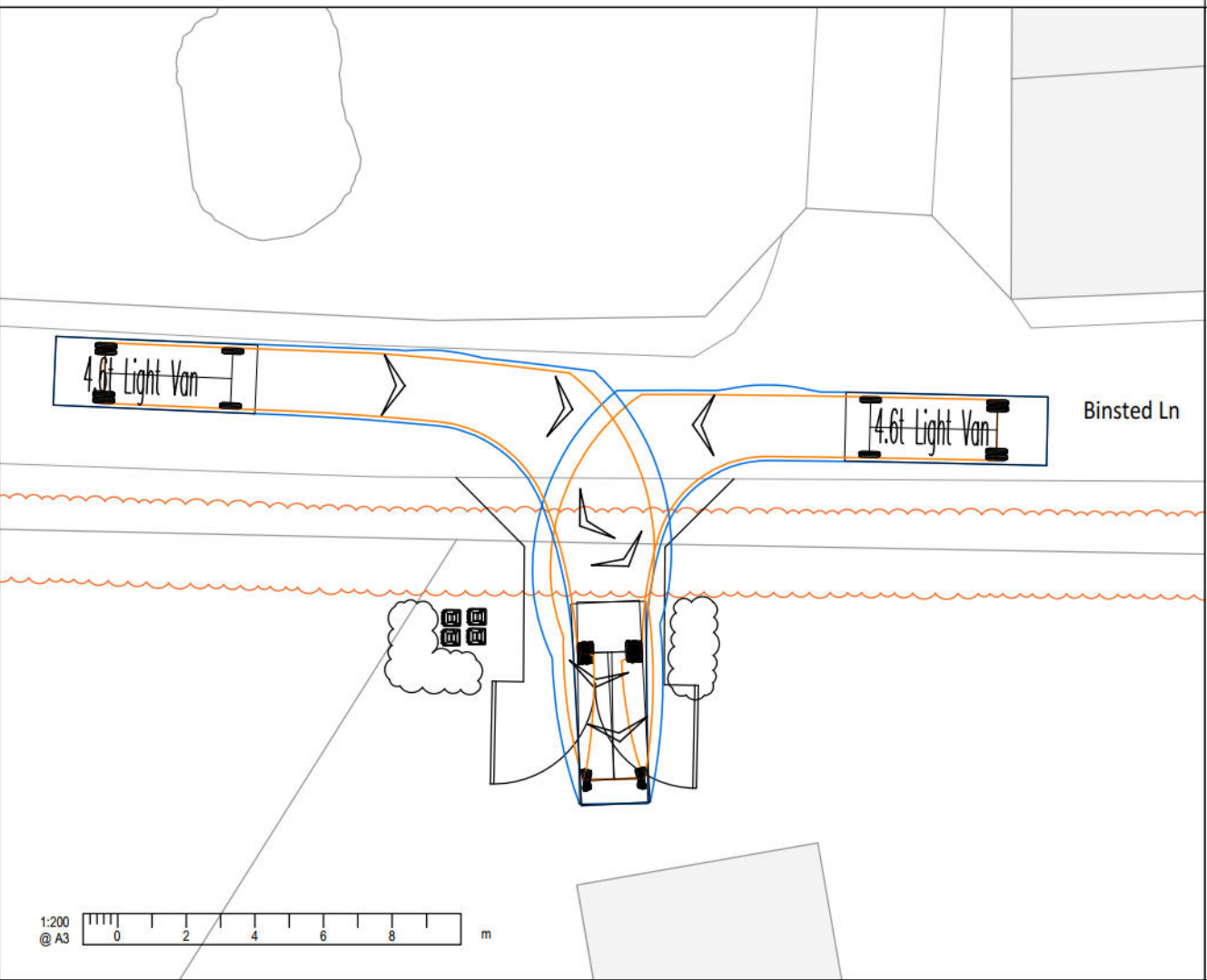
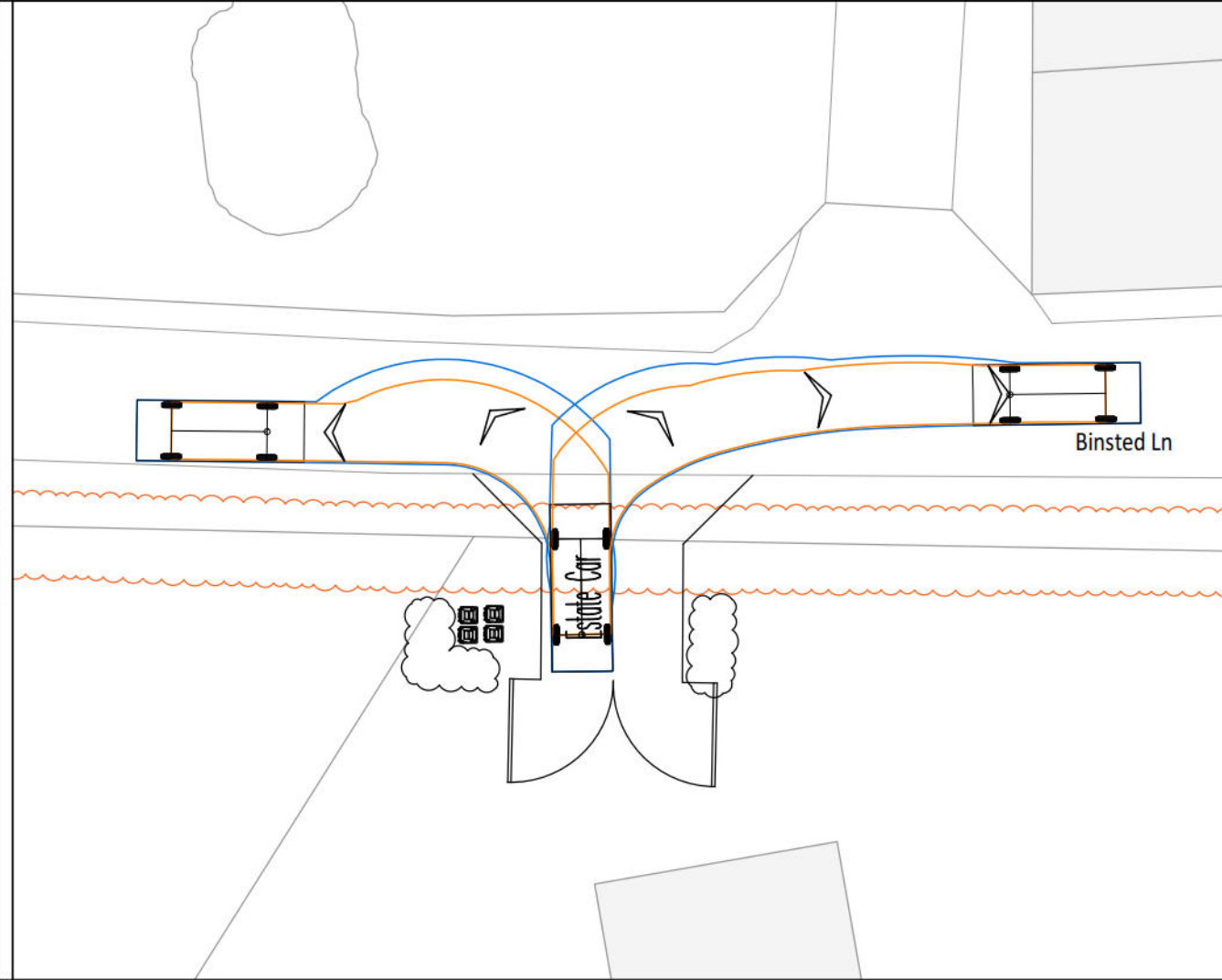
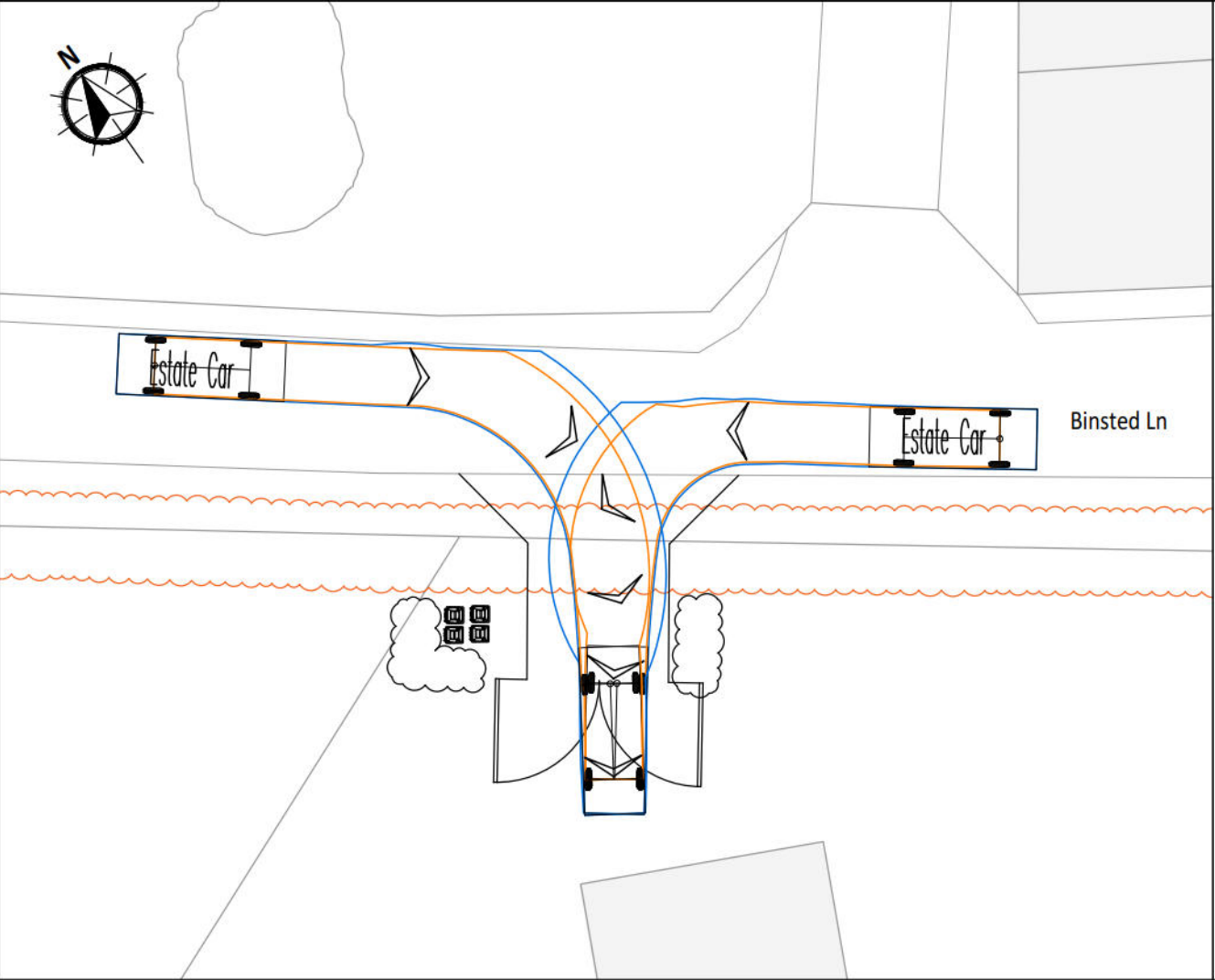
Client: Diversify My Land

Project: Binsted Lane, Arundel

Drawing Title: Access Overview & Visibility Splays

Scale: As Shown	Date: Mar 25	Drawn by: EMH	Checked by: SMO
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Drawing No.: 2025-6829-001	Rev.: -
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Indicative Hedgerow Location

-Swept Path- Wheel Track Over Swing

4.6t Light Van

Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

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

-	Original Issue	20/02/2025
Rev.	Amendments	Date



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Drawing Status **Draft**

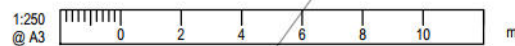
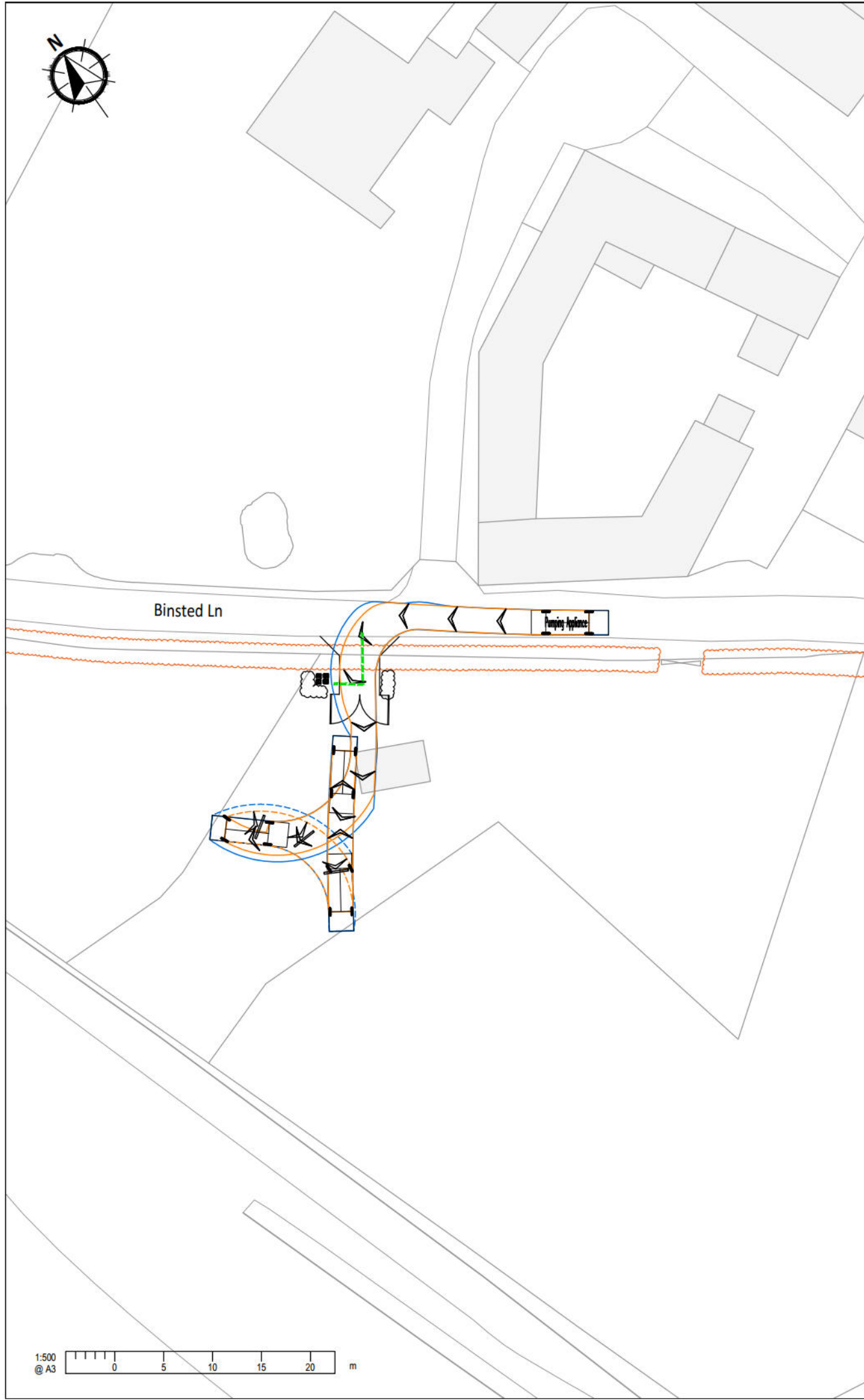
Client **Diversify My Land**

Project **Binsted Lane, Arundel**

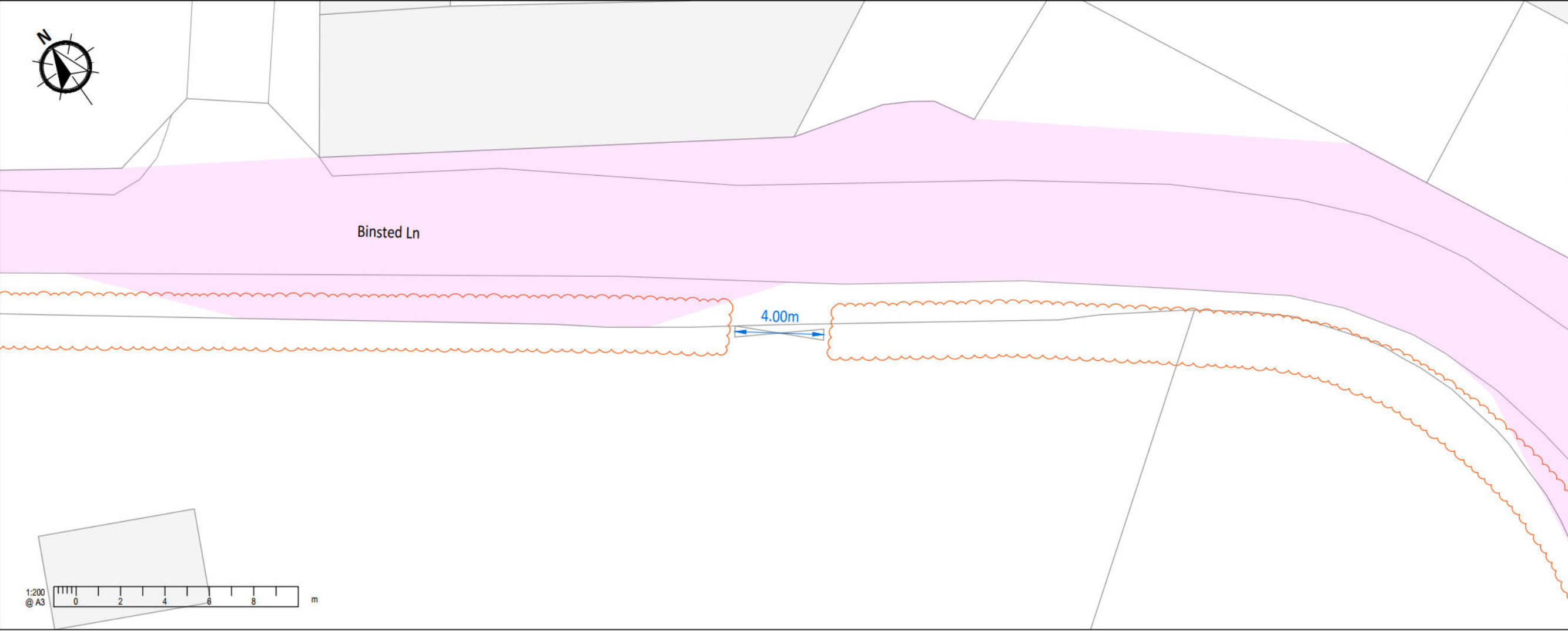
Drawing Title **Estate Car & 4.6t Van Access and Egress**

Scale	Date	Drawn by	Checked by
1:200	Feb 25	EMH	SMO

Drawing No.	Rev.
2025-6829-002	-

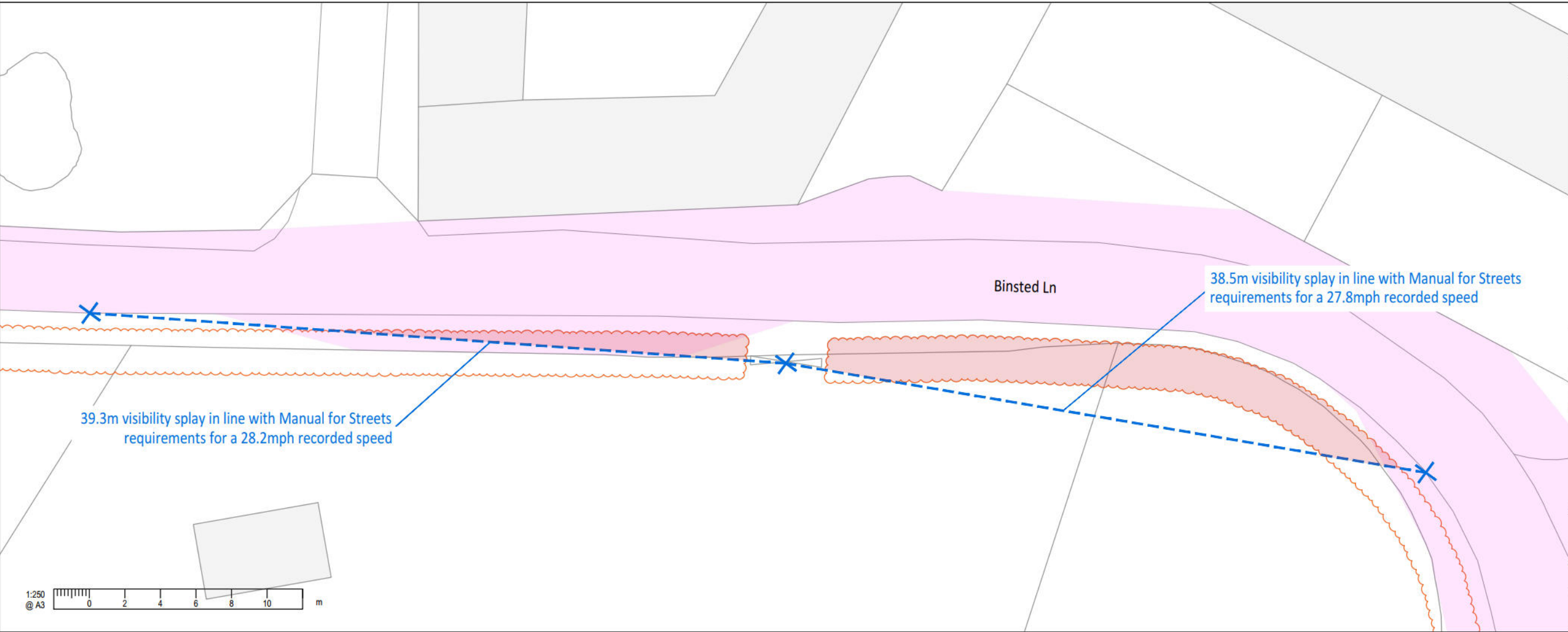


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|---------------|------|
| Drawing No. | Rev. |
| 2025-6829-003 | - |



- A3**
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- 43.0m Priority Junction Visibility Splay
- Public Highway
- Indicative Hedgerow Location
- Hedgerow Blocking Visibility



-	Original Issue	14/03/2025
Rev.	Amendments	Date



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Drawing Status	Draft
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Client	Diversify My Land
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Project	Binsted Lane, Arundel
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Drawing Title	Existing Access Overview & Visibility Splays
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Scale	Date	Drawn by	Checked by
As Shown	Mar 25	EMH	SMO

Drawing No.	Rev.
2025-6829-101	-



APPENDICES



Appendix A ATC



Location 1 - Binsted Lane, Arundel

Globals	
Report Id	CustomList-212
Descriptor	OB Directions Combined
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-03-10T14:36:34
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne
Dataset	
Site Name	Location 1
Site Attribute	ATC H15
File Name	C:\Users\nickc\Desktop\Binstead - Location 1 0 2025-03-10 1417.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Location 1 - Binsted Lane, Arundel
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-02-28T14:11:24
Start Time	2025-02-28T14:11:24
Finish Time	2025-03-10T14:17:24
Operator	OR
Configuration	40 MC5900 80 00 0f e8 e8 ? SZ02S4CS MC5900-X13 (c)MetroCount 09Nov16

Document Key:

Time	Each survey day is broken down by hours, showing an hour for each direction of travel in rows. The time displayed here represents the hour timeframe for example 0300 represents all vehicle movements from 03:00 until 03:59:59.
Cls	Vehicle Class: Further information regarding vehicle class breakdown can be found by looking at the table on the 'Classifications' tab.
Cd	Compass Direction: North (N) East (E) South (S) West (W) refers to the direction of travel for vehicle data in that row.
Total	Total number of vehicle records collected for this direction and timeframe.
Vbin	These are the speed bins used to categorise the speed of the vehicles for each of the time frames in rows.
Mean	This column displays the average speeds of all vehicle data collected for that direction & timeframe. This will be blank if the timeframe & direction collected no vehicle data for this period.
Vpp 85	This refers to the speed percentile point. Followed by the '85' this indicated the values being shown are the 85th percentile for the speeds collected by timeframe and direction. Please note: 85th percentile calculations are unable to be provided for timeframes & directions where there are less than 10x vehicle movement. Instead, this row entry will display as blank.
Grand Total	This tab represents the total volume of vehicles for each class and speed bin collected over the duration of the survey, displayed by direction.

Location 1 - Binsted Lane, Arundel

ATC Location

50.848492, -0.607893



Below are the prevailing weather conditions for each day during the survey period. This is historical weather forecasting from wunderground.com

01 March 2025

Foggy

02 March 2025

Sunny

03 March 2025

Sunny

04 March 2025

Sunny

05 March 2025

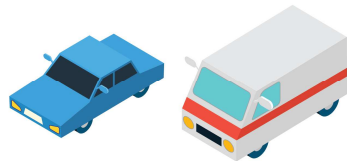
Foggy

06 March 2025

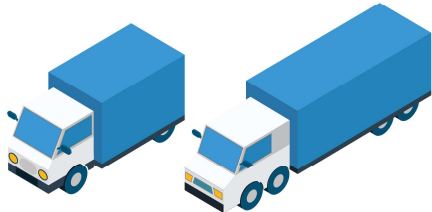
Sunny

07 March 2025

Sunny



Light			
Class 1	SV	2 axles	Short Vehicle Car or Light Van
Class 2	SVT	3,4 or 5 axle	Short Vehicle Towing Trailer, Caravan, Boat etc



Medium			
Class 3	TB2	2 axle	Two axle truck or bus
Class 4	TB3	3 axle	Three axle truck or bus
Class 5	T4	>3 axle	Four axle truck



Heavy			
Class 6	ART3	3 axle	Three axle articulated vehicle or rigid vehicle and trailer
Class 7	ART4	4 axle	Four axle articulated vehicle or rigid vehicle and trailer
Class 8	ART5	5 axle	Five axle articulated vehicle or rigid vehicle and trailer
Class 9	RT6	>6 axle	Six (or more) axle articulated vehicle or rigid vehicle and trailer
Class 10	BD	>6 axle	B - Double or Heavy truck and trailer
Class 11	DRT	>6 axle	Double road train or heavy truck and two trailers
Class 12	TRT	>6 axle	Triple road train or heavy truck and three (or more) trailers



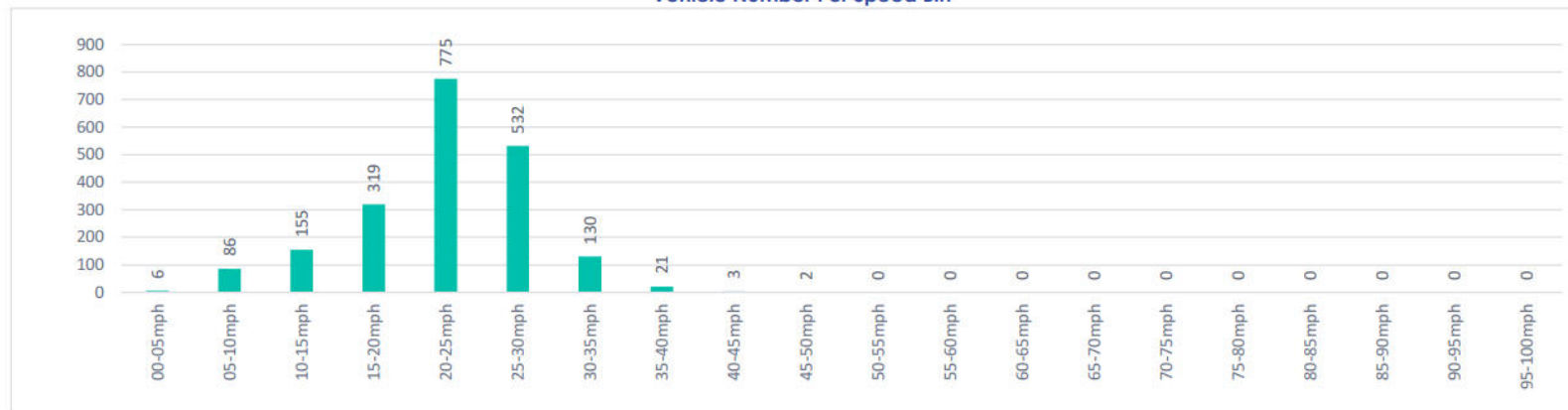
Light			
Class 14	M/C	2 axle	Motorcycle
Class 15	Cycle	2 axle	Bicycle

Location 1 - Binsted Lane, Arundel

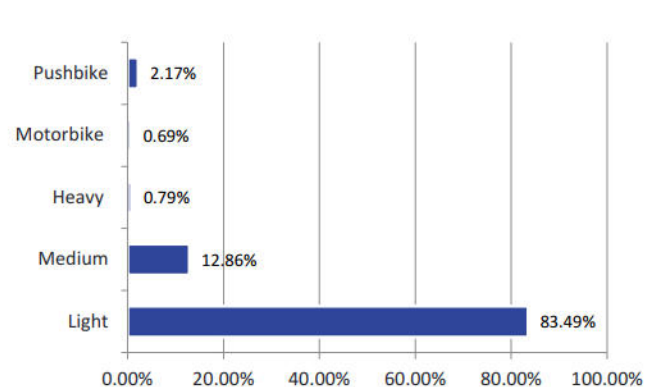
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile	Posted Speed Limit:	
Northbound	1,008	22.0	27.8		60
Southbound	1,021	22.7	28.2		
Combined	2,029	22.4	28.0	Total Vehicles over Limit:	0

Vehicle Number Per Speed Bin



Traffic Composition Over 7 Days



	Light	Medium	Heavy	Motorbike	Pushbike	Combined
Northbound	41.50%	6.11%	0.39%	0.30%	1.38%	49.68%
Southbound	41.99%	6.75%	0.39%	0.39%	0.79%	50.32%
Combined	83.49%	12.86%	0.79%	0.69%	2.17%	100.00%

Site Name - Location 1
Description - Location 1 - Blinsted Lane, Arundel



01 March 2025

Time [--]	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14	Cls 15	Cd	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Vbin 100	Mean	Vpp 85	
0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95			100
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0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
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0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	N	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0700	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0800	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	6	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	
0800	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-	
0900	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	N	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-	
0900	7	2	1	0	0	0	0	0	0	0	0	0	0	0	1	S	11	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	25.1	
1000	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	
1000	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	S	6	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	
1100	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	N	9	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	
1100	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	9	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-	
1200	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	N	9	0	0	1	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
1200	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	S	9	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	
1300	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	N	9	0	0	2	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	
1300	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	
1400	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	6	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	
1400	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
1500	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	N	9	0	0	1	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	
1500	11	0	1	0	0	0	0	0	0	0	0	0	0	0	1	S	13	0	0	0	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	28.7	
1600	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	N	11	0	0	0	2	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.4	34.4	
1600	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	
1700	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
1700	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	30.2	
1800	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-	
1800	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	
1900	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	N	10	0	0	1	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	
1900	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	S	8	0	1	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
2000	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	
2000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	
2100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	N	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-		
2100	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-	
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-		
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
2300	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	4	0	0																					

Site Name - Location 1
Description - Location 1 - Blinsted Lane, Arundel



02 March 2025

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Vbin 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
0700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
0700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0800	2	1	0	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0800	16	0	1	0	0	0	0	0	0	0	0	0	0	0	S	17	0	0	0	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	30
0900	7	0	1	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0900	4	1	1	0	0	0	0	0	0	0	0	0	0	3	S	9	0	1	2	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1000	21	0	0	0	1	0	0	0	0	0	0	0	0	1	N	23	0	0	1	6	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	27.3
1000	6	0	0	0	0	0	0	0	0	0	0	0	0	2	S	8	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1100	13	1	1	0	0	0	0	0	0	0	0	0	0	0	N	15	0	0	1	2	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	29.3
1100	8	0	3	0	0	0	0	0	0	0	0	0	0	0	S	11	0	0	0	2	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	27.9
1200	7	0	1	0	0	0	0	0	1	0	0	0	0	1	N	10	0	1	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
1200	7	0	1	0	0	0	0	0	0	0	0	0	1	1	S	10	0	0	3	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1300	11	0	0	0	3	0	0	0	0	0	0	0	0	6	N	20	0	3	9	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	21.4
1300	16	0	0	0	7	0	0	0	0	0	0	0	0	1	S	24	0	3	11	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	21.7
1400	8	0	0	0	4	0	0	0	0	0	0	0	0	1	N	13	0	0	3	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0			

Site Name - Location 1
Description - Location 1 - Blinsted Lane, Arundel



03 March 2025

Time [--]	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Vbin 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0600	2	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0700	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0700	14	0	1	0	0	0	0	0	0	0	0	0	0	0	S	15	0	0	1	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	29.9
0800	10	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
0800	8	1	1	0	0	0	0	0	0	0	0	0	0	1	S	11	0	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	27.4
0900	5	1	1	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0900	7	0	0	0	0	0	0	0	0	0	0	0	0	0	S	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1000	13	3	2	0	0	0	0	0	0	0	0	0	0	1	N	19	0	0	1	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	28.5
1000	14	0	1	0	0	0	0	0	0	0	0	0	0	0	S	15	0	0	0	1	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.4	30.1
1100	5	0	2	0	0	0	0	0	0	0	0	0	0	1	N	8	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
1100	9	0	2	0	0	0	0	0	0	0	0	0	0	1	S	12	0	0	0	0	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	30.6
1200	15	0	1	0	0	0	0	0	1	0	0	0	0	0	N	17	0	0	0	4	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	26.7
1200	9	0	2	0	0	0	0	0	0	0	0	0	0	0	S	11	0	0	0	2	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24	27.4
1300	8	0	0	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1300	7	0	1	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
1400	9	0	2	0	0	0	0	0	0	0	0	0	0	0	N	11	0	0	1	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	28.9
1400	4	1	1	0	0	0	1	0	0	0	0	0	0	0	S	7	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
1500	4	1	3	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1500	12	0	1	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	0	2	5	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	26.5	35.5
1600	11	0	0	0	0	0	0	0	0	0	0	0	0	1	N	12	0	0	0	0	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	31.5
1600	9	1	0	0	0	0	0	0	0	0	0	0	0	0	S	10	0	0	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1700	12	0	1	0	0	0	0	0	0	0	0	0	0	0	N	13	0	0	1	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	26.6
1700	7	1	1	0	0	0	1	0	0	0	0	0	0	0	S	11	0	0	1	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	27
1800	3	0	1	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1800	7	1	2	0	0	0	0	0	0	0	0	0	0	1	S	11	0	0	2	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	21
1900	5	0	1	0	0	0	0	0	0	0	0	0	0	0	N	6	0	0	1	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
1900	3	0	0	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	N	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0														

Site Name - Location 1
Description - Location 1 - Blinsted Lane, Arundel



04 March 2025

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	1	0	0	0	0	N	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0600	3	0	0	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	10	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.	-
0700	13	0	1	0	0	0	0	0	0	0	0	0	0	0	S	14	0	0	0	1	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	25.9	33.5
0800	10	1	2	0	0	0	0	0	0	0	0	0	0	0	N	13	0	0	1	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	27.5
0800	6	0	2	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0900	6	0	2	0	1	0	1	0	0	0	0	0	0	0	N	10	0	0	0	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0900	10	0	2	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	0	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	30
1000	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1000	4	0	1	0	0	0	0	0	0	0	0	0	0	0	S	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26	-
1100	7	0	3	1	0	0	0	0	0	0	0	0	0	0	N	11	0	0	1	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	29
1100	9	0	4	1	0	0	0	0	0	0	0	0	0	0	S	14	0	0	0	2	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	31.9
1200	13	0	0	0	1	0	0	0	0	0	0	0	0	0	N	14	0	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	19.4
1200	26	0	0	0	0	0	0	0	0	0	0	0	0	0	S	26	3	14	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	18.1
1300	10	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-
1300	7	0	1	0	0	0	0	0	0	0	0	0	0	0	S	8	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
1400	13	0	1	0	0	0	0	0	0	0	0	0	0	0	N	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1	8.6
1400	7	0	1	0	0	0	0	0	0	0	0	0	0	0	S	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-
1500	12	0	1	0	0	0	0	0	0	0	0	0	0	0	N	13	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	13.3
1500	15	0	0	0	0	0	0	0	0	0	0	0	0	0	S	15	0	2	4	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	22.2
1600	11	0	2	0	0	0	0	0	0	0	0	0	0	0	N	13	0	2	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	26.2
1600	7	1	2	0	0	0	0	0	0	0	0	0	0	0	S	10	0	1	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1700	11	0	0	0	0	0	0	0	0	0	0	0	0	0	N	11	0	1	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	25.6
1700	9	0	0	0	0	0	1	0	0	0	0	0	0	0	S	11	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	27.3
1800	5	2	1	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1800	9	0	2	0	0	0	0	0	0	0	0	0	0	0	S	11	0	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.3
1900	4	0	0	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1900	10	0	1	0	0	0	0	0	0	0	0	0	0	0	S	11	0	0	1	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	29.5
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2000	2	1	0	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01-05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	N	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
01-05	1	0	1	0	0	0	0	0	0	0	0	0	0	0	S	2																						

Site Name - Location 1
Description - Location 1 - Birsted Lane, Arundel



05 March 2025

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cd	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	
[--	1	2	3	4	5	6	7	8	9	10	11	12	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100		85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	0	1	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
0600	2	0	1	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0700	9	1	1	0	0	0	0	0	0	1	0	0	0	0	N	12	0	0	0	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	30.4
0700	10	1	1	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	26.1
0800	10	0	1	0	0	0	0	0	0	0	0	0	0	0	N	12	0	0	1	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	29.9
0800	9	1	2	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	24.2
0900	9	0	0	0	0	0	0	0	0	0	0	0	0	0	N	11	0	0	2	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	30.3
0900	9	0	0	0	0	0	0	0	0	0	0	0	0	0	S	9	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1000	6	0	2	1	0	0	0	0	0	0	0	0	0	0	N	9	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1000	9	0	4	2	0	0	0	0	0	1	0	0	0	0	S	14	0	0	1	1	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	30.1
1100	9	1	2	1	0	0	0	0	0	0	0	0	0	0	N	13	0	0	1	4	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	29.3
1100	4	0	3	0	0	0	0	0	0	0	0	0	0	0	S	7	0	0	0	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
1200	11	0	3	0	0	0	0	0	0	0	0	0	0	0	N	14	0	0	0	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	30.1
1200	8	1	1	0	0	0	0	0	0	0	0	0	0	0	S	10	0	1	0	2	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1300	8	0	2	0	0	0	0	0	0	0	0	0	0	0	N	10	0	0	1	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1300	9	0	3	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	1	2	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	30.2
1400	11	1	3	0	0	0	0	0	0	0	0	0	0	0	N	15	0	0	2	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	26.5
1400	9	0	4	1	0	0	1	0	0	0	0	0	0	0	S	15	0	0	2	4	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	28.3
1500	12	1	2	1	1	0	0	0	0	0	0	0	0	0	N	17	0	0	1	4	5	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	34.8
1500	13	0	0	1	0	0	0	0	0	0	0	0	0	0	S	14	1	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	29
1600	12	0	1	0	0	0	0	0	0	0	0	0	0	0	N	13	0	0	0	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	28.8
1600	6	1	2	0	0	0	0	0	0	0	0	0	0	1	S	10	0	1	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1700	11	0	1	0	0	0	0	0	0	0	0	0	0	0	N	12	0	0	1	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	29.2
1700	12	1	0	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	0	3	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	29.9
1800	3	0	0	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
1800	5	0	1	0	0	0	0	0	0	0	0	0	0	0	S	4	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1900	5	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1900	9	0	2	0	0	0	0	0	0	0	0	0	0	0	S	11	0	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	26.7
2000	1	0	2	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
2000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	0	0	0																																		

Site Name - Location 1
Description - Location 1 - Blinsted Lane, Arundel



06 March 2025

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Vbin 100	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0500	2	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0600	5	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0700	7	2	0	0	1	0	0	0	0	0	0	0	0	0	N	10	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
0700	4	0	2	0	0	0	0	0	0	0	0	0	0	0	S	6	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0800	7	0	1	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
0800	17	0	3	0	0	1	0	0	0	0	0	0	0	0	S	21	0	0	0	2	7	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	29.7
0900	5	0	2	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0900	8	0	2	0	0	0	0	0	0	0	0	0	0	0	S	10	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1000	17	1	2	0	0	0	0	0	0	0	0	0	0	0	N	20	0	0	1	3	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	26.5
1000	8	0	2	0	0	0	0	0	0	0	0	0	0	0	S	10	0	0	0	4	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1100	5	1	1	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1100	5	2	0	0	0	0	0	0	0	0	0	0	0	0	S	7	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
1200	12	0	3	0	0	0	0	0	0	0	0	0	0	1	N	14	0	0	2	5	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	25.6
1200	14	0	3	0	0	0	0	0	0	0	0	0	0	0	S	17	0	0	0	3	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	28.2
1300	13	0	0	0	0	0	0	0	0	0	0	0	0	1	N	14	0	1	3	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	23.7
1300	13	0	0	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	1	3	9	0	0	0	0	0	0	0	0	0	0	7	0	85	0	0	20	22.9	
1400	12	0	0	0	0	1	0	0	0	0	0	0	0	0	N	13	0	0	1	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27.5
1400	11	0	4	0	0	0	0	0	0	0	0	0	0	0	S	15	0	0	1	2	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	27.6
1500	15	0	5	0	0	0	0	0	0	0	0	0	0	0	N	20	0	0	1	2	9	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	29.3
1500	17	2	3	0	0	0	0	0	0	0	0	0	0	0	S	22	0	0	1	7	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	27.6
1600	13	0	1	0	0	0	0	0	0	0	0	0	0	1	N	15	0	0	0	2	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	28.6
1600	12	0	0	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	30.8
1700	3	0	0	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1700	7	0	3	0	0	0	0	0	1	0	0	0	0	1	S	12	0	0	1	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	26.9
1800	11	0	3	0	0	0	0	1	0	0	0	0	0	0	N	15	0	0	0	4	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27.5
1800	4	1	4	0	0	0	0	0	0	0	0	0	0	0	S	9	0	0	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
1900	5	0	1	0	0	0	0	0	0	0	0	0	0	0	N	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1900	2	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
2000	0	0	3	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
2000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	-	-		
2100	3	0	0	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0</													

Site Name - Location 1
Description - Location 1 - Birsted Lane, Arundel



07 March 2025

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cd	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp
[--	1	2	3	4	5	6	7	8	9	10	11	12	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85	
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
0600	5	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0600	2	0	1	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0700	11	0	1	0	0	0	0	0	0	0	0	0	0	0	N	12	0	0	1	0	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26	32.9
0700	10	0	2	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	35.4
0800	9	0	1	0	0	0	0	0	0	0	0	0	0	0	N	10	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0800	7	1	2	0	0	0	0	0	0	0	0	0	0	0	S	10	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0900	5	1	2	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0900	8	0	2	0	0	0	0	0	0	0	0	0	0	0	S	10	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1000	10	0	2	0	0	0	0	0	0	0	0	0	0	0	N	12	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	27.7
1000	8	0	1	1	0	0	0	0	0	0	0	0	0	0	S	10	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1100	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	1	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
1100	6	1	1	0	0	0	0	0	0	0	0	0	0	0	S	9	0	0	1	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1200	7	1	1	0	0	0	0	0	1	0	0	0	0	0	N	10	0	0	1	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
1200	3	1	1	0	0	0	0	0	0	0	0	0	0	0	S	5	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
1300	5	1	3	0	0	0	0	0	0	0	0	0	0	0	N	9	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1300	6	0	3	0	0	0	0	0	0	0	0	0	0	0	S	9	0	0	1	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1400	13	0	0	0	0	0	0	0	0	0	0	0	0	0	N	13	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	29
1400	12	0	0	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	0	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	31.4
1500	13	0	3	0	0	0	0	0	0	0	0	0	0	0	N	14	0	0	1	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	29.5
1500	10	0	2	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	28.9
1600	5	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1600	12	0	0	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	2	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	27.5
1700	6	0	0	0	0	0	0	0	0	0	0	0	0	0	N	6	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1700	10	1	0	0	0	0	0	0	0	1	0	0	0	0	S	12	0	0	3	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	28.8
1800	8	0	0	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1800	4	0	1	0	0	0	0	0	0	0	0	0	0	0	S	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1900	7	0	1	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1900	5	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	N	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
2100	5	0	1	0	0	0	0	0	0	0	0	0	0	0	S	4	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
2200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
2200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	2	0	0															

Description - Location 1 - Binsted Lane, Arundel



Grand Total

[illegible]