

Highgate *Transportation*

Cathedral Business Park
Reserved Matters
Plot F – 1,920sqm Employment Scheme

Transport Statement
(2426/TS/04)

March 2024

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Highgate Transportation Ltd, First Floor, 43-45 Park Street, Bristol BS1 5NL

htp@highgatetransportation.co.uk

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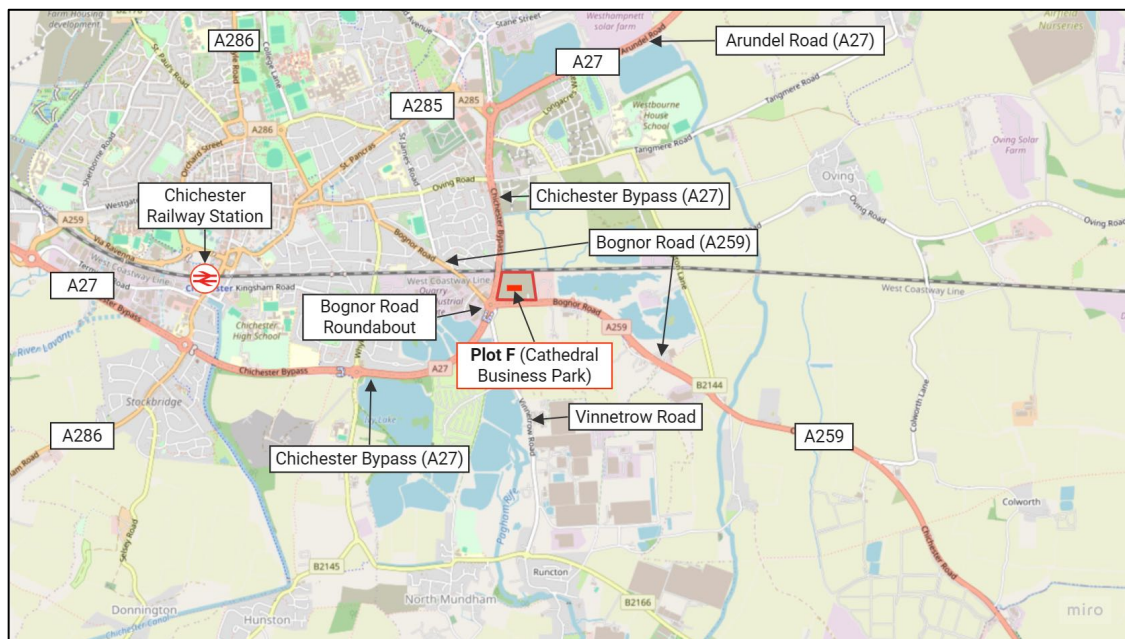
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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Highgate Transportation (HTp) to support the forthcoming Reserved Matters planning application to Chichester District Council (CDC) relating to 'Plot F' at Cathedral Business Park, Bognor Road, Chichester.
- 1.2 These Plot F proposals are for a mixture of B1(c), B2 and B8 with ancillary trade uses and a Gross Internal Area (GIA) 1,920sqm. Plot F is located in the centre of Cathedral Business Park site. The site location and wider area is shown in **Figure 1.1**.

Figure 1.1 – Site location and wider area



- 1.3 **Figure 1.1** shows that Plot F is situated within Cathedral Business Park which sits on the northern side of Bognor Road (A259). In the vicinity of the site, Bognor Road is a segregated dual carriageway subject to the national speed limit of 60mph. Bognor Road connects to A27 Bognor Road Roundabout, around 200 metres to the east of the site.
- 1.4 This Reserved Matters application is pursuant to 23/02329/OUT, a Section 73 application to vary of conditions 4 (approved plans) and 42 (floorspace type and quanta) of planning permission 19/00619/OUT (as amended by Non-Material Amendment applications O/21/01838/NMA and O/22/00022/NMA) to enable variation of the quanta of permitted floorspace types (no change to overall total) and redistribution of floorspace within the site.
- 1.5 The Cathedral Business Park mixed-use development is for:
- i. B1(c)/B2/B8 (with ancillary trade counter)
 - ii. A3 Roadside
 - iii. C1 Hotel
 - iv. Mixed A3-A4 Pub/Restaurant
 - v. Mixed A3-A5 Roadside
 - vi. D2 Leisure (gym only)

1.6 The scope of this Transport Statement is to confirm:

- i. That the site is sustainably located in transport terms
- ii. The relevant background to the wider site
- iii. That the approved site access arrangements are appropriate
- iv. The respective Plot access arrangements are appropriate for all users
- v. The proposed car parking provision is appropriate and can be easily and conveniently accessed
- vi. Appropriate active and passive EV charging provision
- vii. That the proposed cycle parking provision is appropriate in terms of the number of cycle and type of storage
- viii. Service and delivery strategy
- ix. The strategy for the storage and collection of refuse and recycling
- x. Travel plan measures

1.7 This report is structured as follows:

- i. **Section 2.0** focuses on the background to this application regarding planning and confirming that the site is located sustainably in transport terms
- ii. **Section 3.0** summarises the proposed scheme and access strategy, with **Section 4.0** confirming the trip attraction
- iii. **Section 5.0** covers the likely travel plan measures
- iv. Finally, **Section 6.0** provides a summary of the findings of this report and sets out the conclusions to be drawn from this information

1.8 It will be demonstrated that there are no highway related reasons to prevent this Reserved Matters application in transport terms.

2.0 Background

- 2.1 Outline consent was granted in April 2021 as part of a planning application (ref. 19/00619/OUT) with all matters reserved except Access for the mixed-use redevelopment of the site, comprising of Class B1(c)/B2/B8 (with ancillary Trade Counter) employment, a Hotel, Class D2 Leisure, Class A3, mixed A3-A4 and mixed A3-A5 Food and Drink Establishments, together with associated car parking, landscaping and infrastructure works.
- 2.2 The site was previously the MOD Fuel and Distribution Depot on Bognor Road. As set out at **paragraph 1.5**, the mixed-use permission includes:
- i. B1(c)/B2/B8 (with ancillary trade counter)
 - ii. A3 Roadside
 - iii. C1 Hotel (84 beds)
 - iv. Mixed A3-A4 Pub/Restaurant
 - v. Mixed A3-A5 Roadside
 - vi. D2 Leisure (gym only)
- 2.3 The site is allocated for development in Chichester District Council's Site Allocation Development Plan, and its designation for mixed use employment was originally established through a hybrid planning application (14/04284/OUT) that was permitted in July 2016.
- 2.4 At present, a 1,162sqm builder's merchant has been built out pursuant to application ref 21/03064/FUL. Additionally, reserved matters approval was obtained for the rear part of the site, allowing for the development of a total of 3,355sqm of Class B1c/B2/B8 (with ancillary Trade Counter) employment units. Construction for this permission is currently underway.
- 2.5 In 2023, Highgate Transportation provided a Technical Note (HTp/23160/TN/01) in support of a Section 73 application for a revised scheme on this site which consisted of minor changes in the distribution of floorspace of the approved land-use at Cathedral Business Park, summarising the impact in terms of forecast vehicular trips and the parking requirements.
- 2.6 The overall quantum of development (in terms of floor area) remained unchanged however an amendment was sought to the quanta of each land use within the parameters of the site. The 2023 approved changes to the floorspace for each land use are shown in **Table 2.1**.

Table 2.1 – Changes to GFA at Cathedral Park

Land Use	Permitted floorspace 2023 (sqm GFA)
B1(c)/B2/B8 (with ancillary trade)	8,614
A3 Roadside	323
C1 Hotel	2,800
Mixed A3-4 Pub/Restaurant	156
Mixed A3-5 Roadside	712
D2 Leisure (gym only)	186
Total	12,733

2.7 It can be noted that trip attraction has been agreed, based on the previous transport assessment work carried out by WSP in 2014 and 2019, and the car parking requirements can be summarised as:

- i. Parking discount of 20% where unallocated parking was shared between various land uses
- ii. 20% discount to C1 hotel, A3-4 pub/restaurant, A3 roadside and D2 leisure (gym)
- iii. A hybrid parking ratio for the B1(c), B2 and B8 uses of 1/64sqm (this is inclusive of (i) above)

2.8 It can also be noted that the access arrangements (**Appendix 1**) previously permitted remain appropriate and that National Highways raised no objection to the Section 73 application in 2023 to redistribute floorspace. It was agreed that:

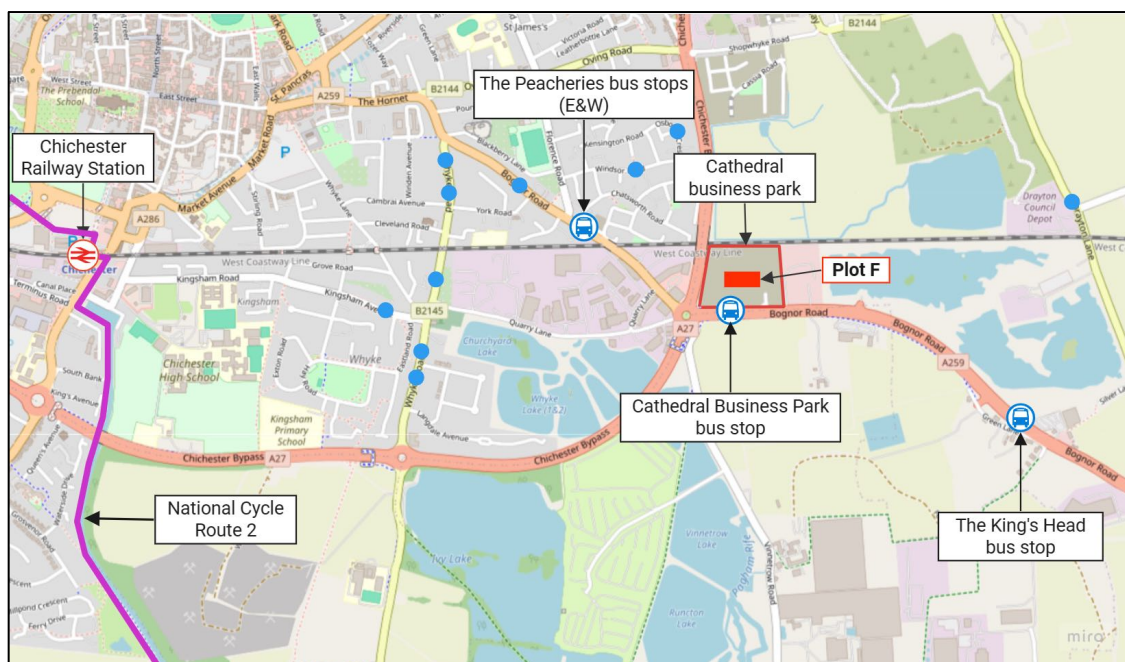
- i. The original 2014 application development highway impact, which the access arrangement from the A259 and proposed mitigation arising at the A27 were based on, is robust and the proposed minor amendment to floorspace was not significant in this context
- ii. Indeed, the traffic to be attracted by the approved scheme (as amended in 2023) is less than the impact of the 2014 application
- iii. the proposals would not have a severe impact on the local highway network and can be accommodated appropriately

2.9 Therefore, it is concluded that the access arrangements from the A259 Bognor Road remain appropriate and the Cathedral Business Park development will not create an impact on the local highway network that has not been mitigated for.

Sustainable Location

- 2.10 The site is in a sustainable location on the eastern outskirts of Chichester, where the surrounding land use is a made up of mostly commercial and recreational land use with some residential dwellings to the north-east of the site.
- 2.11 A footway, and bus stop, with associated controlled pedestrian crossings are provided on the site frontage with Bognor Road to facilitate travel by foot and public transport. Pedestrian and cycle crossings are provided at the A27 roundabout where the shared paths meet the road, with give way markings for cycles. A shared pedestrian and cycle ramped bridge provides a traffic-free crossing over the southern arm of the A27 Chichester Bypass.
- 2.12 **Figure 2.1** shows the site (Plot F) and the local area as well as the nearby transport facilities.

Figure 2.1 – Location and local area – Plot F



- 2.13 The nearest railway station to the site is Chichester Railway Station, situated around 2.3 kilometres to the east of the site on the Portsmouth line. The site access can be reached from Chichester Railway Station in 10 minutes by cycle (2.6 kilometres by road), where there is access to 180 cycle parking spaces and 202 car parking spaces.
- 2.14 Trains operate between Chichester station and Southampton, London, Portsmouth and Southsea, Littlehampton, and Brighton. Most services at Chichester run around every 30 minutes during peak times.
- 2.15 The Cathedral Business Park bus stops are served by Service U7 and 700, as outlined in **Table 2.2**.

Table 2.2 – Bus services

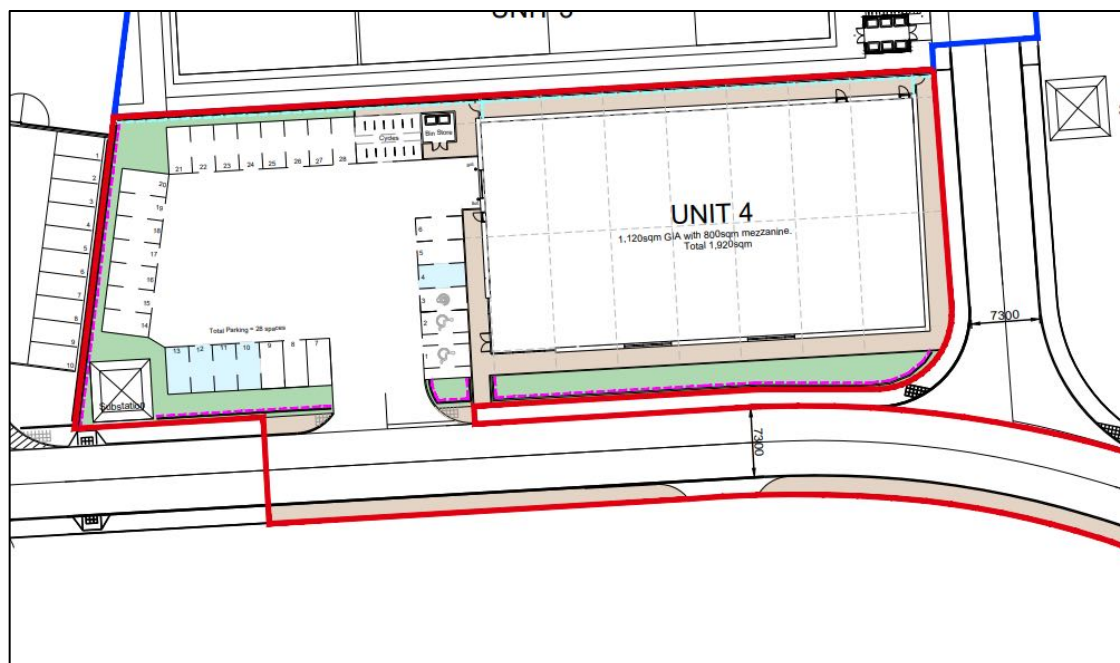
Service	Frequency
<u>U7</u> Bognor Regis Hotham Park – Chichester South Bank	One bus every two hours Monday to Friday, with no services on the weekend
<u>700</u> Littlehampton – Bognor Regis - Chichester	Around four buses per hour during normal hours, Monday to Friday with around two per hour on weekends

- 2.16 In summary, the site is considered to be sustainably located with cycle, rail, bus, and pedestrian facilities accessible within reasonable walking or cycling distance from the site.
- 2.17 This Transport Statement will now set out the details arising from the development of Plot F for 1,920sqm GIA employment floorspace.

3.0 Proposed Scheme

3.1 **Figure 3.1** is an extract of the block plan (ref. 7702-6-S2000 Rev. D) for Plot F contained in **Appendix 2**.

Figure 3.1 – Plot F block plan



3.2 **Figure 3.1** shows the layout of Plot F, as providing:

- i. One commercial building where the GIA is split across the ground floor (1,120 sqm) and mezzanine (800sqm)
- ii. The associated car and cycle parking provision
- iii. A loading area
- iv. A simple priority access junction with give way markings
- v. Refuse storage area
- vi. Pedestrian access routes and tactile paving

Access

3.3 A private access road from the A259 serves Cathedral Business Park, from which Plot F is proposed to be accessed via a simple priority junction.

3.4 As can be seen from **Figure 3.1** the site access is located along the southern boundary of the plot. At its narrowest point, the bell mouth access to Plot F is around 10.0 metres wide.

3.5 It can also be seen from **Figure 3.1** that pedestrian access is provided from the internal access road to the east of the vehicular access, providing pedestrian access around the perimeter of the building, and tactile paving is provided at the site access.

Car Parking Provision

- 3.6 Due to the flexible industrial land uses proposed, and further to the Technical Note TN/01 that supported the Section 73 application, it is agreed that a hybrid parking standard of one car parking space per 64sqm of floorspace for B1(c), B2, B8 with ancillary trade uses is suitable.
- 3.7 As well as this, Building Regulations Part S states that 'new, non-residential buildings with more than 10 car parking spaces should ensure one of those spaces has access to one EV charge point, and cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces'.
- 3.8 For the proposed 1,920sqm of employment use this would therefore require the following car parking provision:
- i. 30 parking spaces
 - ii. Two blue badge holder parking spaces (5%)
 - iii. One space with access to an EV (electric vehicle) charge point, with cable routes installed for a further six spaces to account for future EV provision
- 3.9 It can be seen from the layout that the following is proposed:
- i. 28 car parking spaces
 - ii. Two blue badge holder car parking spaces
 - iii. One space with access to an EV (electric vehicle) charge point, with cable routes installed for a further five spaces to account for future EV provision
- 3.10 It is considered that the 28 car parking spaces are suitable to accommodate demand for this unit and this will be monitored as part of the Travel Plan and supported by good quality cycle parking.
- 3.11 Swept path analysis (drawing HTP/2426/TR/14A), contained in **Appendix 3**, demonstrates that the car parking spaces are appropriate and can be entered and egressed safely in a forward gear.

Cycle Parking Provision

- 3.12 The WSCC parking standards were used to calculate the expected cycle parking provision for 1,920sqm of flexible B1(c), B2 and B8 employment land use. The most onerous standards are for B1(c) at one cycle parking space per 150sqm for staff and one cycle parking space per 500sqm for visitors, which results in a minimum requirement for 17 cycle parking spaces.
- 3.13 Cycle parking is proposed in the form of 12 covered Sheffield-type stands, located centrally to the north of Plot F, near the building access. This is considered suitable and appropriate and will provide secure cycle parking for up to 24 cycles, i.e. in excess of the minimum standards. This will cater for a future rise in demand in cycle travel and subsequent parking requirements, in line with the Travel Plan aims and objectives.

Strategy for Emergency Service and Delivery Vehicles

Delivery Vehicles

- 3.14 As it can be seen from **Figure 3.1**, the loading area is situated in the north-west corner of the building, between the refuse storage area and car parking space number six.
- 3.15 Deliveries to the site will be made via a 16.5 metre rigid vehicle. Swept Path Analysis drawings contained in **Appendix 3** (HTp/2426/TR/12A and HTp/2426/TR/13A) show that a 16.5m HGV and a 12m rigid HGV can enter and egress the loading area safely and appropriately.

Emergency Services

- 3.16 On average, the length of a fire truck in the UK is around 8.0 metres long. The swept path analysis shows that a vehicle of this size is able to access the site, manoeuvre within the site, and exit safely. Therefore, it is clear that emergency vehicles including fire trucks and ambulances can access and egress the site appropriately.
- 3.17 It is therefore concluded that a suitable emergency service and delivery strategy can be provided.

Strategy for Storage and Collection of Refuse and Recycling

- 3.18 As it can be seen in **Figure 3.1**, a bin store is located to the north of Plot F, near to the building access.
- 3.19 It is proposed that refuse and recycling will be collected by a private company who will drive into the site, remove bins from the store and replace once emptied. Given that a private contractor will be carrying out the collection, it can be scheduled to occur outside of normal operational hours to avoid conflict with car park users and deliveries.
- 3.20 It is therefore concluded that an appropriate refuse and recycling strategy can be provided.

4.0 Trip Attraction

- 4.1 The agreed trip rates for Cathedral Business Park and the subsequent trip attraction for the 1,920sqm employment land use at Plot F are set out in **Table 4.1**.

Table 4.1 – Trip rates and attraction

Land use	Quantum		Trip Attraction				
			AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
			Arr	Dep	Arr	Dep	
Mixed Industrial	1,920	Trip Rate*	0.324	0.065	0.026	0.454	3.701
		Trips	6	1	0	9	71

*trip rate per 100sqm

- 4.2 From **Table 4.1** it can be seen that, based on the agreed trip rates, the 1,920sqm employment floorspace is forecast to attract around seven vehicle movements in the AM peak hour and nine in the PM peak hour, with up to around 71 vehicle movements daily.
- 4.3 This has already been accounted for within the previous transport assessment work that supported the 2014, 2019 and 2023 Section 73 applications.

5.0 Contents of the Supporting Travel Plan

- 5.1 It is expected that a Travel Plan for Plot F will be secured by means of a planning condition.
- 5.2 The Travel Plan will be based on the Framework Travel Plan (FTP) that supported the 2019 application.
- 5.3 The objectives of the FTP can be summarised as:
- i. To improve accessibility to all services and facilities
 - ii. To increase awareness of the sustainable travel choices available to employees and visitors
 - iii. To promote the use of alternatives to the private car including walking, cycling, bus, train and car sharing
 - iv. To address the causes of climate change through reducing emissions of greenhouse gases, particularly those associated with private car use
 - v. To reduce car trips, particularly single occupancy car trips for journeys to work
- 5.4 The Travel Plan will likely cover:
- i. Development details and a description of the existing travel conditions within the vicinity of the proposed development (updated from the FTP)
 - ii. The aims, objectives and outcomes expected from the Travel Plan
 - iii. Descriptions of the hard measures implemented to influence travel patterns:
 - Sustainability by design
 - Incorporation of EV charging points
 - Installation of notice boards showing sustainable travel information
 - Provision of sufficient cycle parking that caters for a rise in demand
 - Monitoring the provision of car parking spaces to discourage over provision
 - iv. Descriptions of the soft measures implemented to promote the travel plan
 - Marketing and promotional campaigns aimed at raising awareness and understanding of sustainable travel
 - Monetary incentives for public transport and cycling
 - Promotion of journey planning websites
 - v. Setting of targets
 - vi. The basis for an Action Plan

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared by HTP to support the Reserved Matters application for Plot F at Cathedral Business Park, Bognor Road, Chichester.

6.2 In summary, the:

- i. Site is sustainably located in transport terms
- ii. Trip rates and hybrid parking standard have been previously agreed
- iii. Approved site access arrangements remain appropriate
- iv. Plot F access arrangements are appropriate for all users
- v. Car parking provision will be appropriate
- vi. Provision of one active EV charge point with cabling for future provision is appropriate and in accordance with the guidance
- vii. Proposed cycle parking provision will be appropriate and exceeds minimum requirements
- viii. Service and delivery strategy is appropriate and suitable
- ix. Strategy for the storage and collection of refuse and recycling
- x. Travel plan measures set out accord with the Framework Travel Plan and will assist in promoting and encouraging sustainable travel behaviour

6.3 Therefore, it is concluded that the development proposals will not have an adverse impact on either the capacity or safety of the local highway network and that the proposed development is acceptable in highway terms.

6.4 It is further concluded that there are no highway related reasons to prevent this Reserved Matters application in transport terms.

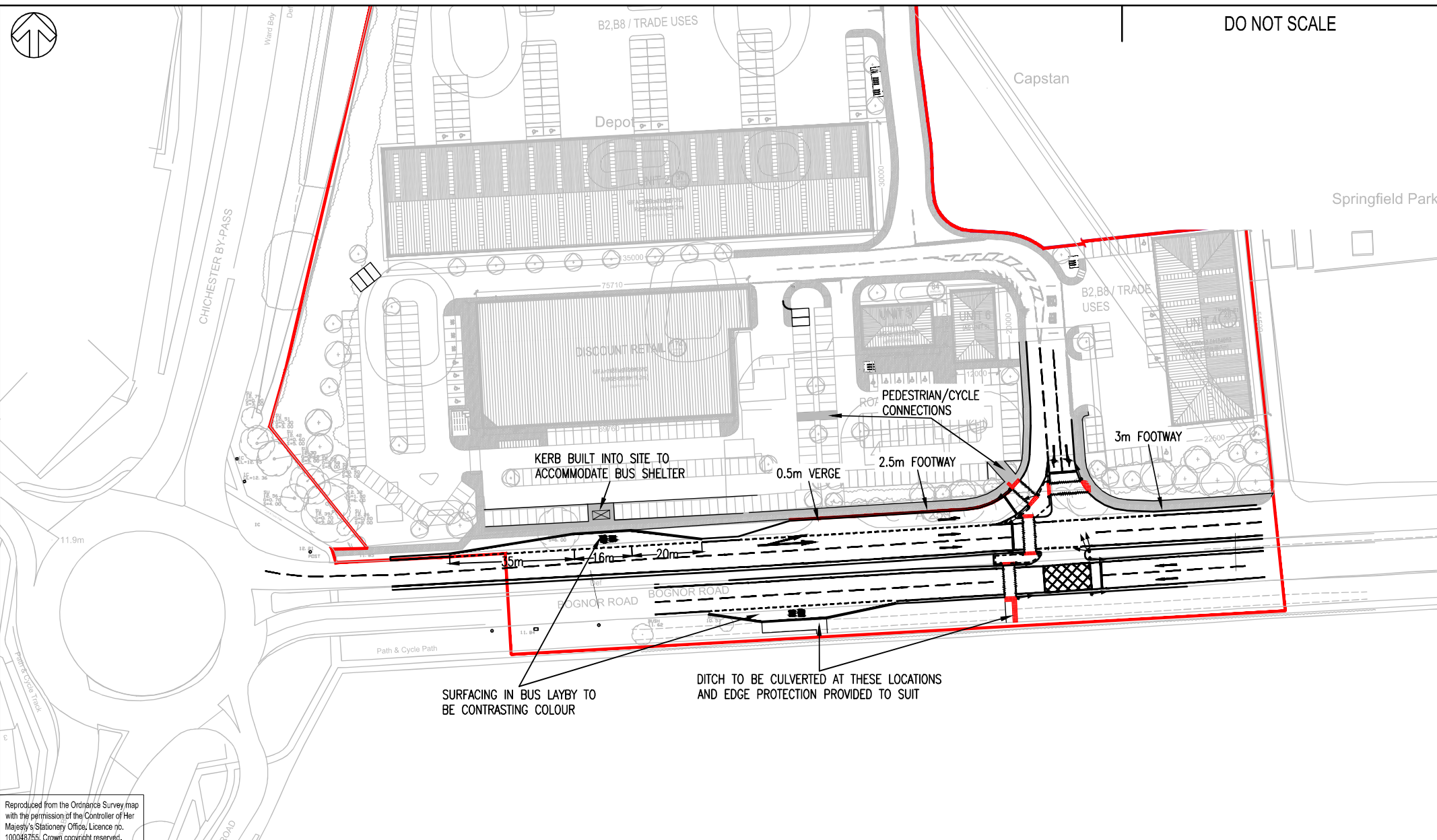
Appendix 1

Approved Access Arrangement with A259 Bognor Road



DO NOT SCALE

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REV	DATE	BY	DESCRIPTION	CHK	APD
G	26/11/15	RJM	UPDATED TO REFLECT WSCC COMMENTS	CM	CM
F	12/11/15	NW	UPDATED TO REFLECT WSCC COMMENTS	CM	CM

DRAWING STATUS: FOR INFORMATION ONLY



Mountbatten House, Basing View, Basingstoke, Hampshire RG21 4HJ
 Tel: +44 (0)1256 318800 Fax: +44 (0)1256 318700
<http://www.wspgroup.com>

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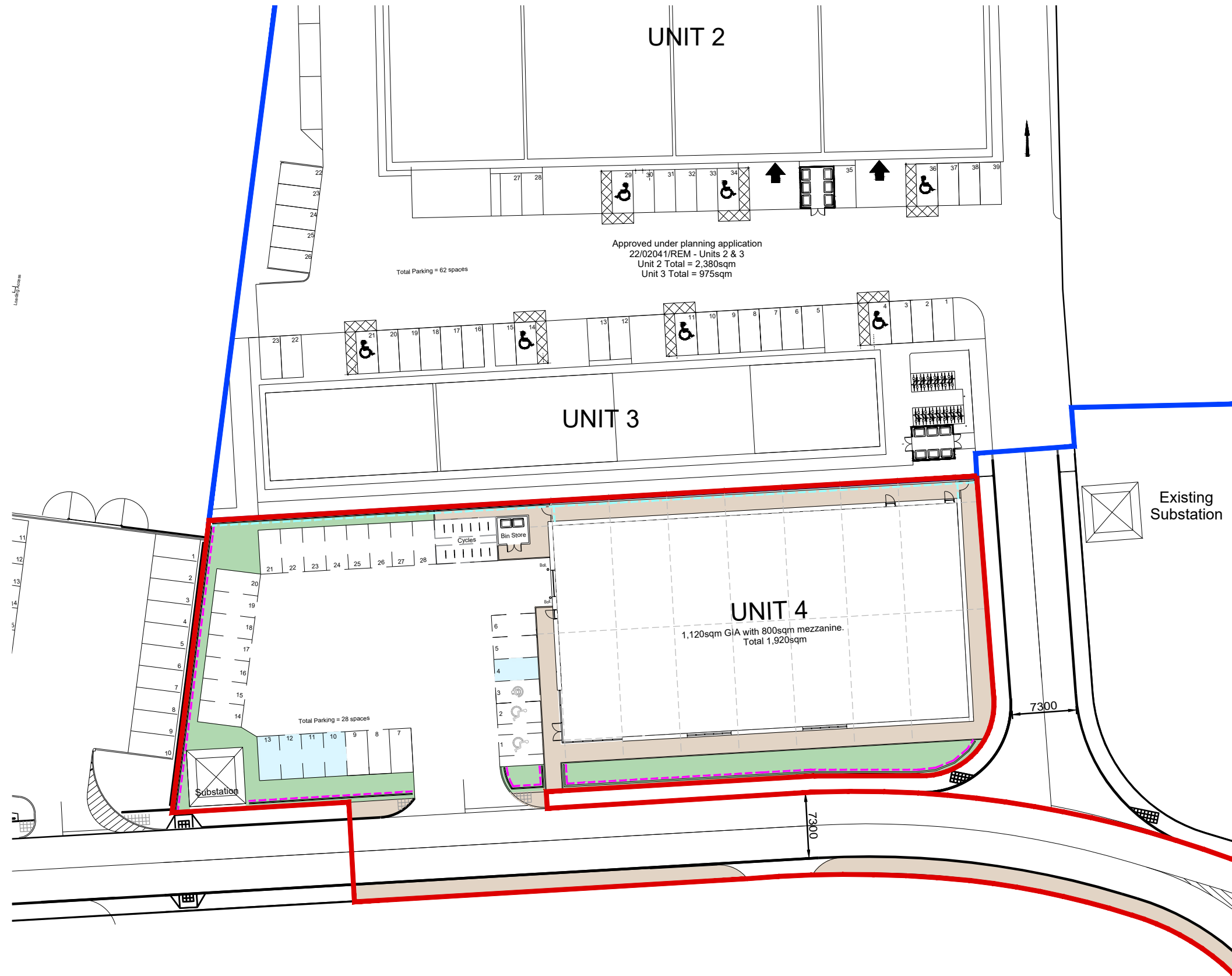
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TITLE:	SITE ACCESS ARRANGEMENT

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CAD FILE:	3803-SK-023.DWG	DESIGN-DRAWN:	RJM	DATE:	August 15
PROJECT No:	70003803	DRAWING No:	3803-SK-023	REV:	G

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Appendix 2

Architect's Site Layout Plan



This line should measure 50mm when printed correctly

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Rev	Date	By	Chk	Description
A	15.03.24	OJF	AWR	First Issue
B	15.03.24	LM	AWR	Revised to suit client comments
C	15.03.24	LM	AWR	Revised to suit client comments
D	25.03.24	LM	AWR	Revised to suit client comments

- Key:**
- Red Line Plot Boundary
 - Ownership Plot Boundary
 - 2.4m high paladin fencing
 - 450mm high timber knee rail
 - Infrastructure to be installed for future EV charging spaces

Parking Provision

Parking bays = 20
 Disabled parking = 2
 Active EV charging = 1
 Passive EV charging (20%) = 5

Total Parking = 28

Bicycle Parking

12 stands = 24 bicycle parking

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Registered Office: England No. 06658029

Project Name

Former Fuel Depot,
 Chichester

Client Name

Seaward (Bognor Road) Limited

Drawing Title

Proposed Block Plan

Scale 1/500 • A3

Project No. 7702-6

Status S0

Purpose Of Issue Work In Progress

Project 7702-6 • Org RLA • Vol XX • Level 00 • Form DR • Role A

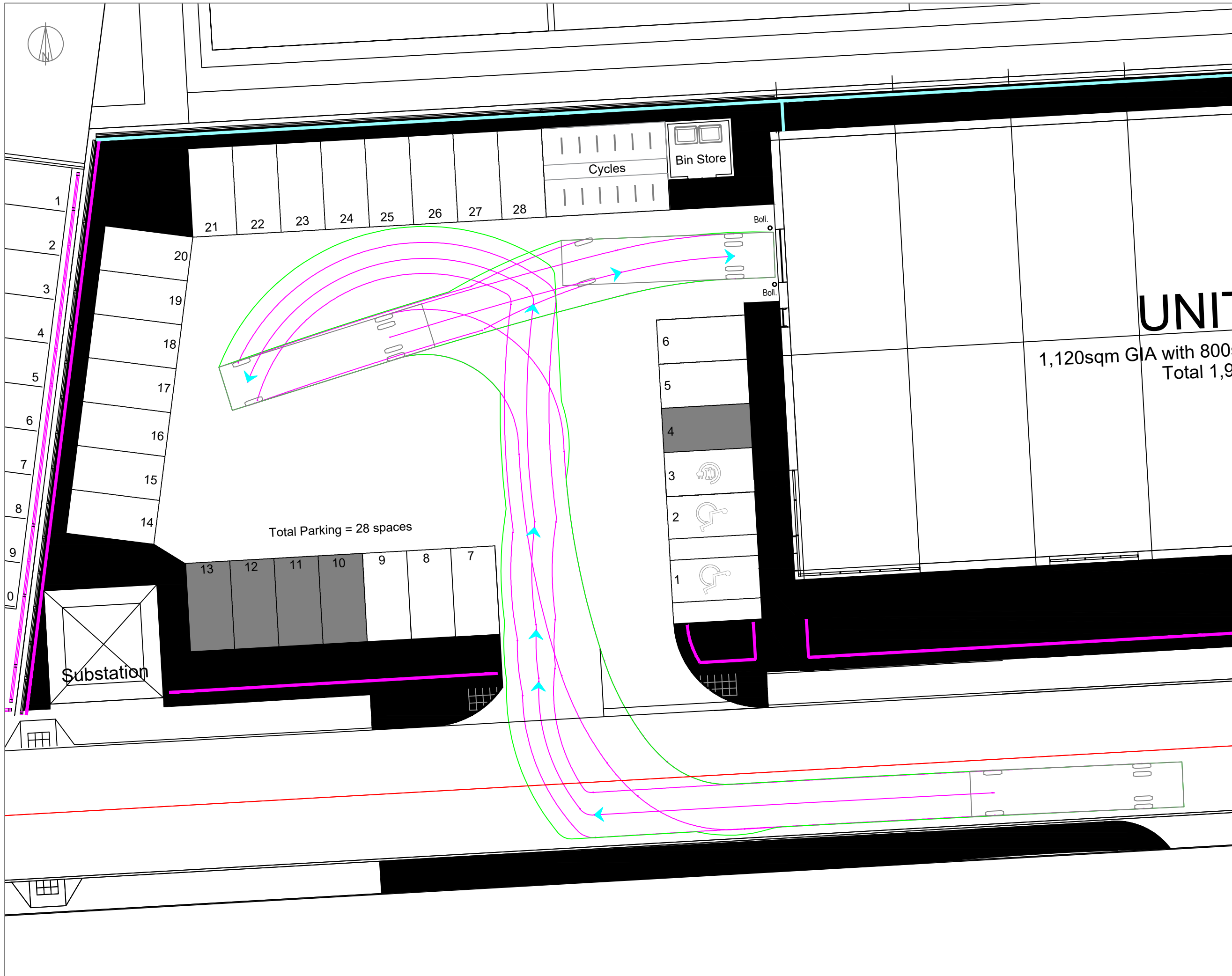
Number S2000

Revision D



Appendix 3

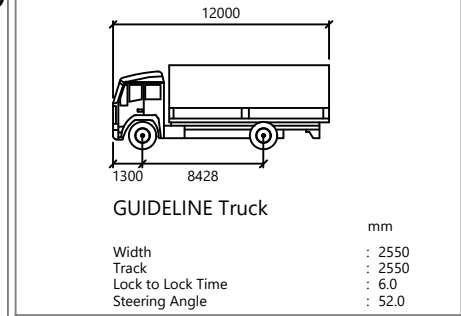
Swept Path Analysis



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ISSUE	REASON FOR REVISION	BY	DATE
A	Updated site layout	OO	26.03.24

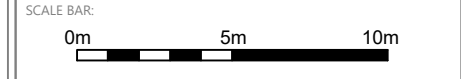


PROJECT:
**CATHEDRAL BUSINESS PARK
 RM6 PLOT F
 EMPLOYMENT**

CLIENT:
**SEAWARD
 (BOGNOR ROAD) LTD.**

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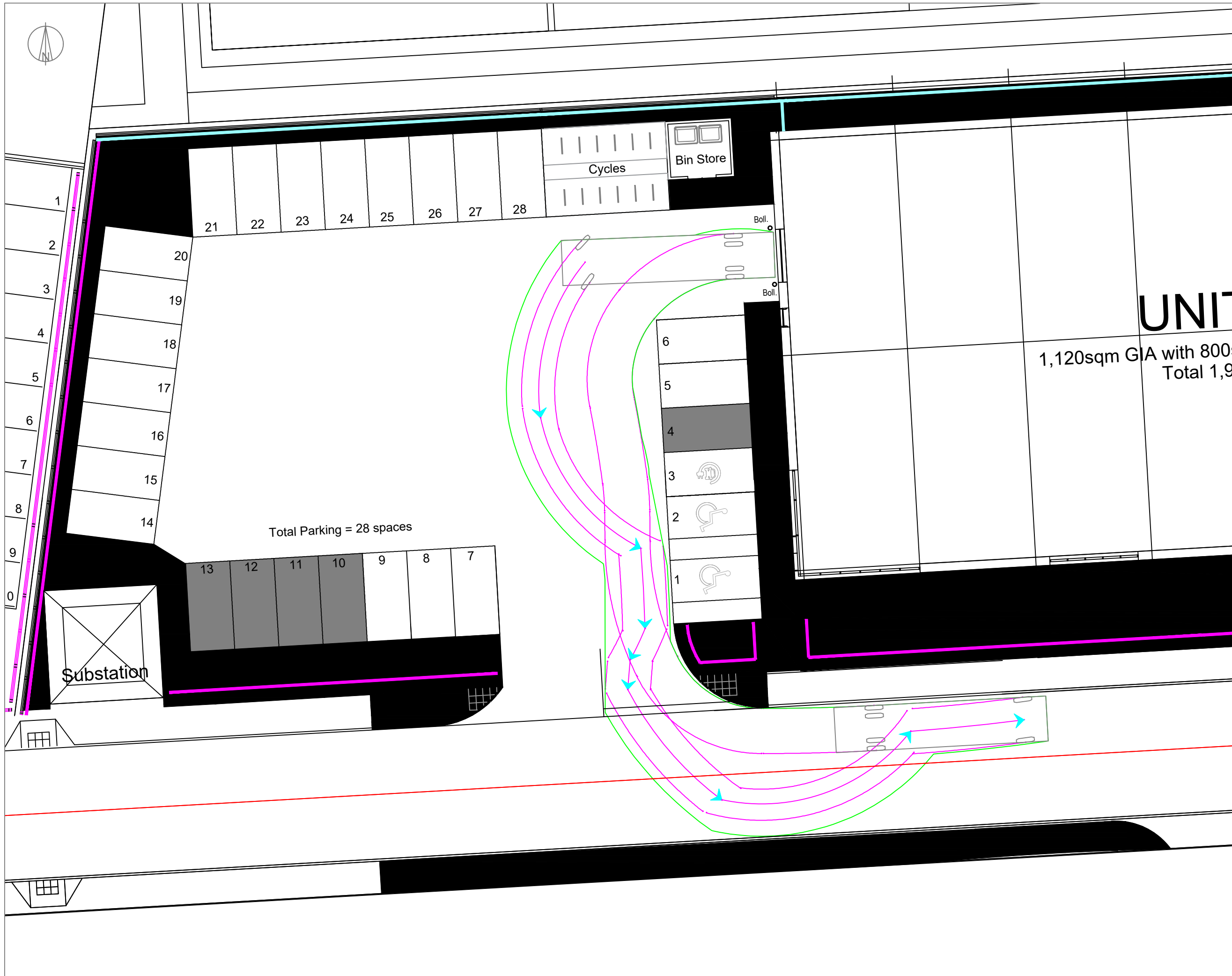
SHEET NUMBER:
SHEET NUMBER 1 OF 2



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TITLE:
**12m RIGID HGV
 SWEPT PATH ANALYSIS**

DATE:	DRAWN BY:	CHECKED:
20.03.24	OO	FB



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ISSUE	A	Updated site layout	OO	26.03.24
		REASON FOR REVISION	BY	DATE

GUIDELINE Truck

mm

Width : 2550
 Track : 2550
 Lock to Lock Time : 6.0
 Steering Angle : 52.0

PROJECT:
**CATHEDRAL BUSINESS PARK
 RM6 PLOT F
 EMPLOYMENT**

CLIENT:
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 (BOGNOR ROAD) LTD.**

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
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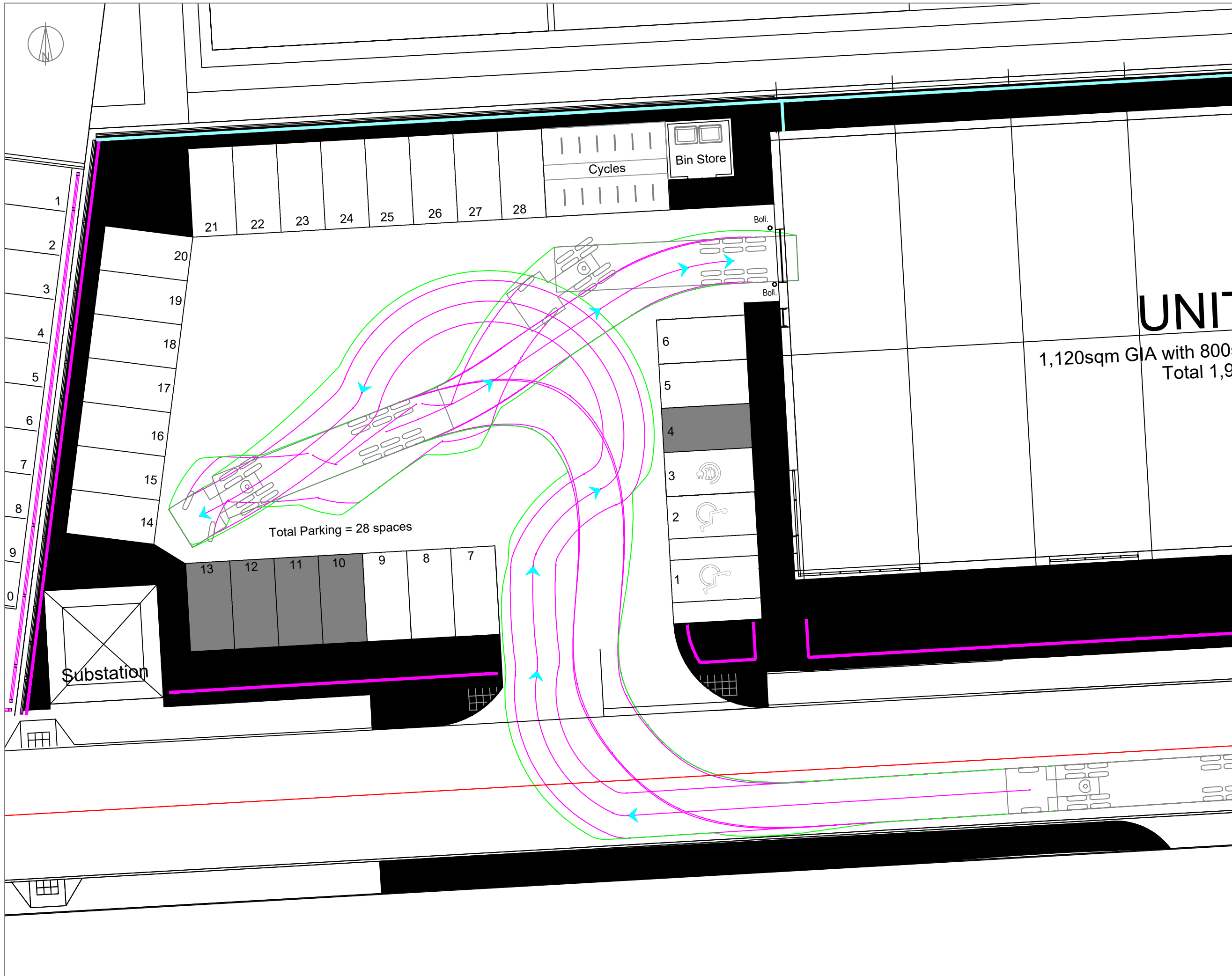
SHEET NUMBER:
SHEET NUMBER 2 OF 2

SCALE BAR:
 0m 5m 10m

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20.03.24	OO	FB



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ISSUE	A	Updated site layout	OO	26.03.24
		REASON FOR REVISION	BY	DATE

BOX VAN 6AXLE

Tractor Width	mm	Lock to Lock Time	: 6.0
Trailer Width	: 2550	Steering Angle	: 25.5
Tractor Track	: 2550	Articulating Angle	: 70.0
Trailer Track	: 2550		

PROJECT:
**CATHEDRAL BUSINESS PARK
 RM6 PLOT F
 EMPLOYMENT**

CLIENT:
**SEAWARD
 (BOGNOR ROAD) LTD.**

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
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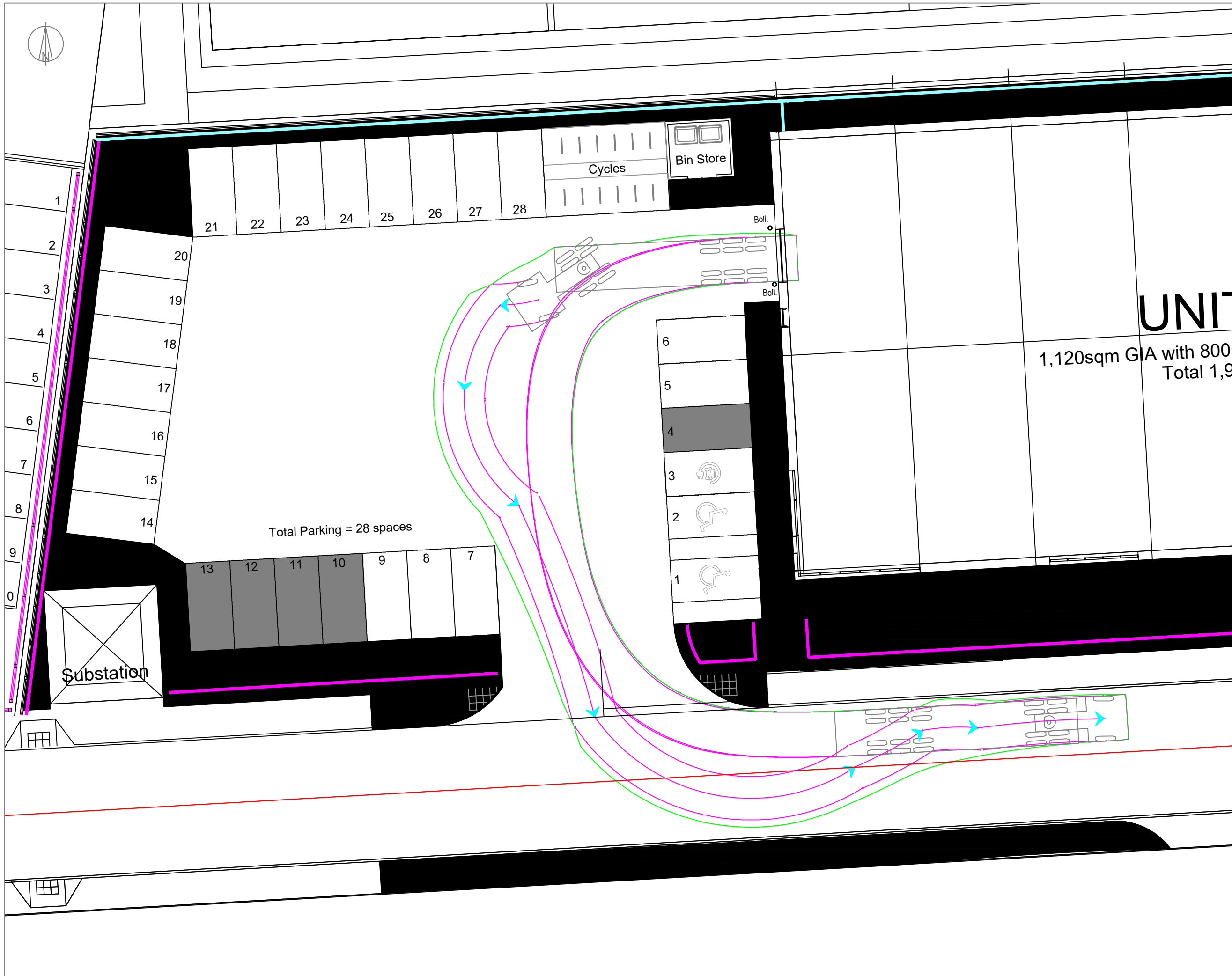
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SCALE BAR:
 0m 5m 10m

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**16.5m ARTIC HGV
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	REASON FOR REVISION	BY	DATE

BOX VAN 6AXLE

Tractor Width	: 2550	Lock to Lock Time	: 6.0
Trailer Width	: 2550	Steering Angle	: 25.5
Tractor Track	: 2550	Articulating Angle	: 70.0
Trailer Track	: 2550		

PROJECT:
**CATHEDRAL BUSINESS PARK
 RM6 PLOT F
 EMPLOYMENT**

CLIENT:
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PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
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SHEET NUMBER:
SHEET NUMBER 2 OF 2

SCALE BAR:
 0m 5m 10m

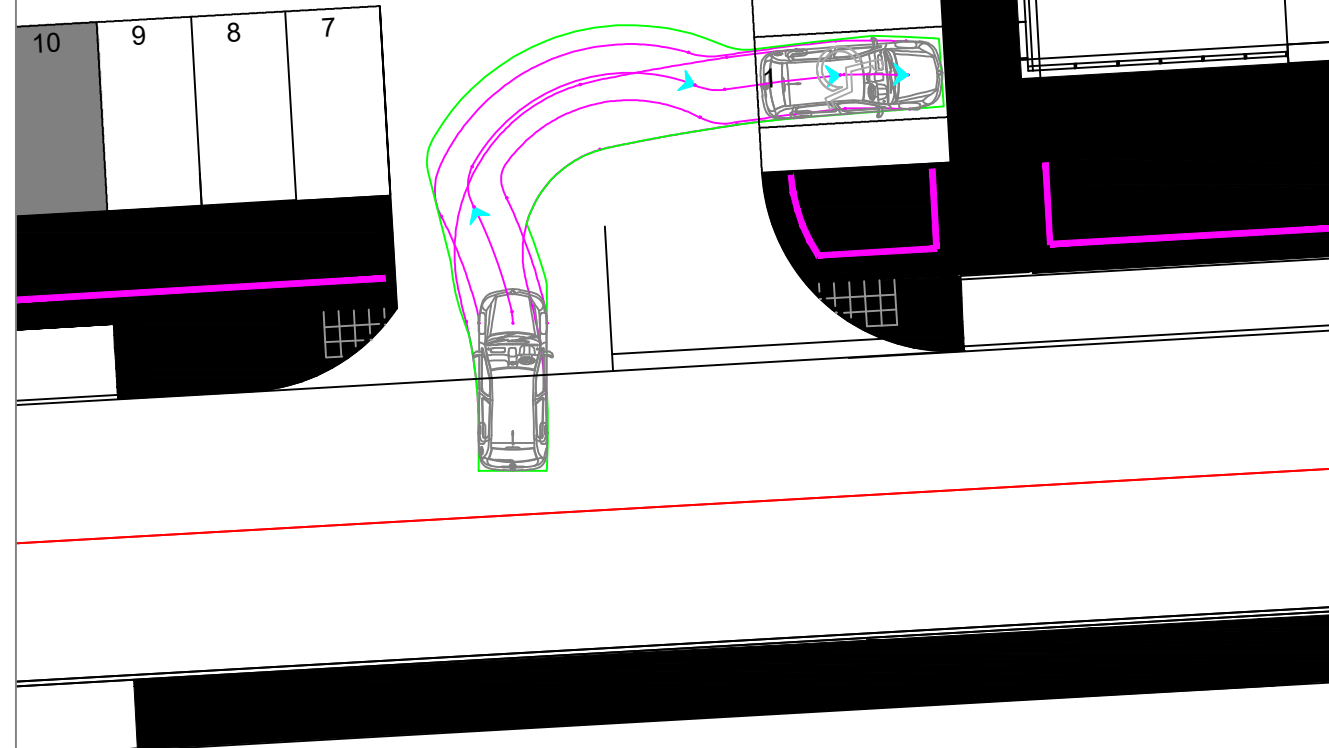
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TITLE:
**16.5m ARTIC HGV
 SWEPT PATH ANALYSIS**

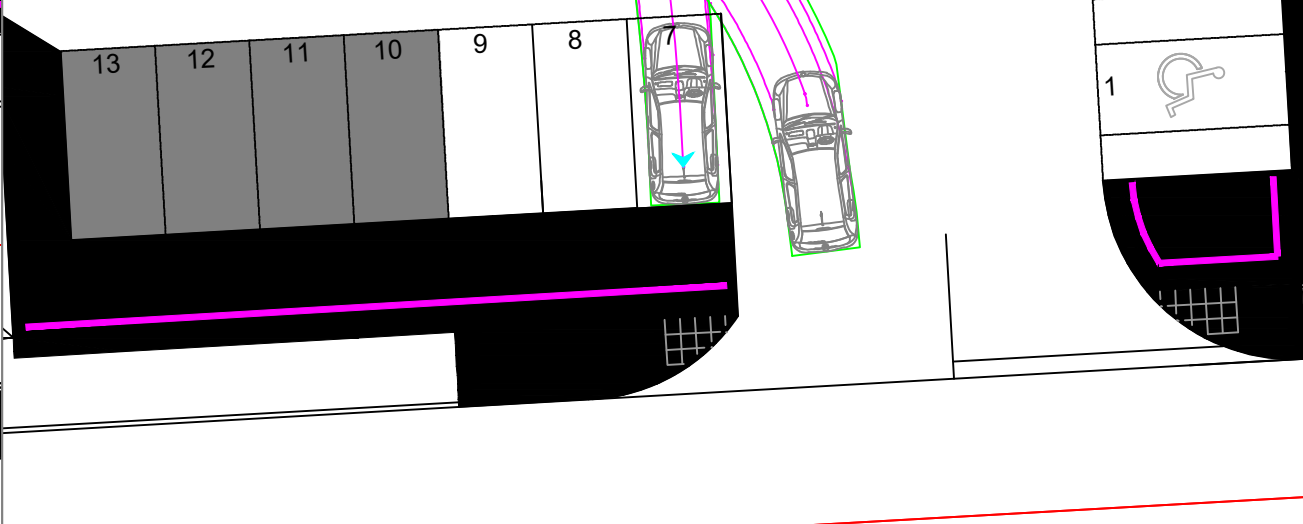
DATE:	DRAWN BY:	CHECKED:
20.03.24	OO	FB



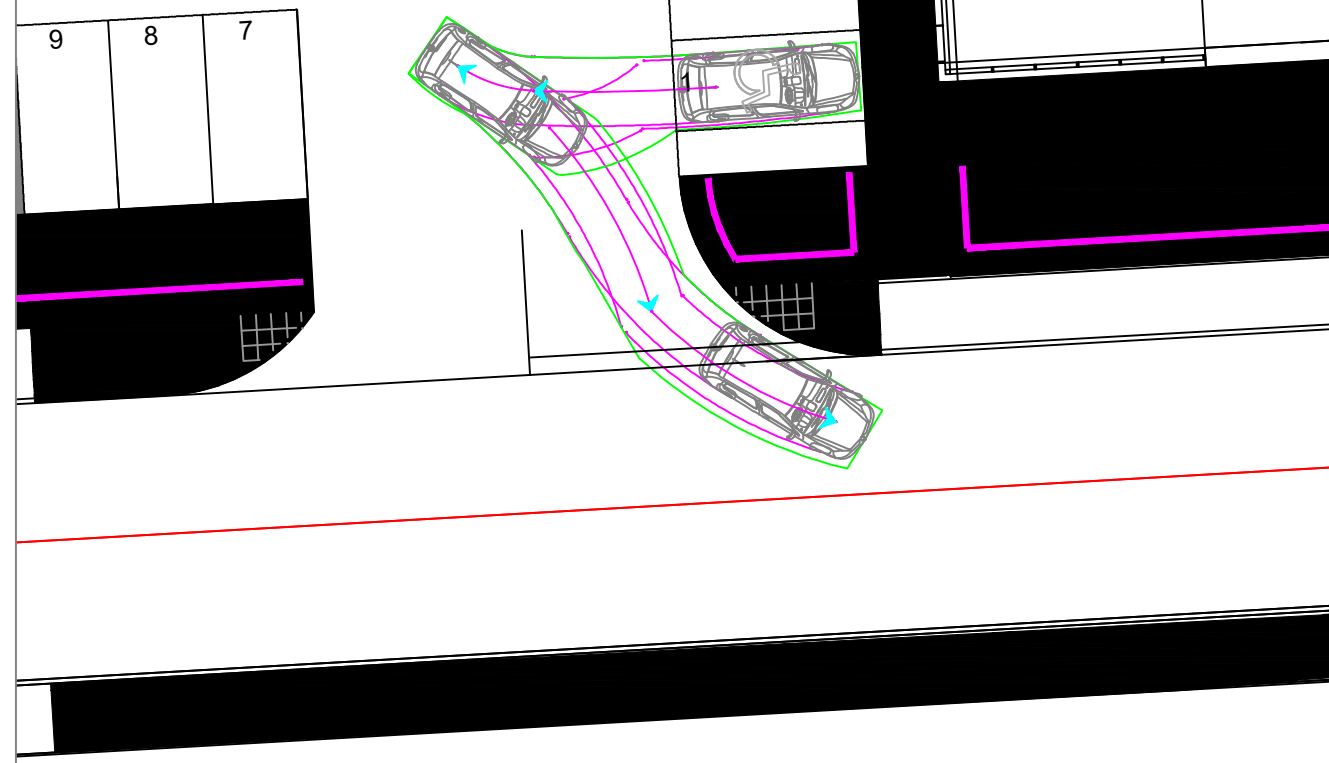
ing = 28 spaces



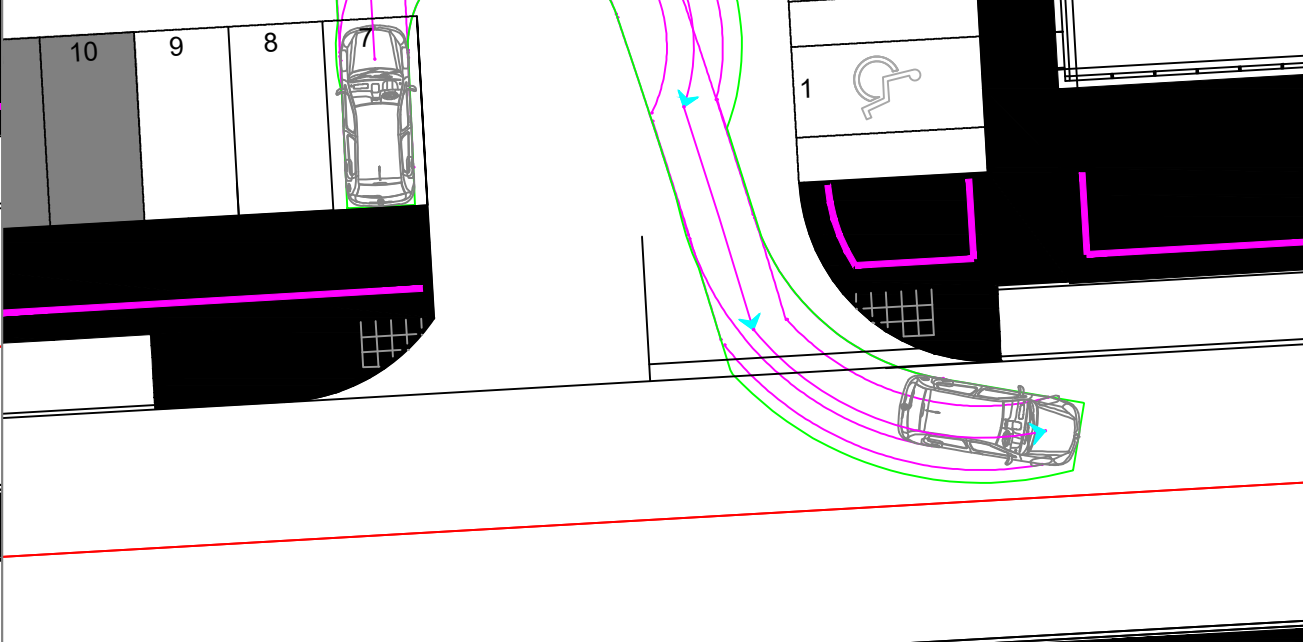
Total Parking = 28 spaces



8 spaces

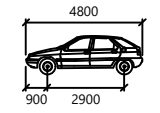


Parking = 28 spaces



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ISSUE	REASON FOR REVISION	BY	DATE
A	Updated site layout	OO	26.03.24



SDV

mm

Width : 1800
 Track : 1800
 Lock to Lock Time : 6.0
 Steering Angle : 37.8

PROJECT:
**CATHEDRAL BUSINESS PARK
 RM6 PLOT F
 EMPLOYMENT**

CLIENT:
**SEAWARD
 (BOGNOR ROAD) LTD.**

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2426	TR14	1:200

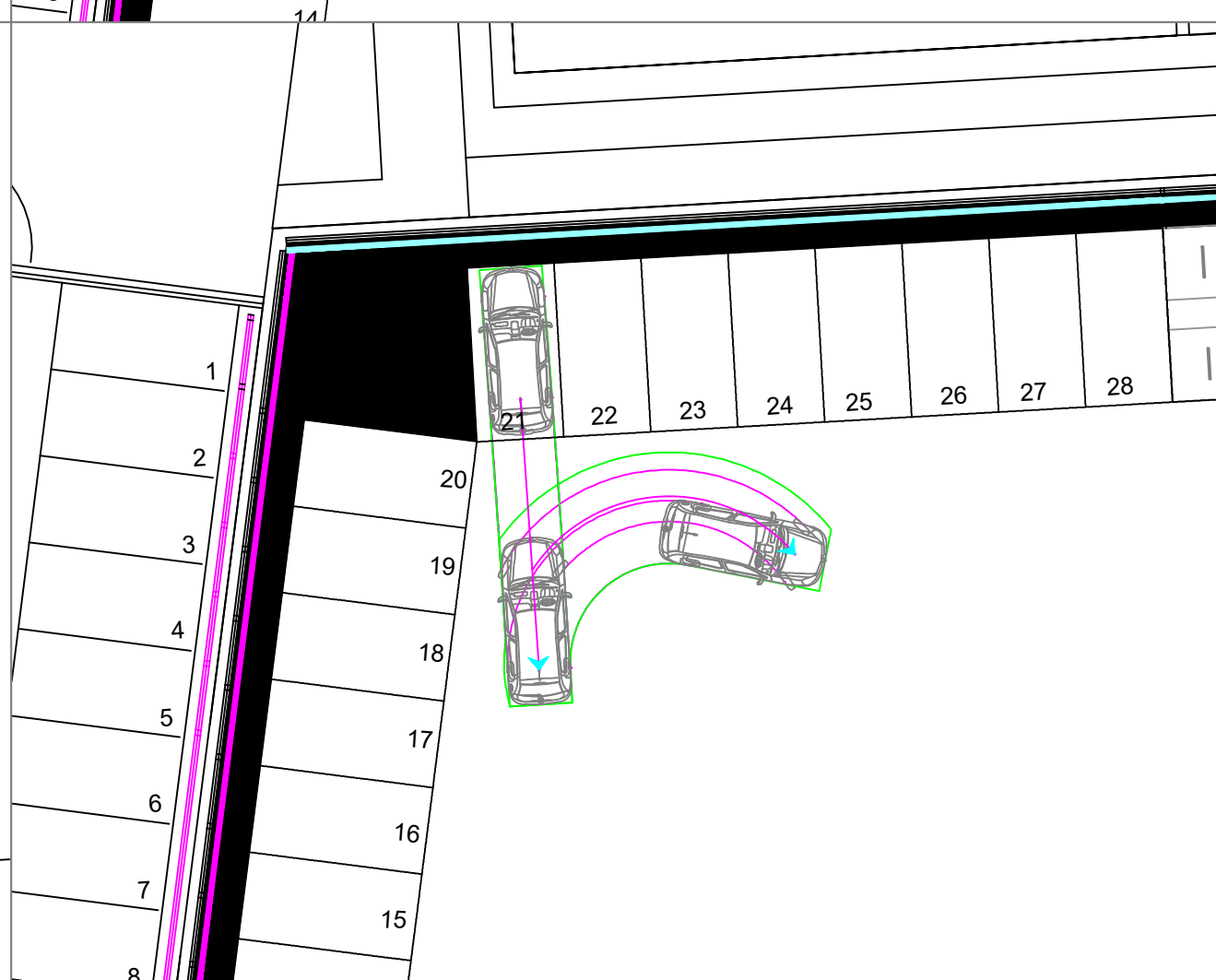
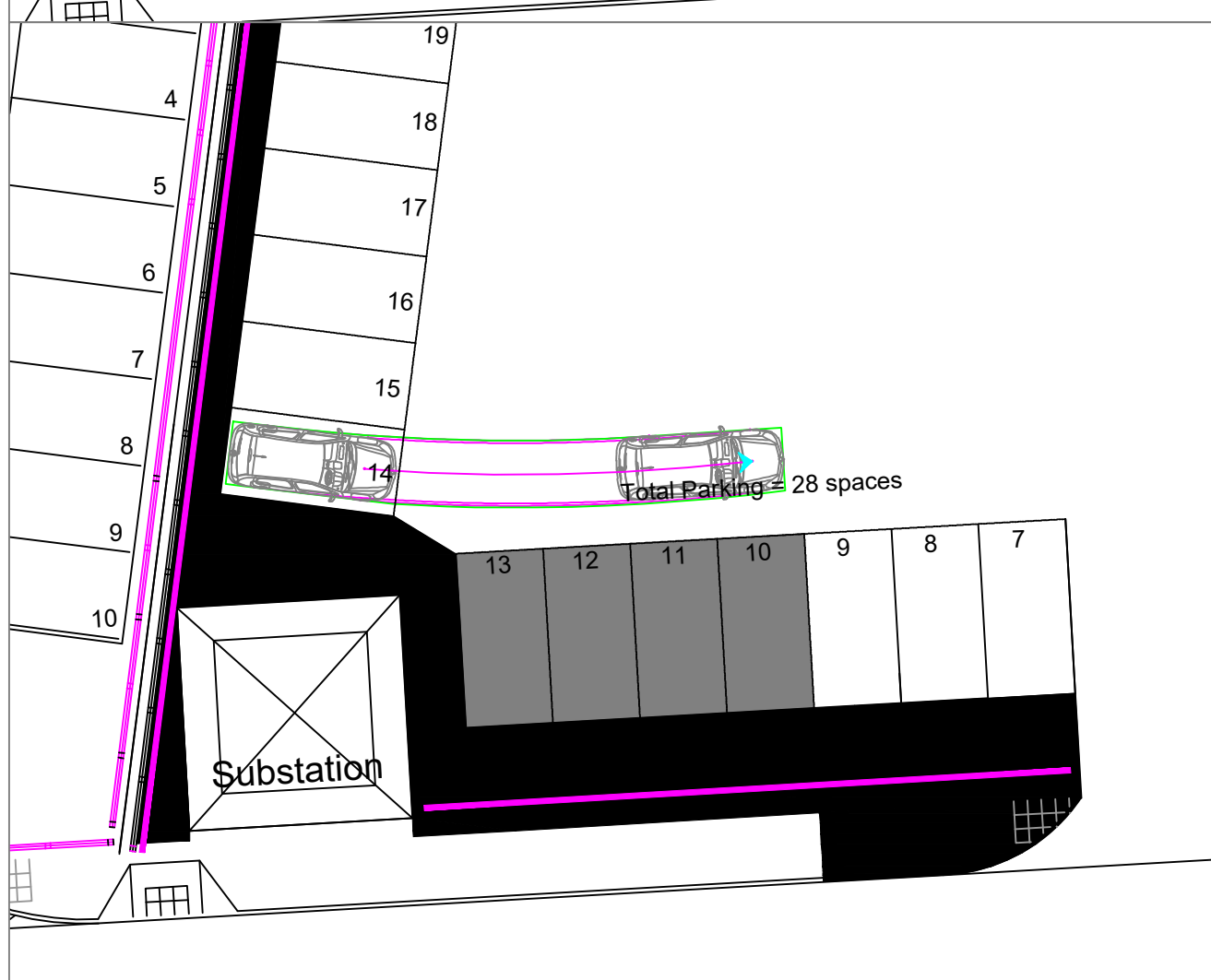
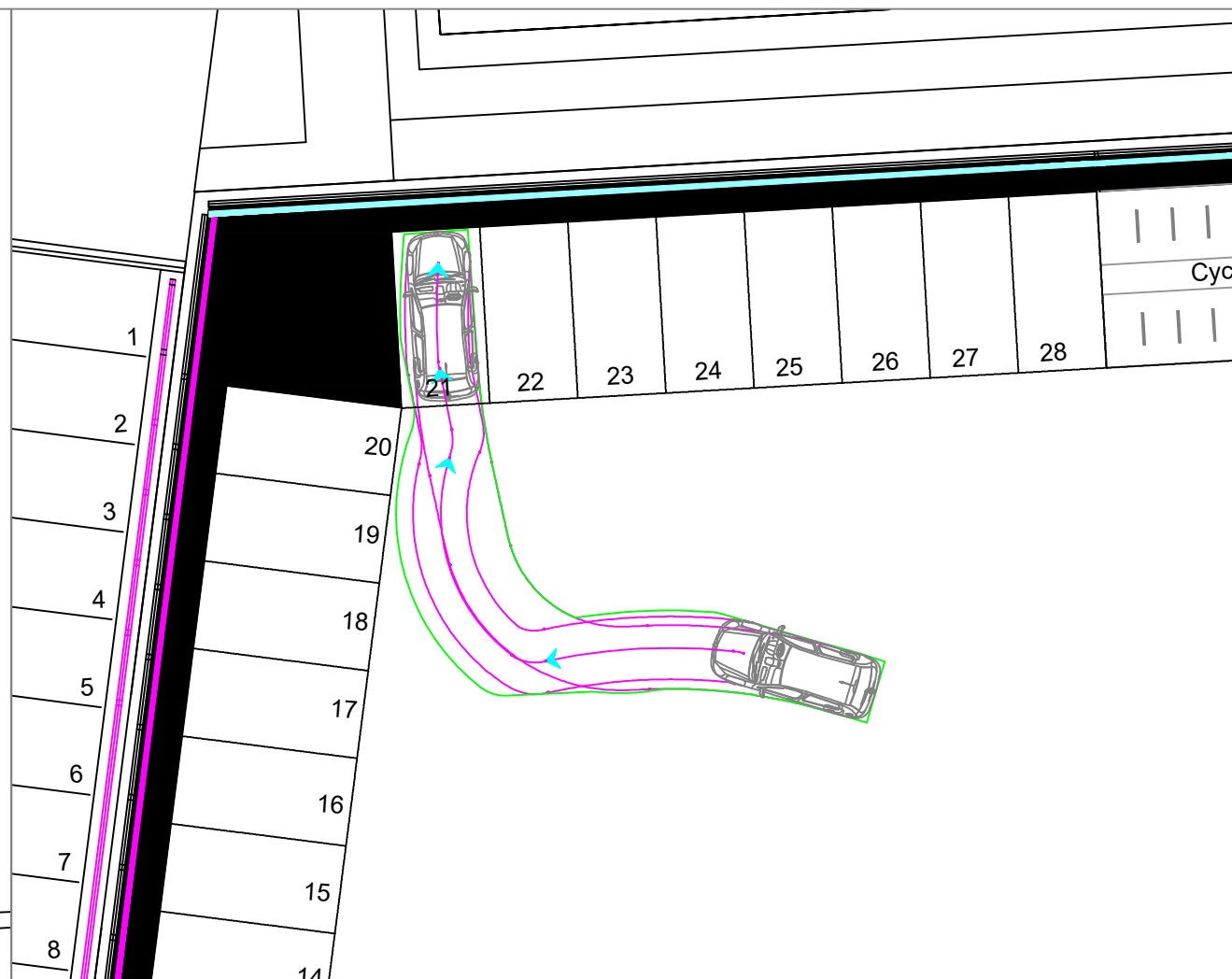
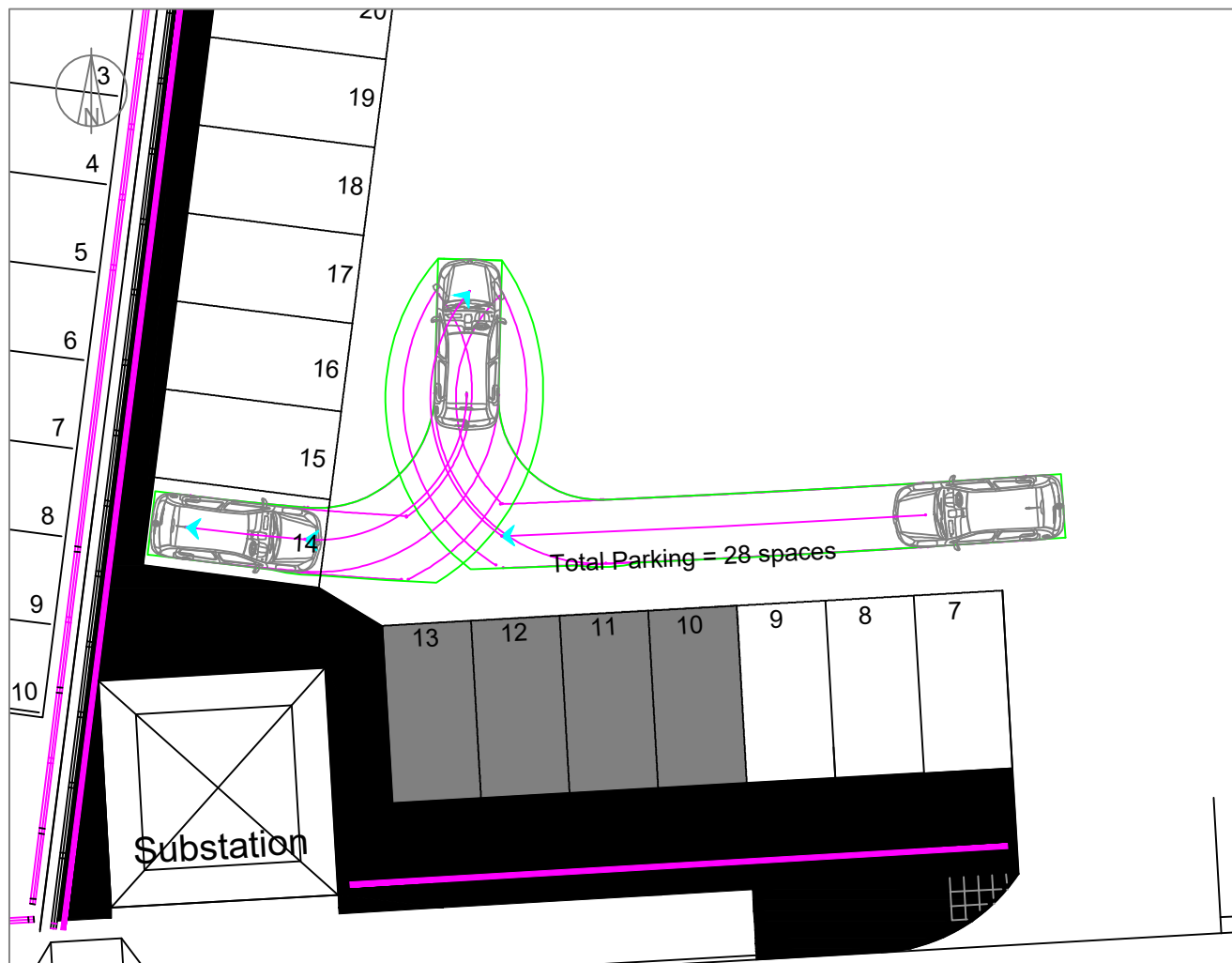
SHEET NUMBER:
SHEET NUMBER 1 OF 2



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 Bristol BS1 5NL
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TITLE:
**CAR PARKING
 SWEEP PATH ANALYSIS**

DATE:	DRAWN BY:	CHECKED:
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A	Updated site layout	OO	26.03.24
ISSUE	REASON FOR REVISION	BY	DATE

SDV

Width : 1800 mm
 Track : 1800 mm
 Lock to Lock Time : 6.0
 Steering Angle : 37.8

PROJECT:
**CATHEDRAL BUSINESS PARK
 RM6 PLOT F
 EMPLOYMENT**

CLIENT:
**SEAWARD
 (BOGNOR ROAD) LTD.**

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2426	TR14	1:200

SHEET NUMBER:
SHEET NUMBER 2 OF 2

SCALE BAR:
 0m 5m 10m

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TITLE:
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 SWEEP PATH ANALYSIS**

DATE:	DRAWN BY:	CHECKED:
20.03.24	OO	FB