

Highgate *Transportation*

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

Transport Statement
(2426/TS/02)

March 2024

Copyright © Highgate Transportation Limited (07500534)

The material presented in this report is the property of Highgate Transportation Limited and shall not be used by, distributed, or made available to any other company or person without the knowledge and written consent of Highgate Transportation Limited.

All OS used in this report © Crown copyright and database rights 2024 OS Licence AC0000855217.

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

htp@highgatetransportation.co.uk

Contents	Page
1.0 Introduction	1
2.0 Background	3
3.0 Proposed Scheme	7
4.0 Trip Attraction	11
5.0 Travel Plan Measures	12
6.0 Summary and Conclusion	13

Figures

- Figure 1.1 Site Location and Wider Area
Figure 2.1 Location and Local Area – Plot F
Figure 3.1 Plot F Block Plan

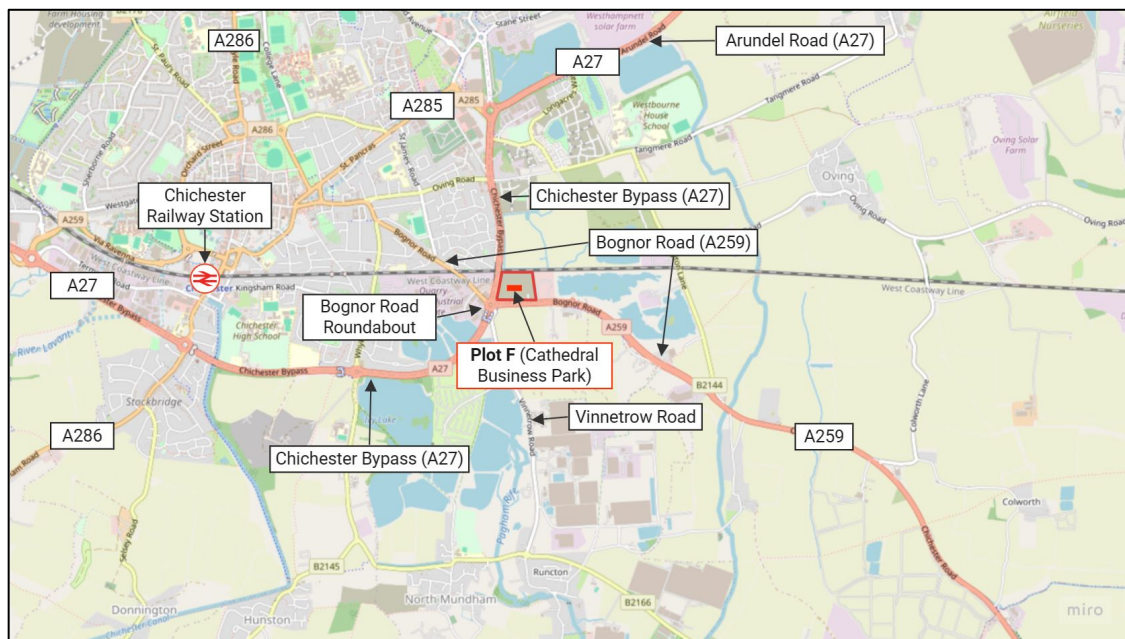
Appendices

- Appendix 1 Approved Access Arrangement with A259 Bognor Road
Appendix 2 Architect's Site Layout Plan
Appendix 3 Swept Path Analysis

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. That the proposed motorcycle parking provision is appropriate
 - ix. Service and delivery strategy
 - x. The strategy for the storage and collection of refuse and recycling
 - xi. 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:

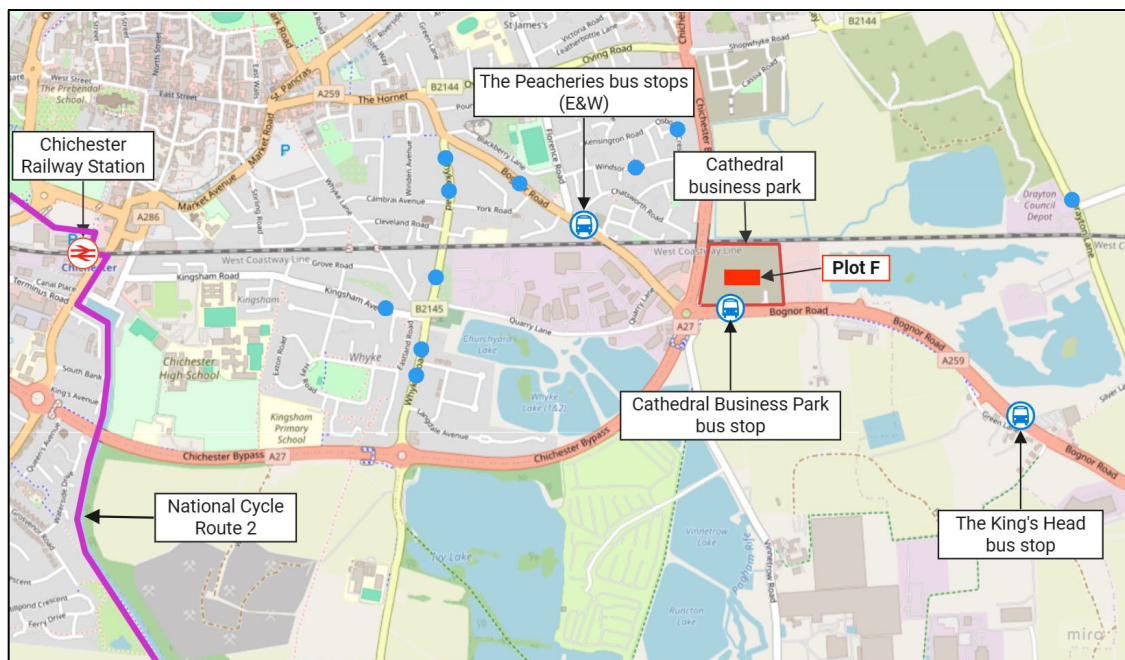
- i. The original 2014 application development highway impact, which the access arrangement from the A259 and proposed mitigation arising at the A27 were based on, is robust and the proposed minor amendment to floorspace was not significant in this context
- ii. Indeed, the traffic to be attracted by 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

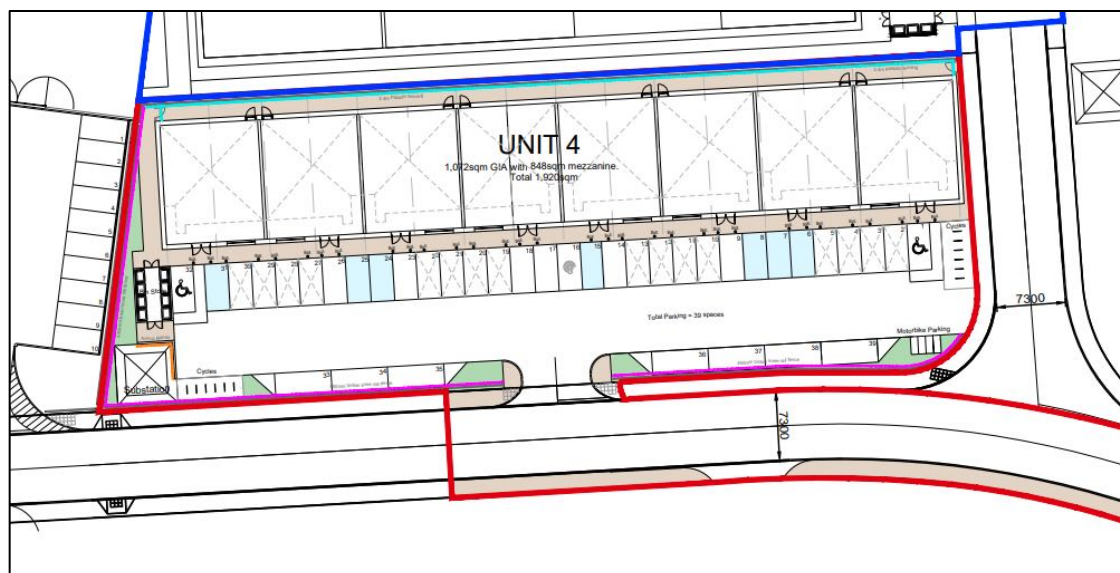
Service	Frequency
<u>U7</u> Bognor Regis Hotham Park – Chichester South Bank	One bus every two hours Monday to Friday, with no services on the weekend
<u>700</u> Littlehampton – Bognor Regis - Chichester	Around four buses per hour during normal hours, Monday to Friday with around two per hour on weekends

- 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. 7702-4-S2000G) 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 made up of eight adjacent units on the northern boundary of the plot
- ii. The GIA is split across the ground floor (1,072 sqm) and first floor (848sqm)
- iii. The associated car, cycle, and motorcycle parking provision
- iv. Eight loading bays
- v. A simple priority access junction with give way markings
- vi. Refuse storage area
- vii. 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 centrally along the northern side of the internal access road. At its narrowest point, the bell mouth access to Plot F is around 7.2 metres wide.

3.5 It can also be seen from **Figure 3.1** that pedestrian access is provided from the access road to the north on the eastern boundary of the plot, continuing along the building frontage.

Car Parking Provision

- 3.6 Due to the flexible 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 eight spaces to account for future EV provision
- 3.9 It can be seen from the layout that the following is proposed:
- i. 39 car parking spaces
 - ii. Two blue badge holder car parking spaces
 - iii. Four motorcycle spaces
 - iv. One space with access to an EV (electric vehicle) charge point, with cable routes installed for a further seven spaces to account for future EV provision
- 3.10 WSCC's guidance states that motorcycle parking provision should be consistent with guidance in 'Manual for Streets', which further points to the 'Traffic Advisory Leaflet 02/02' and the IHE's 'Guidelines for Motorcycling' document for guidance. This document provides general guidance on motorcycle parking but does not provide a minimum provision.
- 3.11 The guidance states motorcycle parking should:
- i. Be near to their destination, preferably within 20 metres but no more than 50 metres away to avoid informal parking
 - ii. Easily located
 - iii. Secure, preferably covered
 - iv. Safe to use
- 3.12 Four motorcycle spaces are proposed to be located around 12.0 metres from the building front and are therefore considered appropriate to support the use of Plot F.
- 3.13 It is further considered that the 39 car parking spaces and four motorcycle spaces are suitable to accommodate demand for these eight units. This will be monitored as part of the Travel Plan and supported by good quality cycle parking.
- 3.14 Of the car parking proposed, 16 of the spaces will be managed parking to accommodate delivery requirements at the eight loading docks, to ensure flexible use of space.

- 3.15 Swept path analysis (drawing HTP/2426/TR/06B), 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

- 3.16 The WSCC parking standards were used to calculate the expected cycle parking provision for 1,920sqm for the 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.
- 3.17 Cycle parking is proposed in the form of 12 covered Sheffield-type stands, with six in the south-west corner of the site and six on the eastern side. 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

- 3.18 As it can be seen from **Figure 3.1**, eight loading bays are located along the front of the proposed building.
- 3.19 It is proposed that each loading bay (two parking spaces per bay) is coned off prior to the arrival of delivery vehicles which will be scheduled to occur outside of regular operational hours. Once the deliveries or loading has occurred, the cones will be removed, and these spaces will be made available for staff and visitor use.
- 3.20 Deliveries to the site will be made via an 8.0 metre rigid vehicle. Swept Path Analysis contained in **Appendix 3** (HTP/2426/TR/07B) shows that a vehicle of this size can enter and egress the loading bays safely and appropriately.

Emergency Services

- 3.21 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.
- 3.22 It is therefore concluded that a suitable emergency service and delivery strategy can be provided.

Strategy for Storage and Collection of Refuse and Recycling

- 3.23 As it can be seen in **Figure 3.1**, a bin store is located to the south-west of Plot F.
- 3.24 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.
- 3.25 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. Motorcycle parking provision will be appropriate and complement the car parking strategy
 - ix. Service and delivery strategy is appropriate and suitable
 - x. Strategy for the storage and collection of refuse and recycling
 - xi. 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.

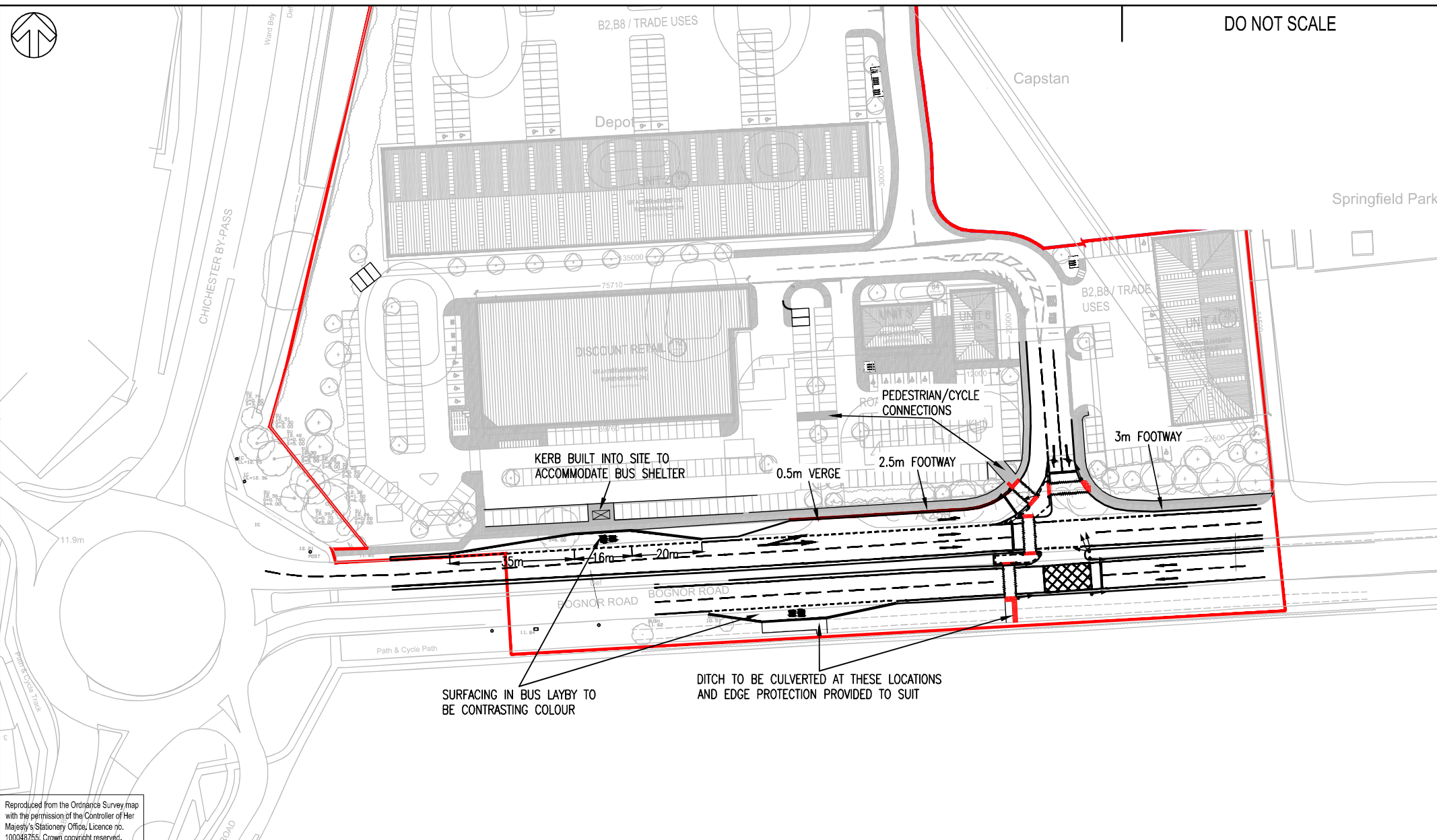
Appendix 1

Approved Access Arrangement with A259 Bognor Road



DO NOT SCALE

S:\70003803 - Bognor Bridge Road, Chichester\Development\AUTOCAD\SK_Sketches\3603-SK-023.dwg_30 November 2015 15:44:00 Egan, Conor



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office, Licence no. 100048755; Crown copyright reserved.

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>

CLIENT:
HANBURY PROPERTIES

ARCHITECT:
ROBERTS LIMBRICK

PROJECT:
BOGNOR BRIDGE ROAD, CHICHESTER

TITLE:
SITE ACCESS ARRANGEMENT

SCALE @ A3: 1:1000
CHECKED: SA
APPROVED: SA

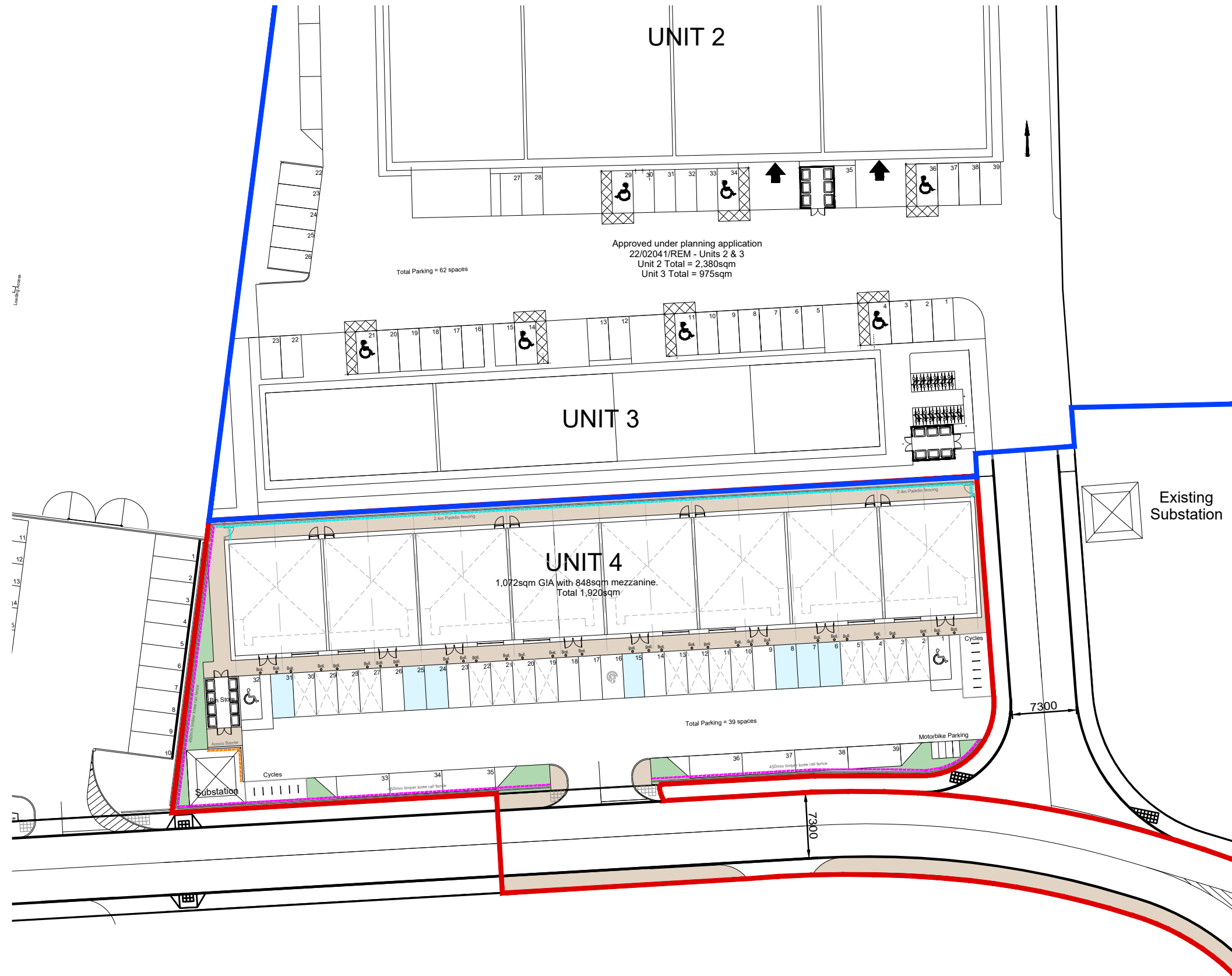
CAD FILE: 3803-SK-023.DWG
DESIGN-DRAWN: RJM
DATE: August 15

PROJECT No: 70003803
DRAWING No: 3803-SK-023
REV: G

© WSP Group Ltd

Appendix 2

Architect's Site Layout Plan



This line should measure 50mm when printed correctly

This drawing is the copyright of Roberts Limbrick Ltd and should not be reproduced in whole or in part or used in any manner whatsoever without their written permission.

Responsibility is not accepted for errors made by others in scaling from this drawing. Use only figured dimensions and report any discrepancies or omissions to the Architect immediately.

Rev	Date	By	Chk	Description
P01	08.01.24	LM	OF	First Issue
A	21.02.24	LM	OF	Revised to suit client comments
B	06.03.24	LM	OF	Revised to suit client comments
C	12.03.24	LM	OF	Revised to suit client comments
D	13.03.24	LM	OF	Revised to suit client comments
E	14.03.24	LM	OF	Revised to suit client comments
F	15.03.24	LM	OF	Revised to suit client comments
G	25.03.24	LM	OF	Revised to suit client comments

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

Parking Provision
 Parking bays = 29
 Disabled parking = 2
 Active EV charging = 1
 Passive EV charging (20%) = 7

Total Parking = 39

Motorbike Parking
 4 motorbike spaces

Bicycle Parking
 12 stands = 24 bicycle parking



Roberts Limbrick
 03333 405 500
 mail@robertslimbrick.com
 robertslimbrick.com

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. 7702-4

Status S0
Purpose Of Issue Work In Progress

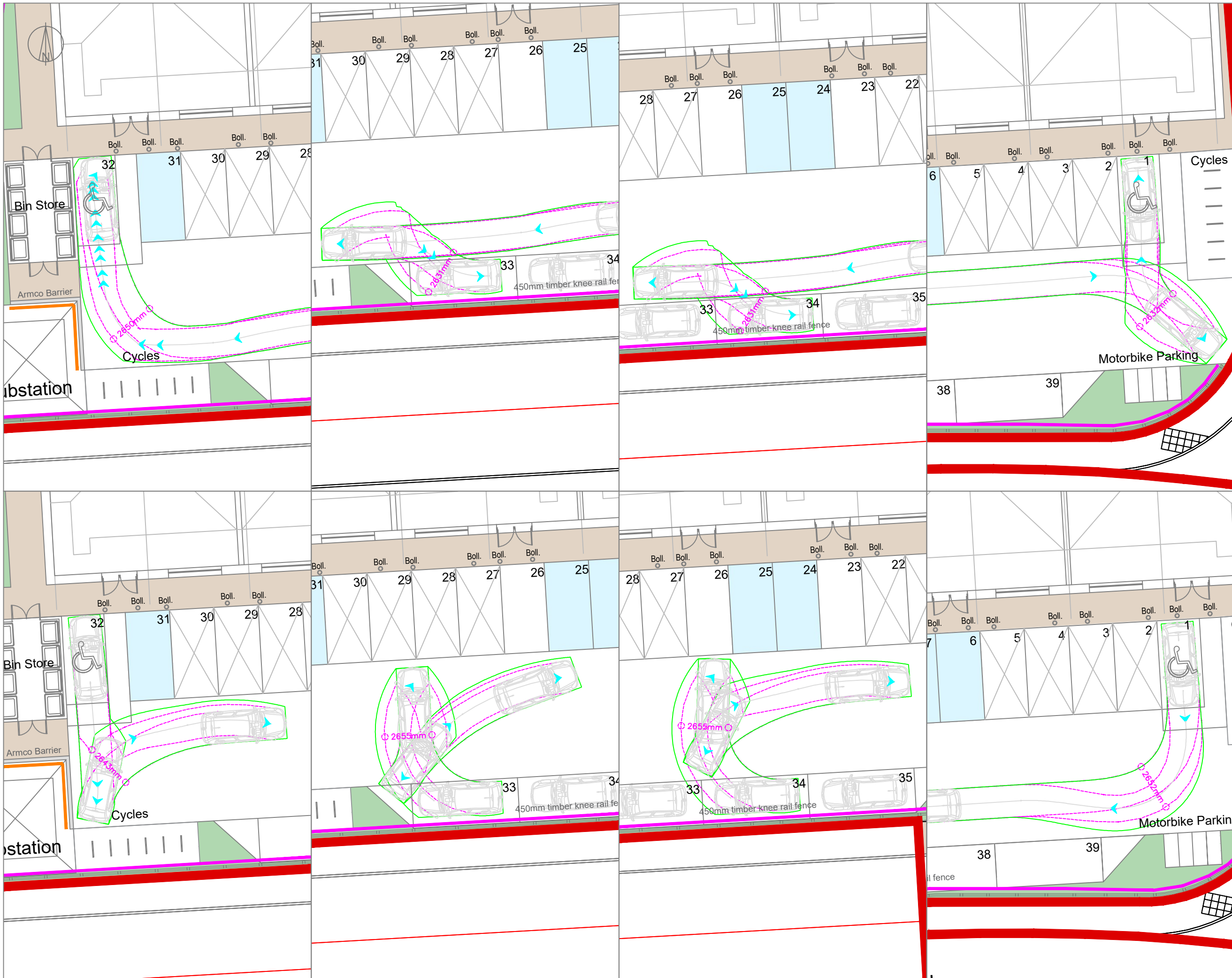
Project 7702-4 • Org RLA • Vol XX • Level 00 • Form DR • Role A

Number S2000
Revision G



Appendix 3

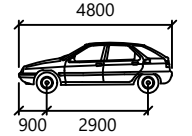
Swept Path Analysis



NOTES:
 © Crown copyright and database rights 2024 OS Licence
 AC000085217.

Based on the drawing ref. 7702-4 S2000G provided by
 Roberts Limbrick.

ISSUE	REASON FOR REVISION	BY	DATE
B	Updated site layout plan	OO	26.03.24
A	Updated site layout plan	OO	18.03.24



SDV

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

PROJECT:
**CATHEDRAL BUSINESS PARK
 RM5 PLOT F
 EMPLOYMENT**

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

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2426	TR06	1:200

SHEET NUMBER:
SHEET NUMBER 1 OF 1



HighgateTransportation
www.highgatetransportation.co.uk
 First Floor, 43-45 Park Street
 Bristol BS1 5NL
 01179 349 121
 © Highgate Transportation Limited

TITLE:
**CAR PARKING
 SWEEP PATH ANALYSIS**

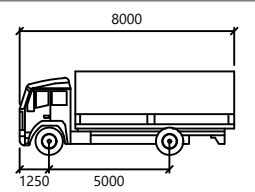
DATE:	DRAWN BY:	CHECKED:
07.03.24	DB	OO



NOTES:
 © Crown copyright and database rights 2024 OS Licence AC0000855217.

Based on the drawing ref. 7702-4 S2000G provided by Roberts Limbrick.

B	Updated site layout plan	OO	26.03.24
A	Updated site layout plan	OO	18.03.24
ISSUE	REASON FOR REVISION	BY	DATE



Medium Rigid Truck

mm

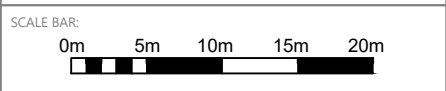
Width : 2500
 Track : 2500
 Lock to Lock Time : 6.0
 Steering Angle : 37.3

PROJECT:
**CATHEDRAL BUSINESS PARK
 RM5 PLOT F
 EMPLOYMENT**

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

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2426	TR07	1:500

SHEET NUMBER:
SHEET NUMBER 1 OF 2



HighgateTransportation

www.highgatetransportation.co.uk
 First Floor, 43-45 Park Street
 Bristol BS1 5NL
 01179 349 121
 © Highgate Transportation Limited

TITLE:
**8m RIGID HG
 SWEEP PATH ANALYSIS**

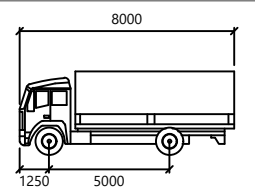
DATE:	DRAWN BY:	CHECKED:
08.03.24	DB	OO



NOTES:
 © Crown copyright and database rights 2024 OS Licence
 AC0000855217.

Based on the drawing ref. 7702-4 S2000G provided by
 Roberts Limbrick.

B	Updated site layout plan	OO	26.03.24
A	Updated site layout plan	OO	18.03.24
ISSUE	REASON FOR REVISION	BY	DATE



Medium Rigid Truck

mm

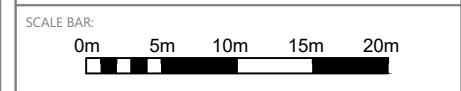
- Width : 2500
- Track : 2500
- Lock to Lock Time : 6.0
- Steering Angle : 37.3

PROJECT:
**CATHEDRAL BUSINESS PARK
 RM5 PLOT F
 EMPLOYMENT**

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

PROJECT REF: 2426	DRAWING NUMBER: TR07	SCALE (AT A3): 1:500
----------------------	-------------------------	-------------------------

SHEET NUMBER:
SHEET NUMBER 2 OF 2



HighgateTransportation

www.highgatetransportation.co.uk
 First Floor, 43-45 Park Street
 Bristol BS1 5NL
 01179 349 121
 © Highgate Transportation Limited

TITLE:
**8m RIGID HG
 SWEEP PATH ANALYSIS**

DATE: 08.03.24	DRAWN BY: DB	CHECKED: OO
-------------------	-----------------	----------------