

create



Hicks Developments Ltd

PARCEL S, ARBORFIELD

Transport Assessment

Independent, multidisciplinary engineering
and environmental consultants

PARCEL S, ARBORFIELD

Transport Assessment

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PLANS

Swept Path Analysis Plans

1.0 INTRODUCTION

- 1.1 This Transport Assessment report has been prepared by Create Consulting Engineers Ltd on behalf of our Client (Hicks Developments Ltd) to cover highways matters relating to proposals for a new residential development scheme at "Parcel S" of the "Moat House Area", Buttenshaw Avenue, Arborfield Green, Reading.
- 1.2 Parcel S currently comprises three detached properties, which are proposed to be demolished as part of the proposals to be replaced by 4 new dwellings.
- 1.3 The access serving the Site is shared with Moat House via Buttenshaw Avenue, which in turn connects with Princess Marina Drive via a simple T-junction connection.
- 1.4 Waiting restrictions (double yellow lines) are in place along Buttenshaw Avenue on the minor road approach to junction with Princess Marina Drive and along Princess Marina Drive itself.
- 1.5 Planning permission (refs: 242252 and 242253) has recently been granted for a comprehensive redevelopment of the Moat House building itself, described as follows:

Change of Use of the Moat House from office (Use Class E) to residential (Use Class C3) to provide 4 residential dwellings and associated internal roads, parking, landscaping, drainage, plant, bin and cycle storage.
- 1.6 As part of the consented Moat House scheme, the means of access onto Buttenshaw Avenue would be improved. Additionally, the development would see the delivery of new footway works along the eastern side of Buttenshaw Avenue enabling future residents to cross Princess Marina Drive at a suitable point to then access the existing foot/cycleway on the North side of the carriageway. Essentially, the new Parcel S scheme forms an extension of the Moat House scheme and would benefit from these access and off-site footway improvements.
- 1.7 The main objective of this Transport Assessment (TA) report is to assess the transport issues associated with the scheme. This report considers matters of direct access to/from the Site, the likely travel demands of residents and visitors and its connectivity to public amenities, employment opportunities, schools and leisure facilities.

2.0 TRANSPORT POLICY

National Guidance

- 2.1 National planning policy reflects and responds to growing concern over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility through sustainable modes such as walking, cycling and public transport.

National Planning Policy Framework (NPPF) 2024

- 2.2 The updated NPPF 2024 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.3 The NPPF 2024 requires that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.
- 2.4 Paragraph 109 of NPPF 2024 states this should involve:
- a) making transport considerations an important part of early engagement with local communities;
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - c) understanding and addressing the potential impacts of development on transport networks;
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use;
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- 2.5 It also requires that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 2.6 Paragraph 111 of NPPF 2024 states that planning policies should:
- g) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - h) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

- i) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- j) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- k) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements;
- l) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.

2.7 If setting local parking standards for residential and non-residential development, paragraph 112 of NPPF 2024 states policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels;
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.8 Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.9 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.10 Paragraph 117 of NPPF 2024 states that within this context, applications for development should:

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

- 2.11 All developments that are forecast to generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed and monitored.
- 2.12 With respect to transport issues, the proposed development is in accordance with the NPPF.

Other Relevant Guidance

- 2.13 Planning Practice Guidance supports the overarching NPPF and provides information on structuring a Transport Assessment in support of a proposed development. It requires that a robust assessment will establish evidence that may be useful in:
- Improving the sustainability of transport provision;
 - Enhancing accessibility;
 - Creating choice amongst different modes of transport;
 - Improving health and well-being;
 - Supporting economic vitality;
 - Improving public understanding of the transport implications of development;
 - Enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan;
 - Supporting local shops and the high street.
- 2.14 And that the key issues, which should be considered in developing a transport evidence base, include the need to:
- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
 - Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
 - Highlight and promote opportunities to reduce the need for travel where appropriate;
 - Identify opportunities to prioritise the use of alternative modes in both existing and new development locations, if appropriate;
 - Consider the cumulative impacts of existing and proposed developments on transport networks;
 - Assess the quality and capacity of transport infrastructure and its ability to meet the forecast demands in trip generation;
 - Identify short, medium and long-term transport proposals across all modes.

Local Policies

Wokingham Borough Local Development Framework

Adopted Core Strategy DPD (2010)

- 2.15 CP6 – Managing Travel Demand Planning permission will be granted for schemes that:
- a) Provide for sustainable forms of transport to allow choice;
 - b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
 - c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users

- d) Provide appropriate vehicular parking, having regard to car ownership
- e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed
- f) Enhance road safety; and
- g) Do not cause highway problems or lead to traffic related environmental problems.

Adopted Managing Development Delivery (2014)

Policy CC07 – Parking 1

- 2.16 Planning permission will only be granted where the proposal demonstrates the following:
- a) How the proposed parking provision meets the standards set out in Appendix 2 of the Managing Development Delivery document;
 - b) That the new scheme retains an appropriate overall level of off-street parking.

Wokingham Borough Local Plan Update: Proposed Submission Plan 2023–2040

- 2.17 The Wokingham Borough Local Plan Update: Proposed Submission Plan 2023–2040 includes Policy SS11: Arborfield Green Strategic Development Location and the Site (Parcel S) forms part of this overall allocation for a sustainable, well designed, mixed-use development.

Arborfield & Barkham Neighbourhood Plan 2019–2036

- 2.18 The Site is covered by the aforementioned for which the vision is:

“A sustainable future for Arborfield and Barkham as a thriving and accessible community, managing development to be inclusive for all age groups and enhancing the identity and rural setting of the village”.

Section Summary

- 2.19 Considering the proposed development at Arborfield and having reviewed the aforementioned transport-related policies, it can be said that on transport and highways-related issues, the scheme reported on in this report adheres to the national and local planning requirements given by the appropriate authorities.

3.0 BACKGROUND

- 3.1 Arborfield Green lies approximately 4km to the South-west of Wokingham town centre and 5km to the South of Junction 11 of the M4 motorway. Arborfield Green forms part of a Strategic Development Location (SDL) which is identified as being capable of delivering around 3,500 new homes. The settlements of Arborfield and Arborfield Cross lie to the North-west while Barkham lies to the North-east. Arborfield Green extends to approximately 167ha and is bound by Reading Road (A327) to the West, Park Lane to the East and to the North by Langley Common Road. The southern boundary adjoins the Marino Family Trust (MTF) land which forms the remaining part of the SDL.
- 3.2 The “Moat House Area” comprises of Parcels AA, Parcel S and The Moat House components of the overall SDL and lies on the southern side of Princess Marina Drive. Parcel AA is on the western side of Buttenshaw Avenue, with Parcel S and The Moat House itself, located on the eastern side of Buttenshaw Avenue.
- 3.3 Outline planning permission O/2014/2280 for the overall SDL is for the demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for:

Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000sq.m with up to a further 3,500sq.m (gross) floorspace within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above – Class C3)), and transport interchange, village square, car parking, servicing, and drop off area. Up to a further 1,500sq.m (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300sq.m (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1, and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to Three-Form primary school (class D1) with sports pitch and parking area. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children’s play areas including multi-use games area, skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.

- 3.4 The Moat House Area is bordered by Biggs Lane to the North-east and Princess Marina Drive along the north-western boundary of the Site. Both Biggs Lane and Princess Marina Drive form Primary Streets within the wider Arborfield Garrison SDL street hierarchy. There are two direct vehicle accesses from Parcel AA onto Princess Marina Drive.
- 3.5 Buttenshaw Avenue is not currently adopted and joins with Princess Marina Drive at a simple priority junction and routes South-east providing direct access to the Moat House, Parcel AA and Parcel S. It subsequently provides access to existing residential properties as well as the Cricket Pavilion and Church. While unadopted, Buttenshaw Avenue can be categorised as a tertiary street, within the wider street hierarchy.

Sustainability of the Site

- 3.6 The existing bus service routes along Biggs Lane and Princess Marina Drive directly pass the Moat House Area with bus stops located approximately 200m to the North on Biggs Lane. Main bus services to/from these stops on Biggs Lane are on the No. 3 route between Wokingham and Reading (via Arborfield). The route frequency is approximately half-hourly throughout the day on weekdays and the journey time between Arborfield and Reading is approximately 35 minutes.

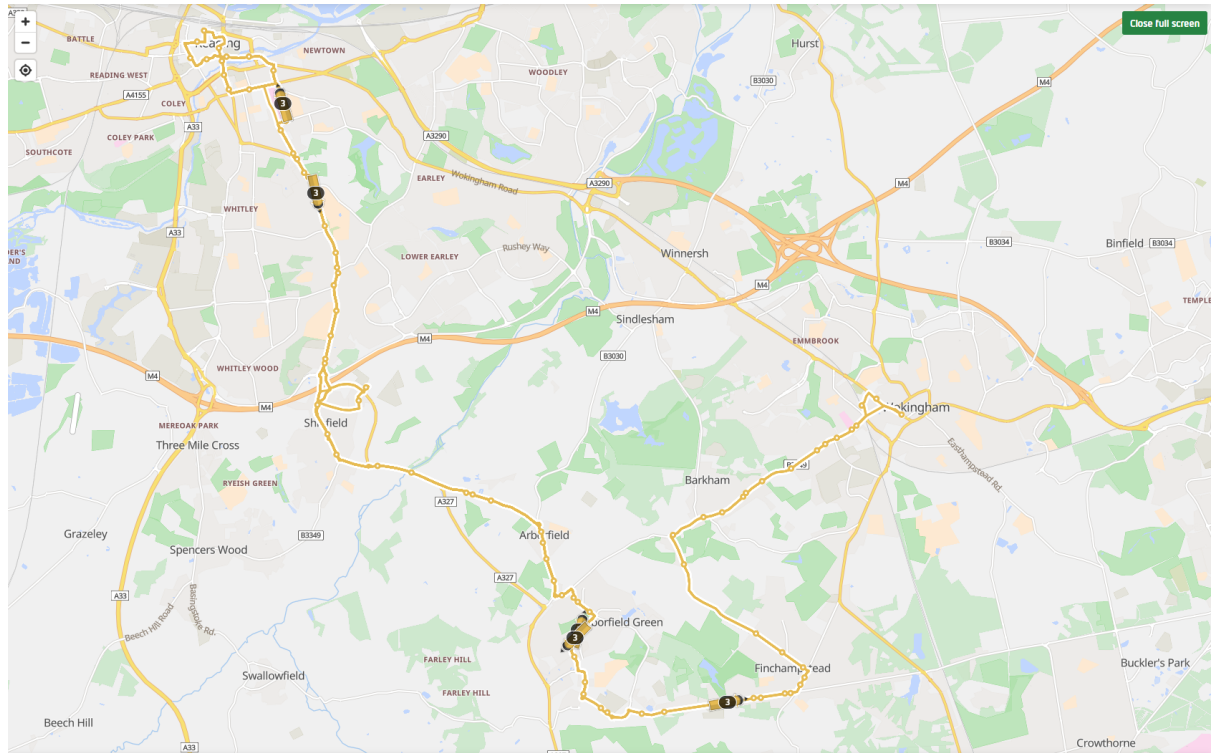


Figure 3.1: Route 3 Bus Service between Wokingham and Reading (via Arborfield)

- 3.7 To access these bus stops from the Site, use of the set-back foot/cycleway on the North side of Princess Marina Drive is required. Currently, there is a “missing link” between the Site and this footpath given that the existing footway on the East side of Buttenshaw Avenue does not extend fully to a natural crossing point to cross over Princess Marina Drive. The foot/cycleway extends to the East towards the Biggs Lane roundabout where extensive pedestrian and cyclist infrastructure has been implemented over recent years.

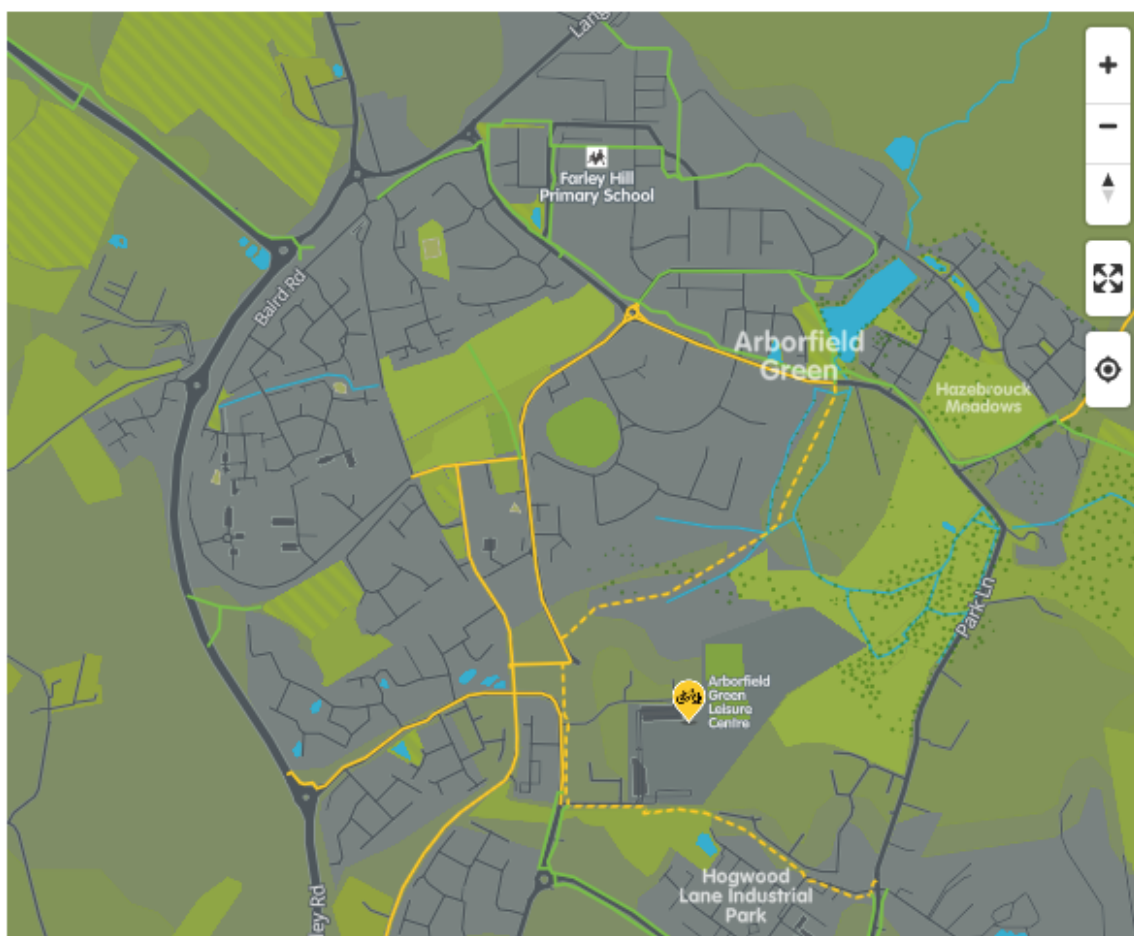


Figure 3.2: Wokingham Borough Cycle Networks (extract)

Local Services and Facilities

3.8 Table 3.1 presents a wide range of local services and facilities within 1 mile of the Site.

Service/Facility	Distance	Within 1 mile of the Site?
Local Shopping		
Co-op Arborfield	850m (N)	YES
Londis Store	1,500m (N)	YES
Open Public Space		
Arborfield Green Ground	50m (W)	YES
Recreation Ground	100m (N)	YES
Leisure/Fitness/Sports		
Arborfield Leisure Centre	600m (S)	YES
Community Centre		
Arborfield Community Centre	350m (W)	YES
Health Care		
Arborfield Surgery	1,600m (N)	YES
Education		
Farley Hill Primary School	550m (N)	YES
Nursery/Pre-School	350m (W)	YES
Bohunt Secondary School	1,000m (S)	YES

Table 3.1: A Selection Local Services/Facilities (within 1 mile of the Site)

Highway Accident Data

- 3.9 A review of local highway safety has been undertaken utilising personal injury accident data obtained using the "Crash Map" database. The Crash Map database includes information collected by the police relating to road traffic incidents where there has been a "Personal Injury Accident". This data is approved by the National Statistics Authority and reported on by the Department for Transport.
- 3.10 The Crash Map database includes incidents from 1999 up to 2023 and data outputs extracted from Crash Map for the most recent three-year period to date are presented on the schematic diagram below:

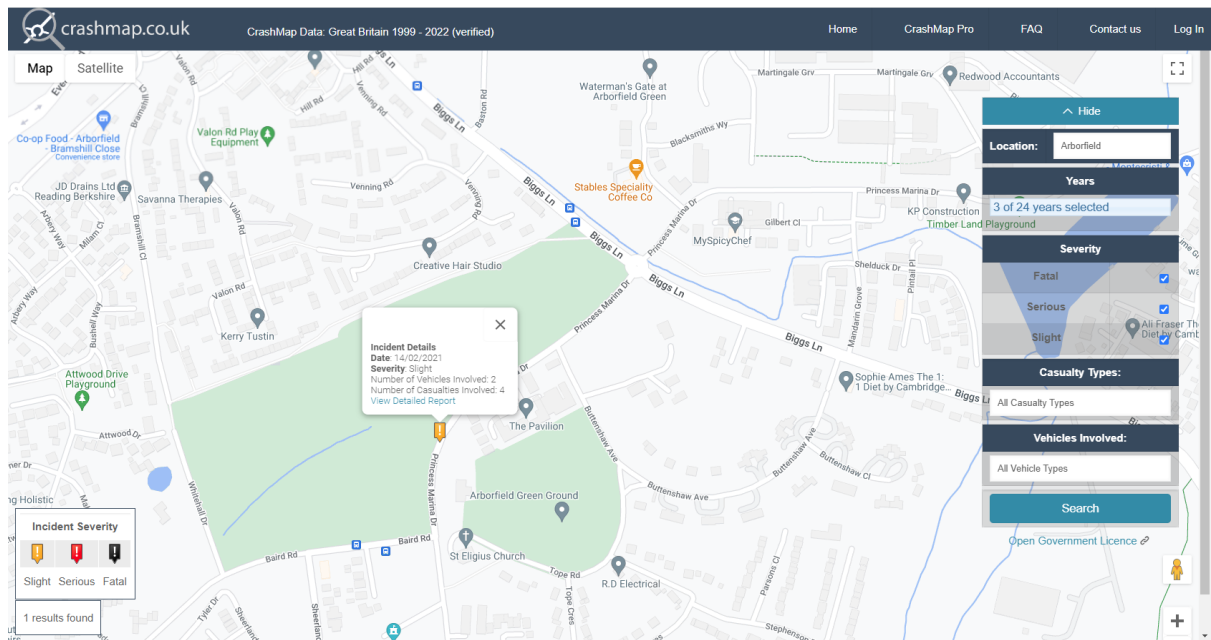


Figure 3.3: Crash Map Road Accident Data (source: Crash Map/Google Maps)

- 3.11 The information available on Crashmap shows that no recorded accidents have occurred in the immediate vicinity of the Site during the review period and only a single “Slight” classification incident has been recorded within the review area.
- 3.12 The Site’s main “gateway” junction (i.e., the Biggs Lane roundabout) shows no ongoing road safety issues during the review period.
- 3.13 In view of the modest levels of trip generation arising from the scheme, it can be concluded in this section of the report that the local highway network does not exhibit any readily identifiable multi-modal road safety issues that should hinder the proposed development at Arborfield from proceeding.

Existing Traffic Conditions

- 3.14 Given the modest scale of the proposals on this brownfield plot, formal traffic surveys have not been undertaken as part of this report. However, Google Maps Traffic suggests that the during typical mid-week AM (0800–0900) and PM (1700–1800) the existing local highway network is free-flowing with only limited congestion.

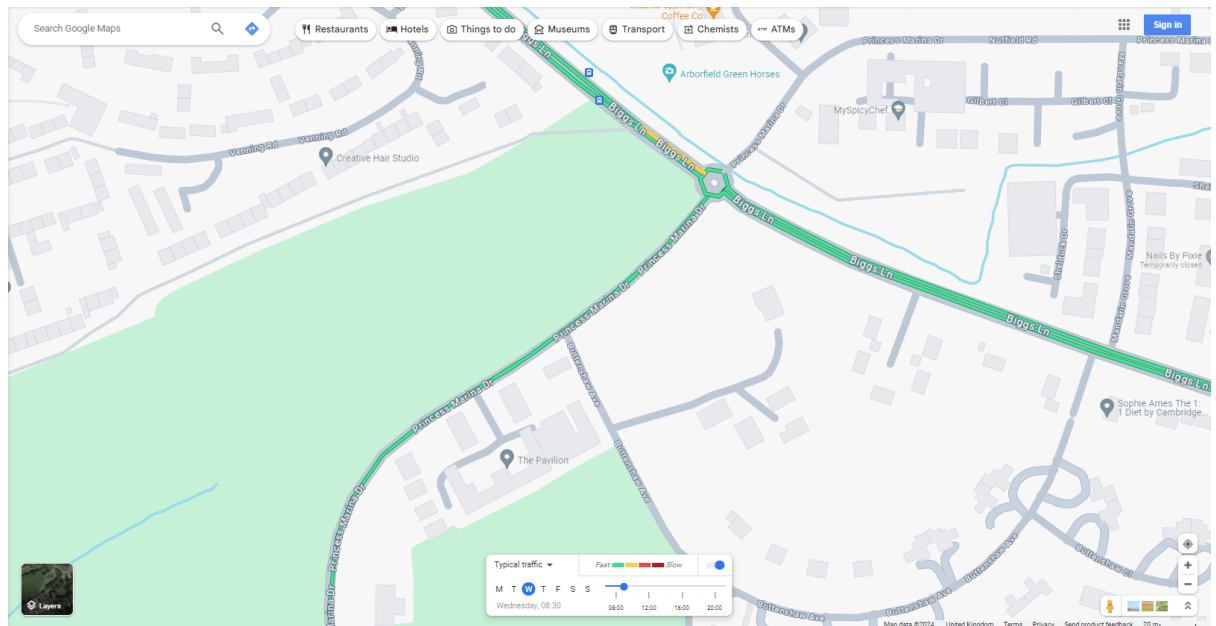


Figure 3.4: Typical AM Peak Traffic Conditions (source: Google Maps Traffic)

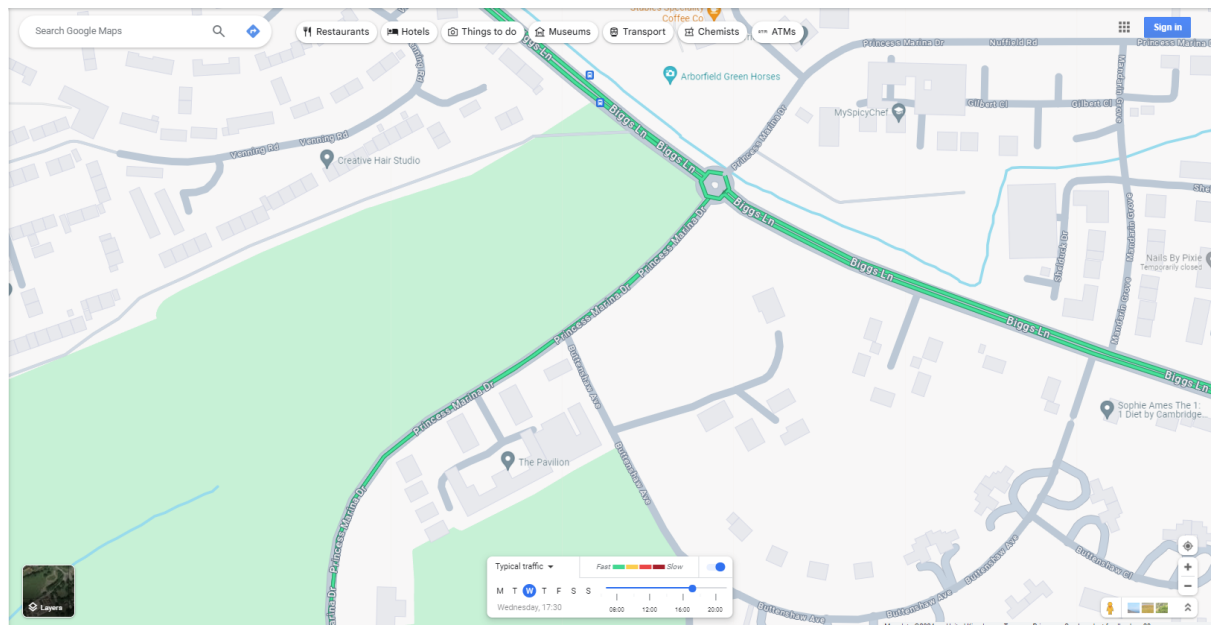


Figure 3.5: Typical PM Peak Traffic Conditions (source: Google Maps Traffic)

4.0 THE DEVELOPMENT

- 4.1 This proposed development is for the formation of 4 new dwellings, replacing existing dwellings on Parcel S. The access serving the Site is shared with Moat House via Buttenshaw Avenue, which in turn connects with Princess Marina Drive via a simple T-junction connection.
- 4.2 The internal layout of the proposed development scheme would include parking, turning and landscaping areas. To verify the proposed layout, all parking spaces within the Site have been tested using computer-simulation swept path analysis software for a “large passenger car” specification of vehicle. Vehicle swept path analysis drawings based on the main scheme plans are provided in the Plans section of this document.

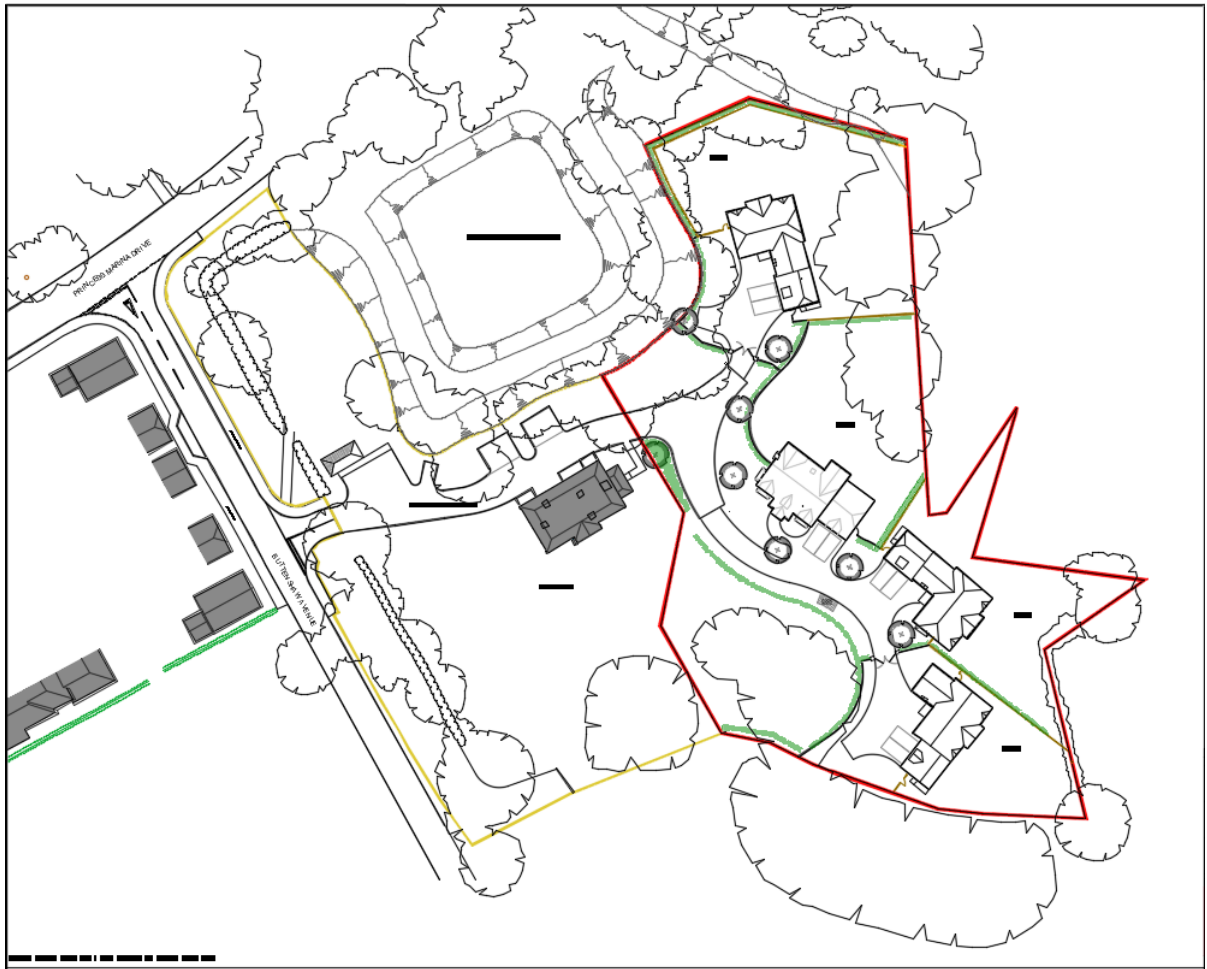


Figure 4.1: Proposed Site Layout (outlined in red)

- 4.3 The quantum of car parking proposed to serve the scheme equates to 2 spaces per dwelling (8 spaces in total). This is considered to be in line with Wokingham Borough Council’s guidance and has been assessed using the Council’s “Parking Demand Calculation Sheet” provided as an Excel Spreadsheet. At this stage, given its modest scale, it is not proposed to include any “unallocated” visitor parking as part of the scheme.
- 4.4 With respect to Electric Vehicle (EV) charging, there would need to be one EV space per dwelling for the scheme to be Part S (Building Regulations) compliant. Therefore, each of the proposed dwellings would be furnished with charging facilities and have direct access to an EV charging point.

- 4.5 Each of the new properties would have a garage offering a secure storage facility to accommodate several bikes and scooters.
- 4.6 Refuse collection vehicles would be able to access and turn within the proposed cul-de-sac arrangement meaning they could enter and egress Parcel S in forward gear. For properties beyond acceptable trolleying distance for waste operatives, a communal bin store would be provided within suitable wheeling distance of where the refuse collection vehicle could park up.
- 4.7 At this stage, there is no intention for the internal access road serving the Moat House and Parcel S schemes to become adopted by the Highway Authority. Instead, this would be maintained by a dedicated management company.
- 4.8 As part of the consented Moat House scheme, the means of access onto Buttenshaw Avenue would be improved. Additionally, the development would see the delivery of new footway works along the eastern side of Buttenshaw Avenue enabling future residents to cross Princess Marina Drive at a suitable point to then access the existing foot/cycleway on the North side of the carriageway. Essentially, the new Parcel S scheme forms an extension of the Moat House scheme and would benefit from these access and of-site footway improvements.
- 4.9 The proposed development considered herein will be comply with Conditions 28, 29 and 42 of the outline planning permission O/2014/2280 relating to matters of car parking, cycle parking and pedestrian access, respectively.

Trip Generation (Proposed)

- 4.10 The forecasting account of potential vehicular traffic generation using the TRICS database (using the "Flats – Privately Owned classification) is presented in Table 4.1 below, based on "Edge of Town/Suburban Area" for 4 dwellings:

TOTAL VEHICLES				Estimate TRIP rates									
Survey Start/End: 07:00-19:00				State TRP Figure & Extrapolate Results		ON		Estimated TRIP rate value per 4 DWELLS					
Trip rate parameter range available: 8 - 19 (units:)								Estimated TRIP rates shown in shaded column (for 4 DWELLS)					
TRIP RATE VALUE PER 1 DWELLS	ARRIVALS			Total	DEPARTURES			Total	TOTALS			Total	
	Total Rate: 2.661 Peak: 16:00-17:00			10.648	Total rate: 2.753 Peak: 08:00-09:00			11.006	Total rate: 5.414 Peak: 08:00-09:00			21.654	
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	
00:00-01:00													
01:00-02:00													
02:00-03:00													
03:00-04:00													
04:00-05:00													
05:00-06:00													
06:00-07:00													
07:00-08:00	10	13	0.120	0.481	10	13	0.271	1.083	10	13	0.391	1.564	
08:00-09:00	10	13	0.263	1.053	10	13	0.406	1.624	10	13	0.669	2.677	
09:00-10:00	10	13	0.105	0.421	10	13	0.135	0.541	10	13	0.240	0.962	
10:00-11:00	10	13	0.165	0.662	10	13	0.211	0.842	10	13	0.376	1.504	
11:00-12:00	10	13	0.203	0.812	10	13	0.180	0.722	10	13	0.383	1.534	
12:00-13:00	10	13	0.256	1.023	10	13	0.241	0.962	10	13	0.497	1.985	
13:00-14:00	10	13	0.248	0.992	10	13	0.241	0.962	10	13	0.489	1.954	
14:00-15:00	10	13	0.203	0.812	10	13	0.218	0.872	10	13	0.421	1.684	
15:00-16:00	10	13	0.271	1.083	10	13	0.203	0.812	10	13	0.474	1.895	
16:00-17:00	10	13	0.286	1.143	10	13	0.241	0.962	10	13	0.527	2.105	
17:00-18:00	10	13	0.278	1.113	10	13	0.226	0.902	10	13	0.504	2.015	
18:00-19:00	10	13	0.263	1.053	10	13	0.180	0.722	10	13	0.443	1.775	
19:00-20:00													
20:00-21:00													
21:00-22:00													
22:00-23:00													
23:00-24:00													

Table 4.1: Initial Forecast of Residential Traffic Generation

- 4.11 The TRICS database analysis (above) indicates that the proposed residential development on the Site has the potential to generate approximately 22 two-way vehicular traffic movements per typical weekday. This would be comparable to the existing trip generating potential of the Site and any increases in traffic over existing levels over the consented use would be negligible and virtually impossible to detect on the wider highway network.
- 4.12 The sustainable location of the Site means that future residents would be less reliant on use of the private car given the wide range of local services and facilities that are within reasonable walking and cycling distance of the scheme.

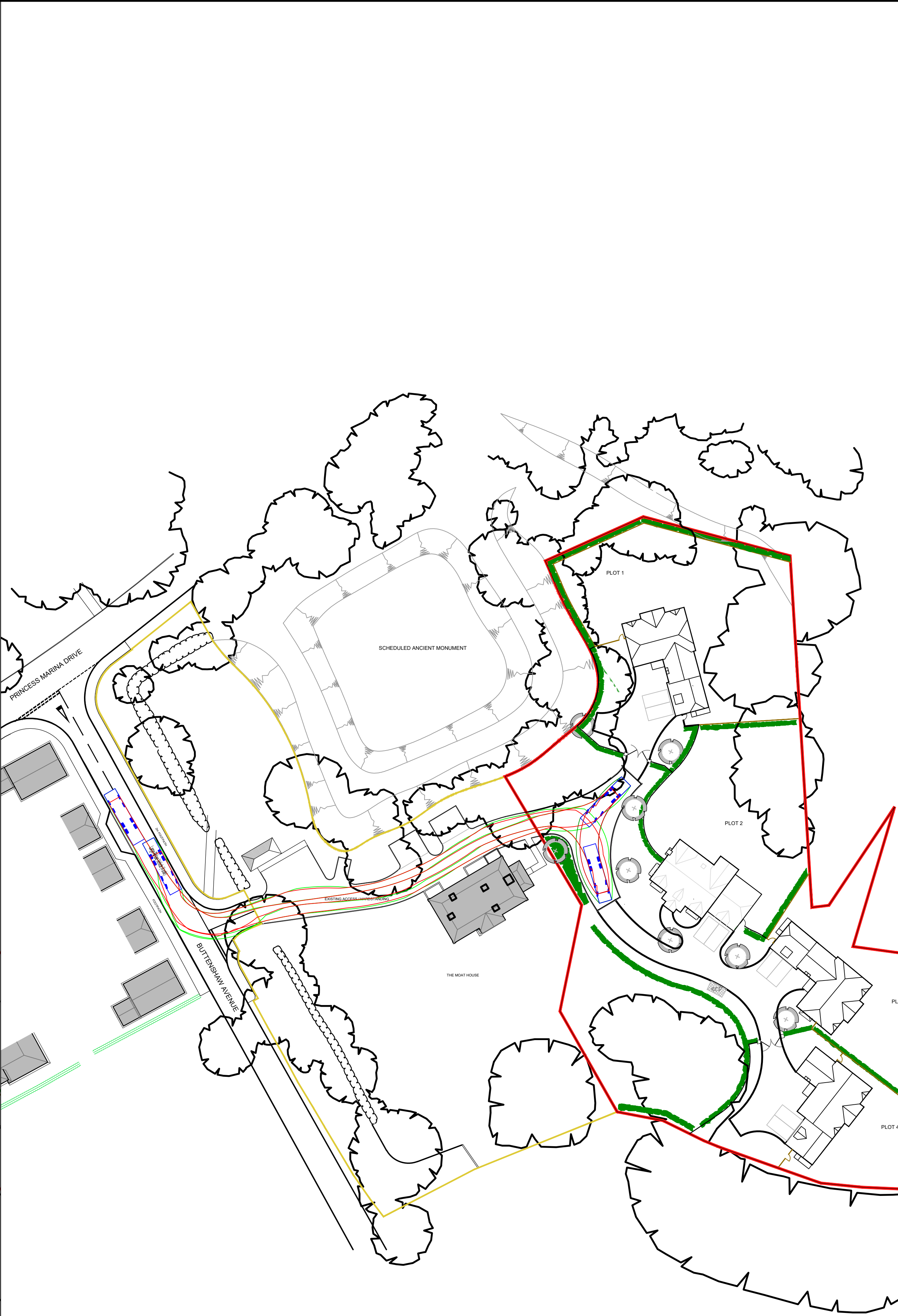
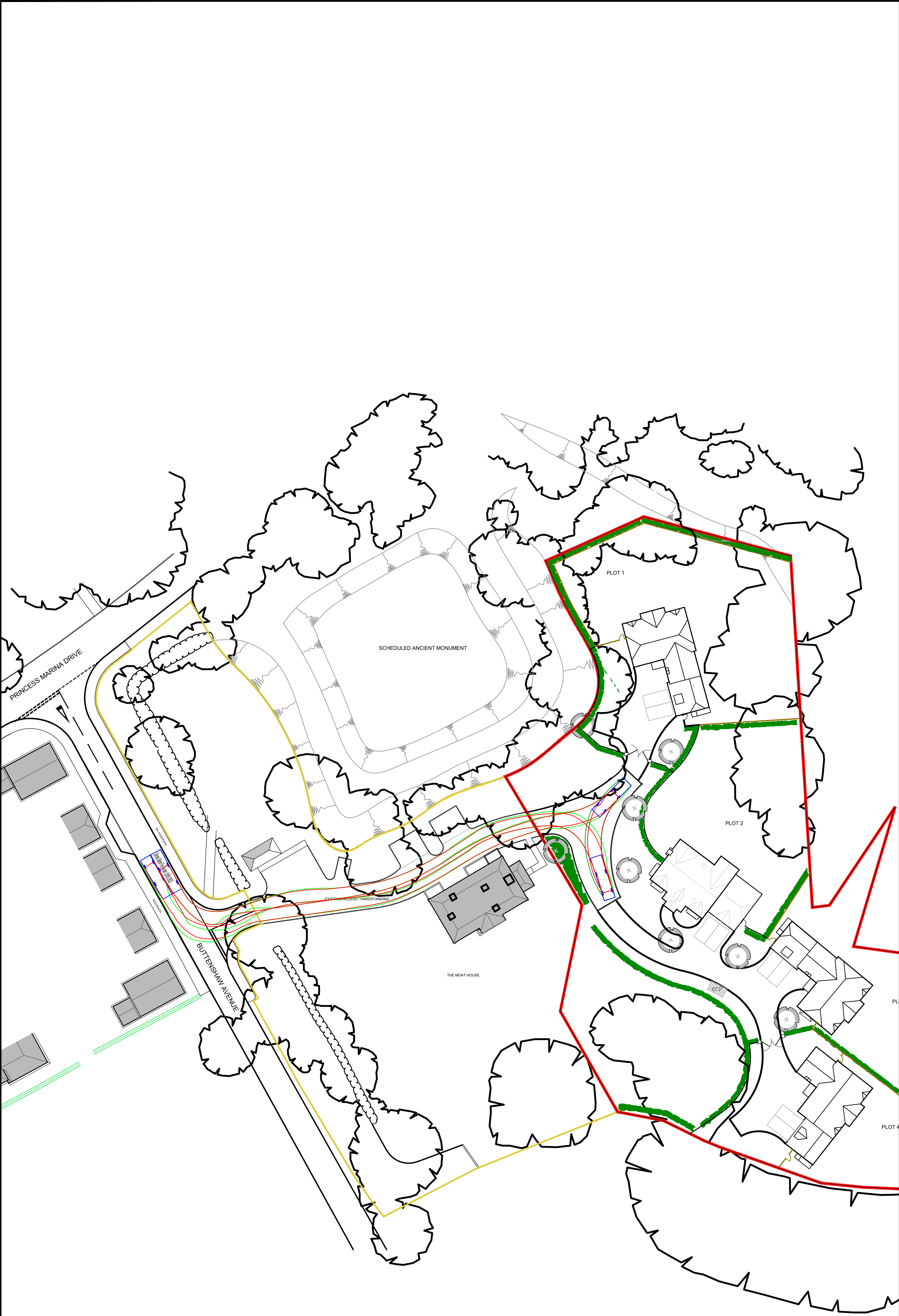
5.0 CONCLUSIONS

- 5.1 This Transport Assessment report has been prepared by Create Consulting Engineers Ltd on behalf of our Client (Hicks Developments Ltd) to cover highways matters relating to proposals for a new residential development scheme at "Parcel S" of the "Moat House Area", Buttenshaw Avenue, Arborfield Green, Reading.
- 5.2 Parcel S currently comprises three detached properties, which are proposed to be demolished as part of the proposals to be replaced by 4 new dwellings.
- 5.3 The access serving the Site is shared with Moat House via Buttenshaw Avenue, which in turn connects with Princess Marina Drive via a simple T-junction connection.
- 5.4 As part of the recently consented re-development proposals for the Moat House, the means of access onto Buttenshaw Avenue would be improved. Additionally, the (Moat House) development would see the delivery of new footway works along the eastern side of Buttenshaw Avenue enabling future residents to cross Princess Marina Drive at a suitable point to then access the existing foot/cycleway on the North side of the carriageway. Essentially, the new Parcel S scheme forms an extension of the Moat House scheme and would benefit from these access and off-site footway improvements.
- 5.5 The quantum of car parking proposed to serve the scheme equates to 2 spaces per dwelling (8 spaces in total) of which four would be furnished with EV charging points. Each property would be provided with a garage allowing for cycle/scooter storage.
- 5.6 Local services, facilities and public transport options are within readily achievable walking and cycling distance of the Site.
- 5.7 The analysis of highway accident data on Crashmap as outlined in this report does not indicate any prevailing road safety issues on the local highway network that should prevent the proposed development considered herein from coming forward.
- 5.8 The levels of vehicular traffic arising from the scheme should not give rise to any significant capacity issues and should be comparable to those levels of traffic that might be associated with the currently consented use of the Site.
- 5.9 Bearing in mind the findings and analysis above, there are no identified transport-related grounds preventing the proposed development considered herein from being acceptable to the Highway Authority.

6.0 REPORT DISCLAIMER

- 6.1 Create Consulting Engineers Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.
- 6.2 The copyright of this report is vested in Create Consulting Engineers Ltd and Hicks Developments Ltd. The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or Hicks Developments Ltd.
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PLANS



ALL DIMENSIONS TO BE CHECKED BEFORE SITE OR OFF-SITE FABRICATION BY THE CONTRACTOR, HIS SUB-CONTRACTOR OR SUPPLIER.

DO NOT SCALE PLANS - USE FIGURE OR GRID DIMENSIONS WHERE GIVEN. ANY DEVIATION FROM THE DRAWING IS TO BE REPORTED TO THE ORIGINATOR IMMEDIATELY.

DRAWING IS TO BE PRINTED IN COLOUR.

Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.394m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

Dennis Sabre Fire Tender (LWB) DB32

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

THE VEHICLE TRACKS SHOWN WERE PRODUCED USING AUTOTRACK VERSION 11.000 AND ARE INDICATIVE OF THE MOVEMENTS ACHIEVABLE FROM THE VEHICLE TYPE SHOWN. NO GUARANTEE IS GIVEN THAT THE TRACK RUNS SHOWN ARE ACTUALLY ACHIEVABLE BY ALL INDIVIDUAL MAKES AND MODELS OF SIMILAR TYPES VEHICLES USING THE ILLUSTRATED ROUTES.

REV	DATE	DESCRIPTION	DRAWN	CHECKED
CLIENT HICKS DEVELOPMENTS LTD				
PROJECT PARCEL S, ARBORFIELD				
DRAWING TITLE FIRE TENDER/REFUSE VEHICLE TRACKING				
DATE	DESIGNED	DRAWN	CHECKED	SCALE(S)
10/07/25	MDA	MDA	AF	1:500@A1

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DRAWING STATUS					STATUS	CREATE PROJECT NUMBER
FOR INFORMATION					S2	P25-3492
PROJ	ORIG	ZONE	LEVEL	TYPE	ROLE	NUMBER
3246	CCE	XX	XX	DR	J	001



Hicks Developments Ltd

PARCEL S, ARBORFIELD

Transport Assessment

The information contained within this report and any appendices or supporting information provided are to be treated as confidential.



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