i-Transport LLP
Grove House, Lutyens Close, Chineham Court
Basingstoke, RG24 8AG

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Technical Note

Project No: ITB15674
Project Title: Higgidy, Dolphin Road
Title: Tracking Overview
Ref: ITB15674-001
Date: 19 March 2021

SECTION 1 Introduction

1.1 Higgidy Ltd has appointed i-Transport LLP to provide highways and transport advice in relation to the planning application (ref: AWDM/0126/21) for the proposed change of use of Units 2-5 from Use Class B1 to food production (Use Class B2) and ancillary offices.

1.2 West Sussex County Council, in their capacity as local highway authority, has been consulted on the proposed development by Adur and Worthing Councils. In their response to the application, WSCC has requested that more information be provided.

1.3 As part of this information, details of how large lorries enter and leave the site has been sought. Therefore, vehicular swept path analysis has been undertaken to demonstrate where large articulated vehicles will load and unload and, as Dolphin Road is a no through road, how they will turn in order to exit Dolphin Road and return to the wider network at its western extent.

SECTION 2 Articulated Vehicles

Unit 48

2.1.1 Loading and unloading will take place at the front of Unit 48. An articulated vehicle accesses the unit by turning left into the site, parking parallel to the front of the building and then exits the site in an eastbound direction. The vehicle then utilises the turning head formed of the east-west and north-south sections of Dolphin Road to undertake a turning manoeuvre prior to travelling west along Dolphin Road.

2.1.2 Tracking of this manoeuvre is shown in drawing ITB15674-GA-003 which is provided at the end of this Technical Note. The assessment demonstrates that this manoeuvre can be undertaken within the confines of the carriageway.

North of Unit 56

2.1.3 Loading and unloading will also occur to the north of Unit 56. An articulated vehicle accesses this area in reverse, utilising the east-west section of Dolphin Road opposite the loading area to undertake the reversing manoeuvre. Upon exiting the site, the articulated vehicle will immediately turn right out of the site and continue their journey.

2.1.4 The tracking of this manoeuvre is presented in Drawing ITB15674-GA-004 which is provided at the end of this Technical Note. The assessment demonstrates that this manoeuvre can be undertaken within the confines of the carriageway and does not encroach upon the parking identified to the south of the loading area.

SECTION 3 Car Parking

3.1 In addition to the assessment of articulated vehicles, swept path analysis of the car parking spaces has also been undertaken, given their proximity to establish building lines.

3.2 The assessment of these spaces is presented in drawing ITB15674-GA-005 which is provided at the end of this Technical Note. The assessment demonstrates that the car parking spaces are readily accessible.

SECTION 4 Summary

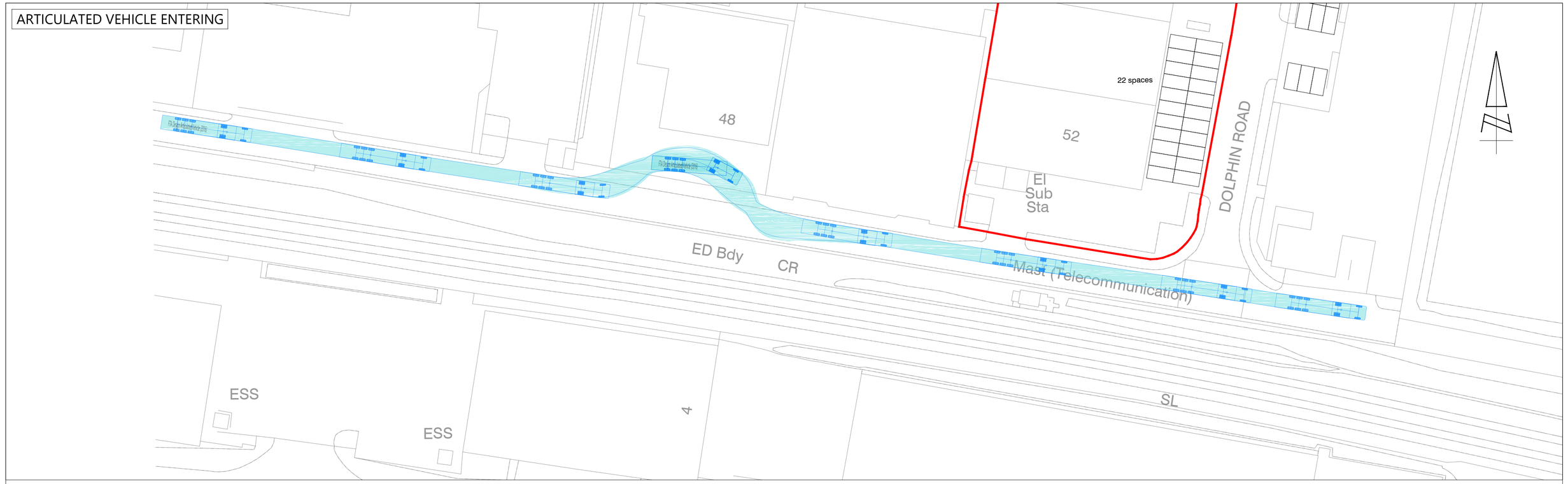
4.1 In response to planning application AWDM/0126/21, WSCC has requested more information in relation to how large lorries enter and leave the site.

4.2 Swept path analysis has been undertaken that identifies the locations of where loading and unloading occurs and demonstrates how access is achieved within the confines of the carriageway.

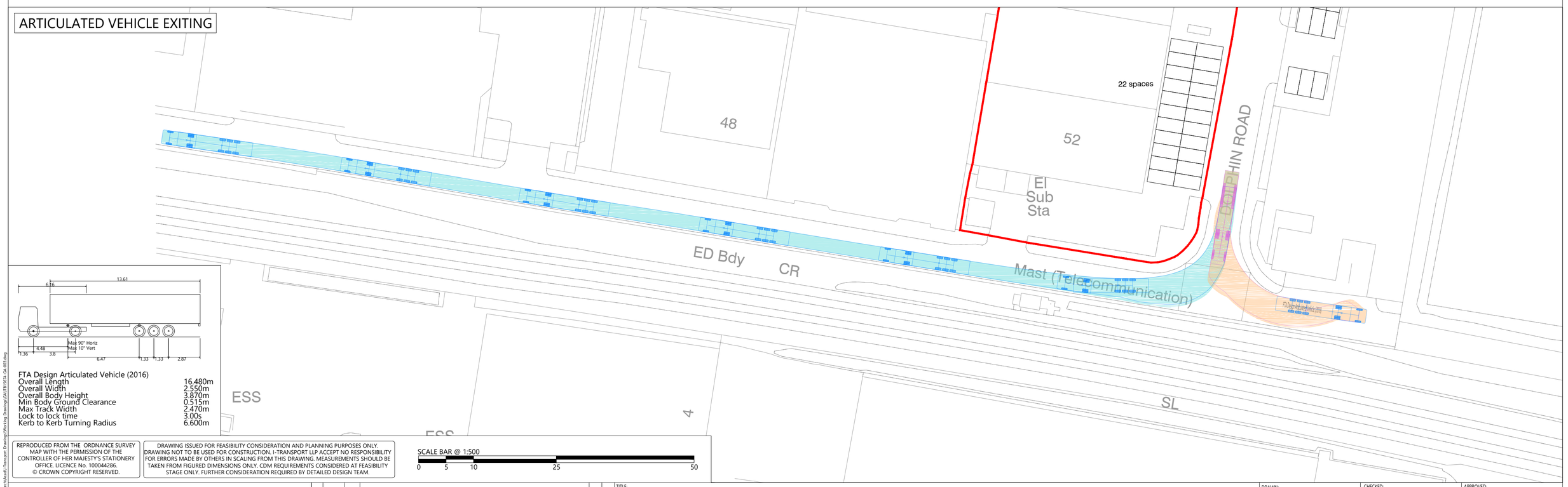
4.3 Swept path analysis has also been provided which demonstrates that the car parking spaces associated with the site are readily accessible.

DRAWINGS

ARTICULATED VEHICLE ENTERING



ARTICULATED VEHICLE EXITING



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286.
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DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

SCALE BAR @ 1:500

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - ARTICULATED VEHICLE

PROJECT: HIGGIDY, DOLPHIN ROAD, SHOREHAM

CLIENT: HIGGIDY LTD

DRAWN:	CHECKED:	APPROVED:
JD	DS	DS
PROJECT No:	SCALE @ A2:	DATE:
ITB15674	1:500	19.03.21
DRAWING No:		REV:
ITB15674-GA-003		-

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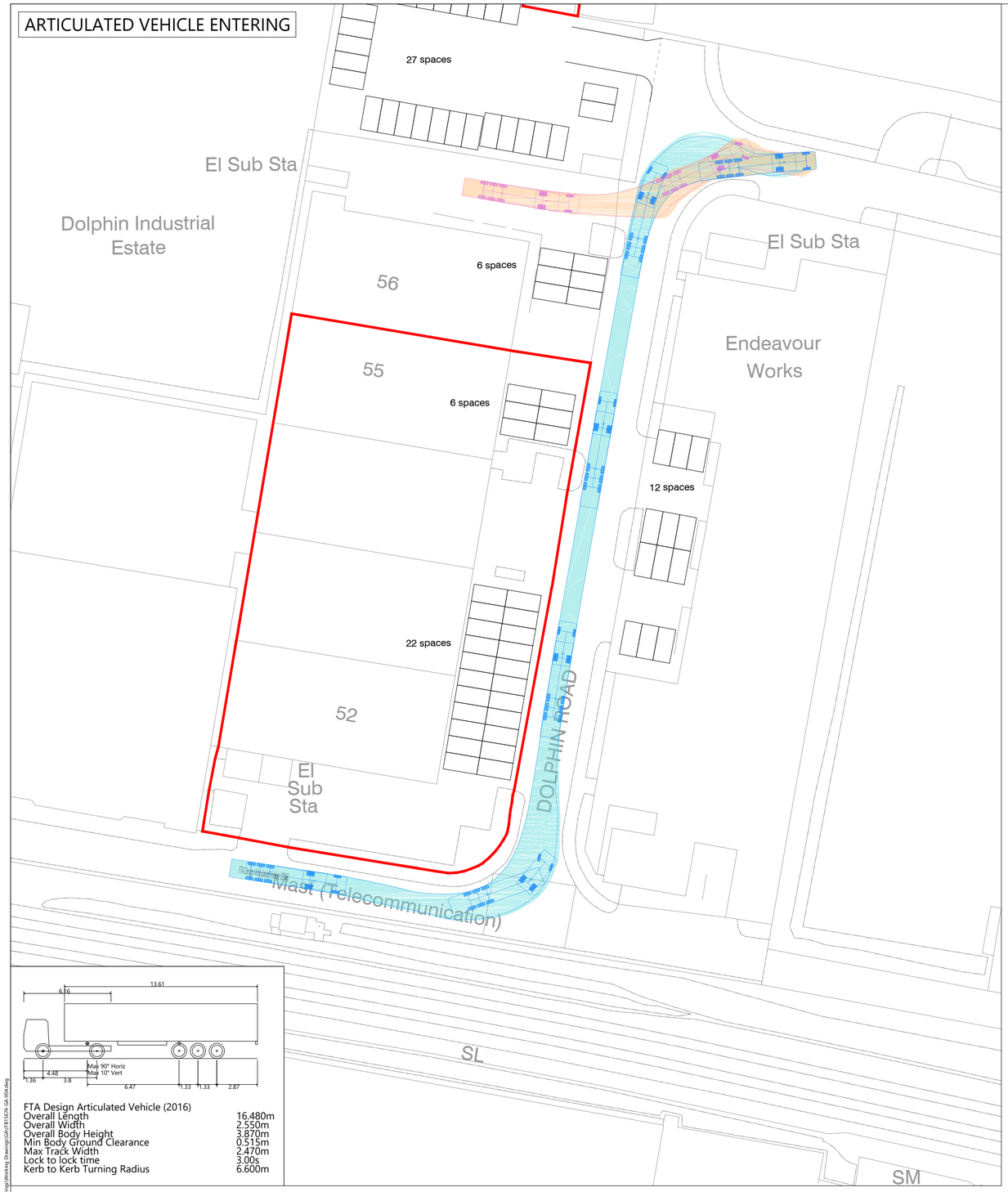

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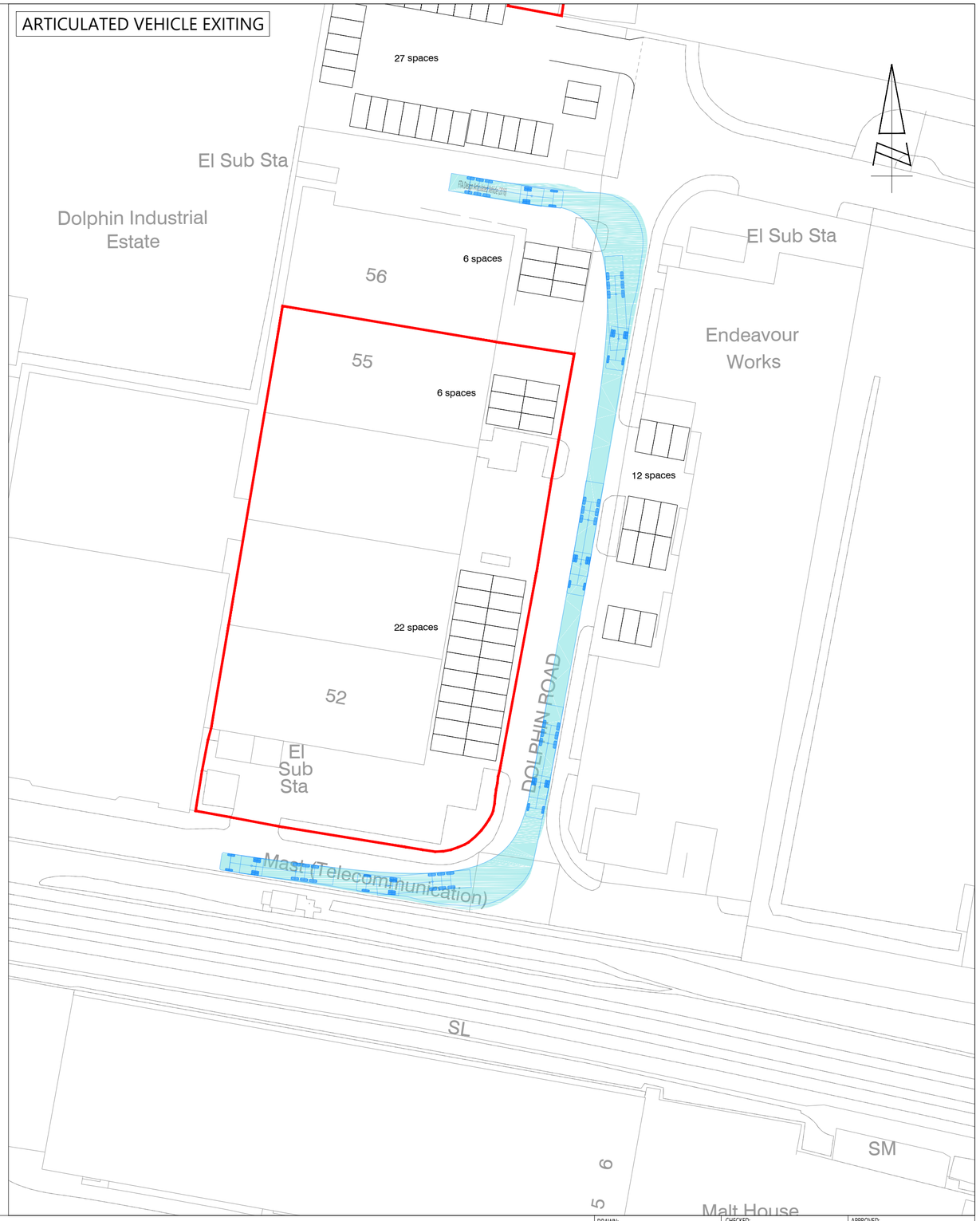

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CLIENT: HIGGIDY LTD

DRAWN:	CHECKED:	APPROVED:
JD	DS	DS
PROJECT No: ITB15674	SCALE @ A2: 1:500	DATE: 19.03.21
DRAWING No: ITB15674-GA-004		REV: -

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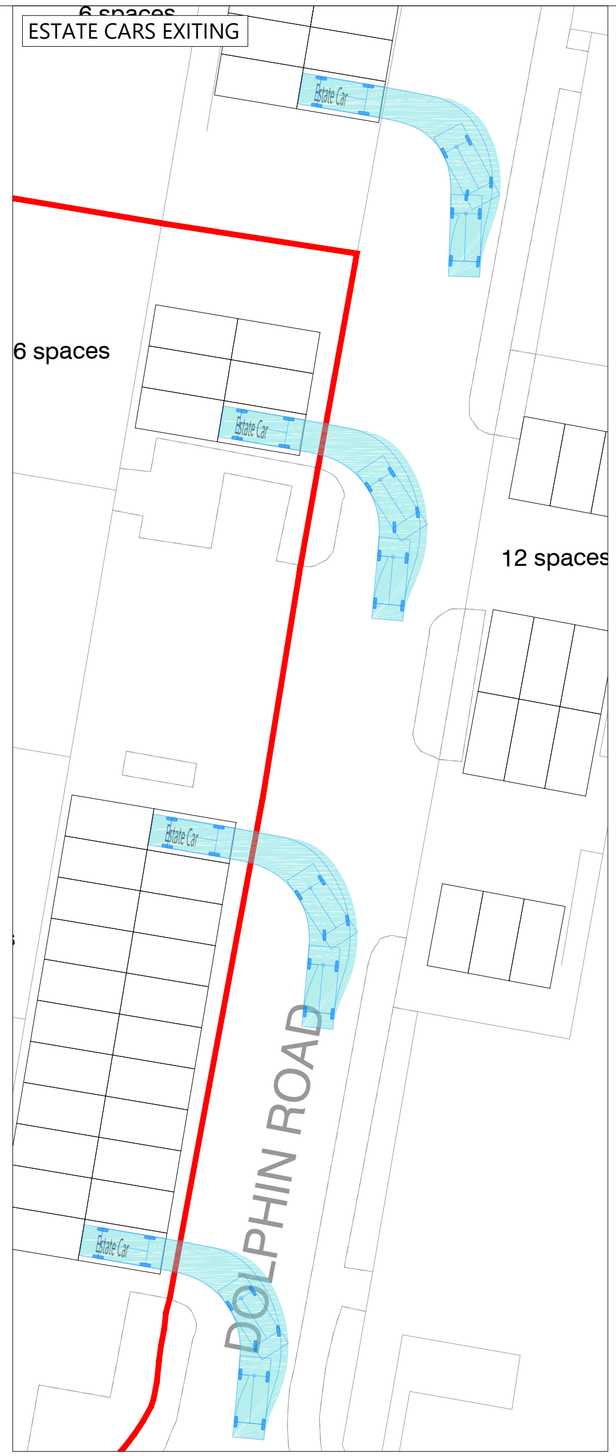

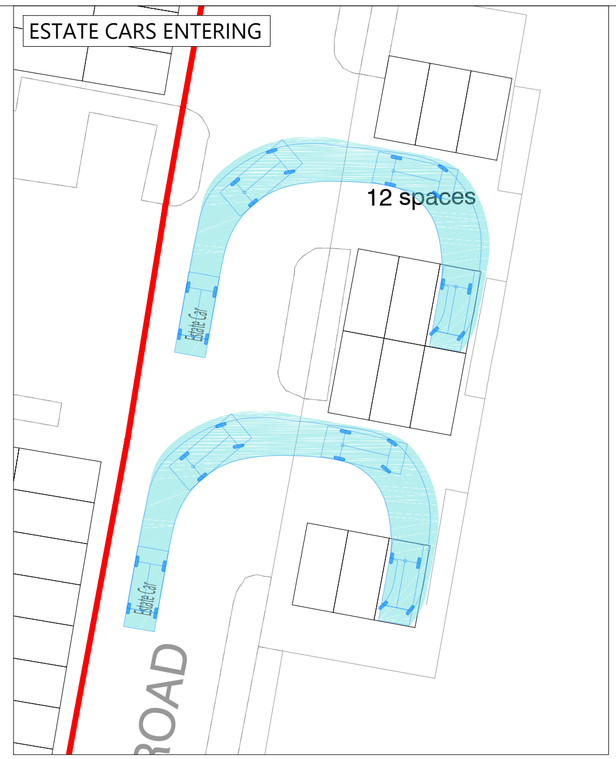

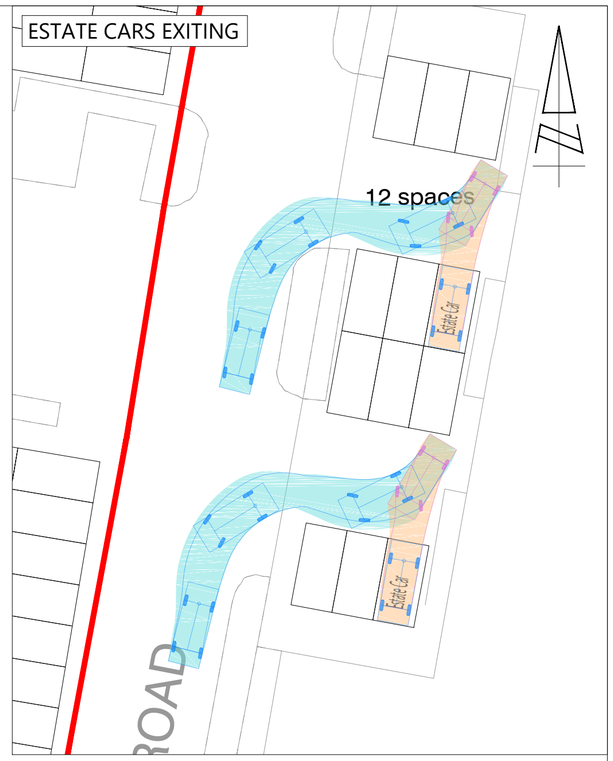

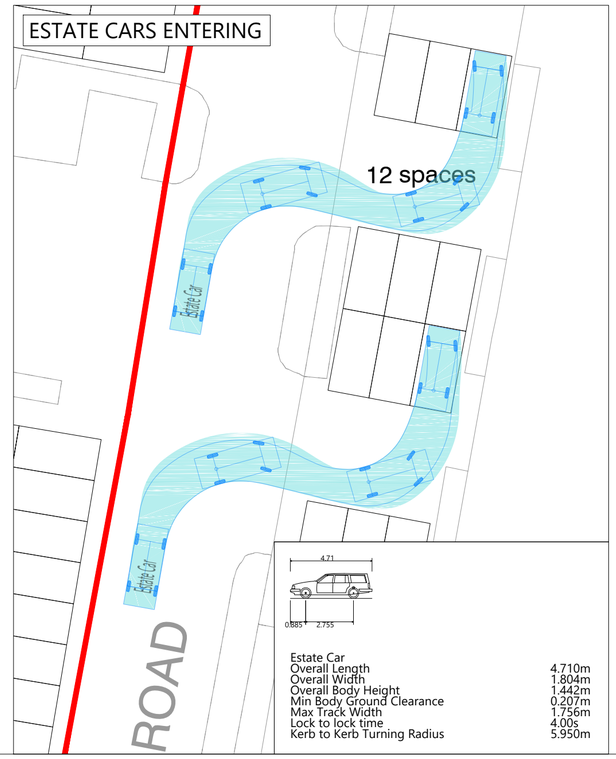

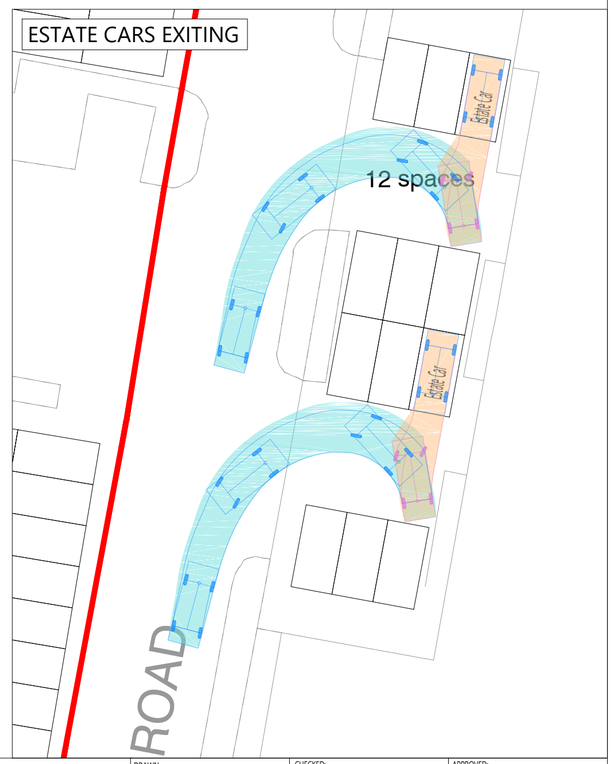

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: HIGGIDY, DOLPHIN ROAD, SHOREHAM

CLIENT: HIGGIDY LTD

DRAWN:	CHECKED:	APPROVED:
JD	DS	DS
PROJECT No:	SCALE @ A2:	DATE:
ITB15674	1:250	19.03.21
DRAWING No:		REV:
ITB15674-GA-005		-

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