



Duchy Homes


**Proposed Residential Development
Darton Lane, Staincross
Transport Note**

April 2023

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April 2023

Client Commission

Client:	Duchy Homes	Date Commissioned:	November 2022
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LTP Quality Control

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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	Technical Director	BSc(Hons) MSc(Eng) CEng FIHE MCIHT
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PROPOSED RESIDENTIAL DEVELOPMENT DARTON LANE, STAINCROSS TRANSPORT NOTE

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I. BACKGROUND

I.1 Introduction & Scope

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Note (TN) in support of a residential development at land to the south of Darton Lane, located in Staincross, near Barnsley. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 The local planning and highway authority for the site is Barnsley Metropolitan Borough Council (BMBC).
- 1.1.3 The proposed site benefits from extant outline planning permission for 46 dwellings (Ref: 2019/1244), which considered the principle of residential development on the site and the associated traffic impacts, and was approved in October 2019. Therefore this TN has been produced in support of a subsequent reserved matters application, to consider the proposed highways details, including any changes from the previously approved scheme.
- 1.1.4 A Transport Assessment (TA) (AMA, 2019) was originally produced in support of the outline planning application, with reference to the associated TA when preparing this TN.
- 1.1.5 This TN report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:
- National Planning Policy Framework (MHCLG, 2021);
 - Barnsley Local Plan (BMBC, 2019a);
 - Barnsley Sustainable Travel SPD (BMDC, 2019b);
 - Barnsley Parking SPD (BMDC, 2019c);
 - Barnsley Design of Housing Development SPD (BMDC, 2019d);
 - Planning Practice Guidance (MHCLG, 2014);
 - South Yorkshire Residential Design Guide (SYRDG) (TSY, 2011);
 - Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
 - Guidance on Transport Assessment (DfT, 2007a); and
 - Manual for Streets (DfT, 2007b).

I.2 Site Location & Existing Use

- 1.2.1 The proposed development site is located to the south of Darton Lane, in the village of Staincross, near Barnsley. The site currently forms open grassland and is bound by Darton Lane (B6131) to the north, residential properties served by the eastern section of Darton Lane to the east, woodland and agricultural land to the south, with residential properties and Darton Primary School forming the site's western boundary. The approximate boundary of the development site is highlighted in Figure 1.

Figure 1: Site Location



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1.3 Site Allocation

- 1.3.1 The application site is allocated for residential development within the Barnsley Local Plan (BMBC, 2019a) (ref: HS2), with an indicative capacity of 86 dwellings. There are no highways-related stipulations noted in the Local Plan for development of the site. The boundary of the allocation site is shown below in Figure 2.

2. HIGHWAYS APPRAISAL

2.1 Proposed Access Junctions

- 2.1.1 Vehicular access to the site will be primarily provided via a new simple priority T-junction with Darton Lane on the northern boundary of the site. This new junction is to be located in the position identified on the approved parameters plan, and also defined by the drawings referenced in condition 18 of the outline consent, with approximately equal spacing to the Oaks Farm Drive and Oaks Wood Drive junctions on the opposite (northern) side of Darton Lane.
- 2.1.2 This new access and primary spine road are to serve the majority of the proposed site (27 dwellings). Four additional access points to the development are proposed to the east of the main site access junction, all of which will provide a private driveway to serve 4-5 dwellings each. These private driveways will be shared by multiple dwellings, and in keeping with other private driveways, they will represent a shared surface that is utilised by all road users (i.e. vehicles, pedestrians and cyclists).
- 2.1.3 This represents a small change from the previous parameters plan (and condition 18), which only indicated the provision of three vehicular accesses to the east of the site. There are accesses proposed in approximately the same three locations as those indicated by the parameters plan, so the only change is the inclusion of an additional access close to the eastern boundary of the site (adjacent to Cockshot Pit Lane).
- 2.1.4 This easternmost driveway would serve four dwellings (plots 1-4) and connects with the eastern section of Darton Lane. This eastern section of Darton Lane does not form part of the B6131, it is a minor/secondary road that connects with the B6131 section of Darton Lane to the west, and continues to the east and becomes Pye Avenue. All other proposed access junctions connect with the B6131 section of Darton Lane to the west.
- 2.1.5 The suitability of the easternmost driveway has been considered to ensure it is suitable in highway design terms. BMDC Highways specifically commented on this access as part of pre-application discussions, noting that *“[c]oncerns are raised regarding the proximity of the additional drive to the junction of Darton Lane and right turning vehicles causing obstruction, however, the private drive appears to provide acceptable visibility and is unlikely to cause unacceptable impact on highway safety or severe cumulative impacts on the road network which complies with NPPF 110 and is likely to be acceptable”*. The visibility splays for this easternmost access and the other proposed accesses are discussed in Section 2.4.

2.2 Proposed Road Width

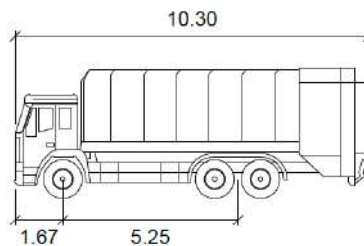
2.2.1 The proposed internal roads have been designed with reference to the South Yorkshire Residential Design Guide (SYRDG) (TSY, 2011). The main adoptable spine road through the site will have a carriageway width of 6.0m, with 10m radii at the Darton Lane junction. This width and radii are greater than previously proposed (5.5m width and 6m radii) on the access design (Drawing: AMA_20276_SK008.1) referenced in the planning conditions and TA (AMA, 2019) for the outline scheme. The suitability of the road width and junction radii have been tested using swept path analysis, as discussed in Section 2.3.

2.3 Swept Path Analysis & Vehicle Turning

2.3.1 The internal highway network of the site has been designed to ensure that refuse vehicles and emergency vehicles can utilise the highway alignment to enter and exit the site in a forward gear, as demonstrated by the Swept Path Analysis (SPA) attached as Appendix 2.

2.3.2 The BMBC refuse vehicle has been tested along the route, with the profile of the vehicle shown below in Figure 3:

Figure 3: Swept Path Analysis Test Vehicle (Refuse Vehicle)



Dennis OL-21W 6x2RS

	metres
Width	: 2.53
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.9

2.3.3 The SPA demonstrates that the BMBC refuse vehicle can adequately access/egress the site via the proposed junctions with Darton Lane, and can also adequately navigate the proposed adoptable spine road within the site, utilising the proposed turning head in order to turn, without overhanging or overrunning beyond the proposed carriageway.

2.3.4 As requested at the pre-application stage, the swept path analysis also confirms that the refuse vehicle can pass a large car, even on the bend of the proposed spine road.

2.3.5 The SPA also demonstrates that a fire appliance (the most onerous emergency vehicle) can adequately access/egress the site via the proposed junctions with Darton Lane, can adequately navigate the proposed adoptable spine road within the site, and can utilise the proposed turning heads throughout the site in order to turn, even on the longer private shared driveways.

2.4 Visibility Splays

- 2.4.1 Given the existing 30mph speed limit on Darton Lane, and consistent with the requirements of the outline consent (condition 20) and pre-application feedback, protected visibility splays of 2.4m x 43m are provided at the four proposed vehicular accesses, as shown on the site layout plan attached as Appendix 1.
- 2.4.2 The only exception to this is the easternmost access, as the approach speeds to the left of the junction are likely to be much lower than 30mph, given that approaching vehicles from the west would be required to slow significantly in order to navigate the bend in the road, and also to turn at the B6131/Darton Lane priority T-junction. The visibility splay to the left of the easternmost access towards vehicles approaching from the east on the B6131 would be 2.4m x 22.6m, which is expected to be sufficient for the vehicle speeds. The visibility splay towards vehicles approaching from the west on the B6131 would be well in excess of 2.4m x 43m.

2.5 Proposed Pedestrian Infrastructure

- 2.5.1 The main proposed site access road includes 2.0m wide footways on both sides adjacent to the Darton Lane junction, with a 2.0m wide footway on the northern side of the main spine road in locations where there are no properties on the southern side.
- 2.5.2 The footways adjacent to the spine road are to connect with a proposed new 3.0m wide footway that runs through the western part of the site, providing a direct connection to the off-site informal footpath adjacent to Darton Primary School.
- 2.5.3 Condition 2 of the outline planning consent (Ref: 2019/1244) requires the reserved matters scheme to comply with the approved parameters plan, but also specifically to *“include the widening of the existing footway along the site frontage to 2m”*.
- 2.5.4 Therefore in accordance with the requirements of the outline consent, the existing footway on the southern side of Darton Lane along the frontage of the site is to be widened on the southern side (i.e. utilising land within the development’s red line boundary) to provide a wider and consistent 2.0m width. These works require the removal of parts of the existing stone wall that directly borders the public footway, although as discussed with local residents, a railing is to be provided adjacent to the widened footway as a replacement. Furthermore, a dry stone wall feature is to be built at the primary site access junction, also with a dry stone wall section provided adjacent to the widened footway for part of the site frontage (located centrally between plots 19 and 20), with both dry stone wall areas to be constructed by reusing the stones from the removed wall where possible.
- 2.5.5 There is an existing track located centrally along the site (between proposed plots 19 and 20) that provides an access to land to the south, which is to be retained as part of the development scheme, but will also connect with a new footway adjacent to plot 20 in order to enhance pedestrian access to the off-site footways, particularly for plots 20-33.

2.6 Proposed Parking Provision

- 2.6.1 The parking provision at the site will be in line with the standards set out within BMBC's Parking SPD (Supplementary Planning Document) (BMBC, 2019c), as required by condition 22 of the outline consent. The Parking SPD establishes that, for locations outside of 'Urban Barnsley', 1 car parking space should be provided for 1-2 bedroom dwellings and 2 spaces should be provided for dwellings with 3+ bedrooms.
- 2.6.2 The proposals include 4x 1-bed properties, 6x 2-bed properties, 16x 3-bed properties and 20x 4-bed properties. Based on the local parking standards, this would require 82-92 spaces. The proposals include a total of 99 off-street car parking spaces, including 82 spaces within the curtilage of properties, 9 within internal garages and 8 within detached garages. It is therefore considered that the proposed parking provision accords with the local standards.
- 2.6.3 As requested during pre-application discussions, visitor parking spaces are also proposed across the site, including 1 space for each shared private driveway that serves 5 dwellings.
- 2.6.4 All proposed dwellings are to be provided with an Electric Vehicle Charging Point (EVCP), in accordance with the requirements of Building Regulations and condition 6 of the outline consent.

2.7 Traffic Impact

- 2.7.1 As previously mentioned, the TA (AMA, 2019) that was originally produced in support of the outline planning application for the development assessed a scheme that was larger than what was approved, based on 86 dwellings for robustness.
- 2.7.2 Therefore, it is considered that the traffic generation from the revised scheme, which proposes to erect 46 dwellings (40 fewer dwellings), will result in a reduction to the projected traffic flows, distribution and off-site impact at local junctions in respect to queuing capacity or queue lengths tested as part of the outline proposals.
- 2.7.3 As noted in the officer report for the outline application, *"the Highway Officer has agreed the traffic impact on the local network can be accommodated with no specific mitigation required"*.
- 2.7.4 Furthermore, as secured through the Section 106 Agreement (S106) for the outline consent, the scheme will provide a contribution towards sustainable travel measures.

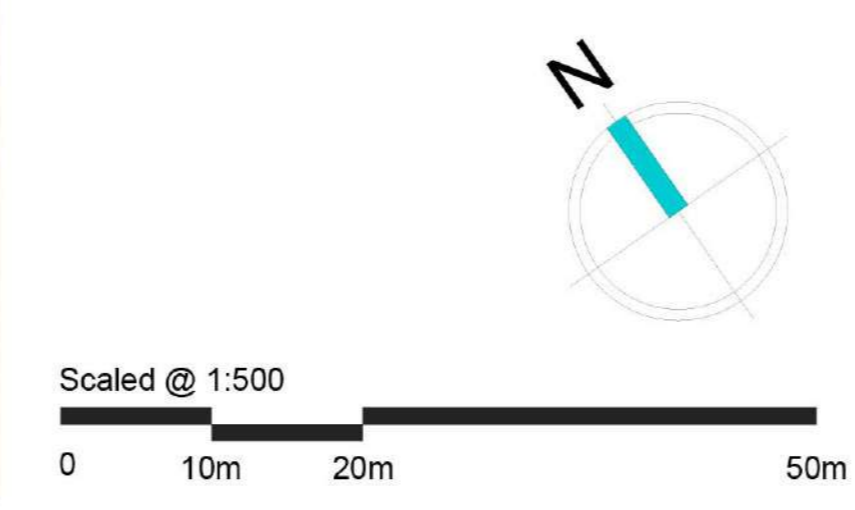
3. REFERENCES

- AMA (Andrew Moseley Associates), 2019. Proposed Residential Development, Land South of Darton Lane, Transport Assessment.
- BMBC (Barnsley Metropolitan Borough Council), 2019a. Barnsley Local Plan.
- BMBC, 2019b. Sustainable Travel Supplementary Planning Document. Adopted November 2019.
- BMBC, 2019c. Parking Supplementary Planning Document. Adopted November 2019.
- BMBC, 2019d. Design of Housing Development Supplementary Planning Document. Adopted November 2019.
- CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.
- DfT (Department for Transport), 2020. LTN 1/20 Cycle Infrastructure Design.
- DfT, 2007a. Guidance on Transport Assessment.
- DfT, 2007b. Manual for Streets.
- MHCLG (Ministry of Housing, Communities & Local Government), 2021. National Planning Policy Framework.
- MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <http://planningguidance.planningportal.gov.uk>].
- TSY (Transform South Yorkshire), 2011. South Yorkshire Residential Design Guide.

Appendix I – Proposed Site Layout



- PLANNING LAYOUT KEY**
- Boundary treatments**
 - Masonry wall
 - Dry Stone wall
 - Boundary fence
 - Railings
 - Knee height railing
 - General**
 - Application red line. (To be confirmed by client)
 - BCP Bin collection point (Bin collection day only)
 - Indicative electric charging point.
 - Affordable Dwelling
 - Timber cycle store (If separate store not shown, cycle storage to be provided within detached or integral garage of associated plot)
 - Trees/Vegetation - Retained
 - Trees/Vegetation - Removed
 - Root protection area



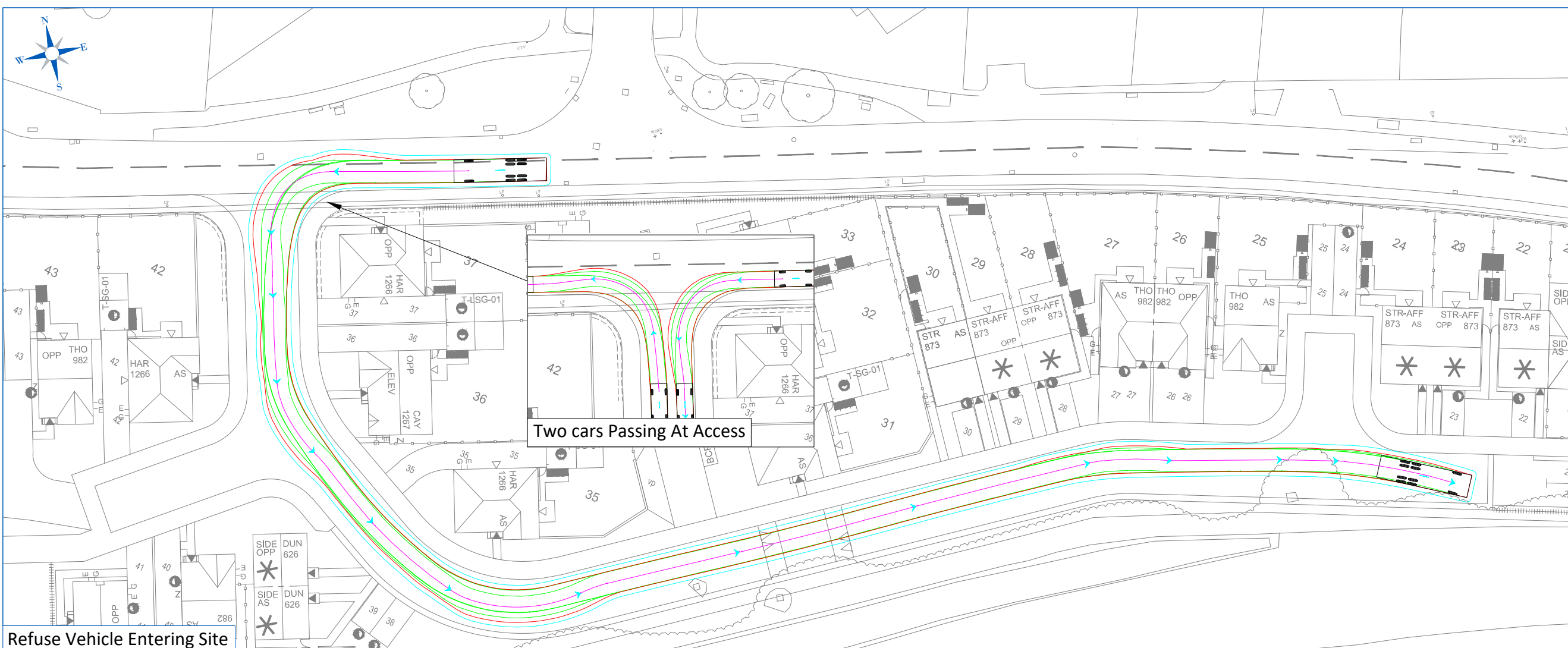
Accommodation schedule - Darton Lane, Darton

Reference	Code	Beds	Floor Area (Sqft)	Floor Area (SqM)	Storeys	Total	Total Sqft	Total SqM	% of Mix
Private									
Strafrod	STR	2	873	81.1	2	1	873	81	2.2
Wentworth	WEN	3	929	86.3	2	4	3716	345.2	8.7
SPECIAL	SPE	3	929	86.3	2	2	1858	172.6	4.3
Thornbury	THO	3	962	91.2	2	4	3928	364.6	8.7
Thornbury Detached	THO	3	962	91.2	2	0	962	91.2	2.3
Edwith	EDW	4	1238	115	2	0	7428	690	13.0
Willington	WIL	4	1265	117.5	2	4	5060	470	8.7
Harewood	HAR	4	1265	117.5	2	0	7560	705.6	13.0
Catherley	CAL	4	1267	117.7	2	4	5068	470.8	8.7
Affordable									
Dunstable	BCD	1	626	58.15	2	4	2504	233	5.7
Strafrod	STR-AFF	2	873	81.1	2	6	4365	406	10.8
Grand Total						46	48288	4485	100.0

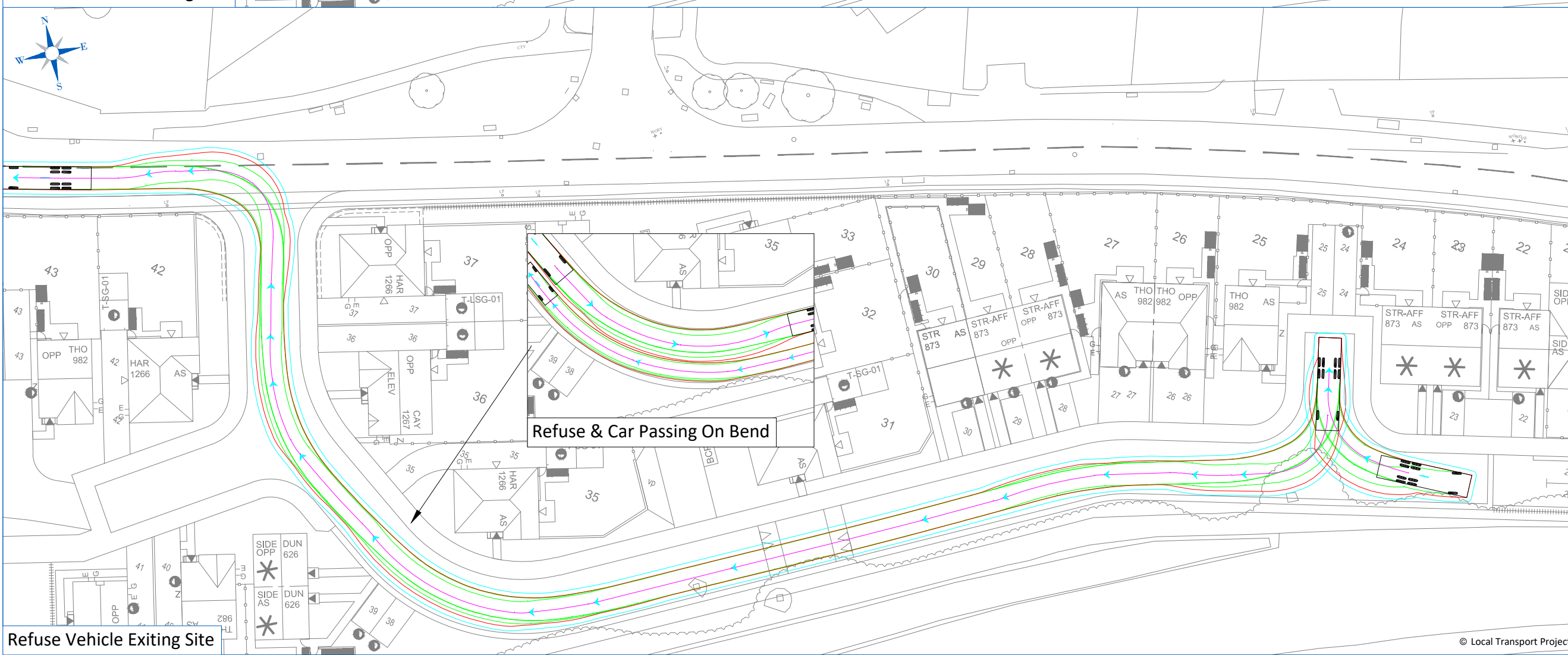
Parking schedule	
Curtilage parking	62
Integral garage	8
Detached garage	8
Total	99

17.02.22	Scheme approved/revision indicated	TS
07.02.23	Revisions indicated. Comments indicated to be made	TS
07.02.23	Revisions indicated. Comments indicated to be made	TS
23.02.23	Notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
06.02.23	Updated engineering drawings/notes. Construction notes included	TS
06.02.23	Planning to plot 34 moved closer to boundary. Additional parking spaces shown. Plot 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
07.02.23	Notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
14.01.23	Separately submitted plots 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
06.01.23	Adjacent plots recommended to sell.	TS
18.01.23	Notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
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18.01.23	Notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
18.01.23	Notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
18.01.23	Notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
18.01.23	Notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	TS
18.01.23	Notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28,	

Appendix 2 – Swept Path Analysis



Refuse Vehicle Entering Site



Refuse Vehicle Exiting Site

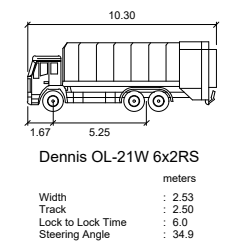
10mm A3

Key:-

- Outer Wheel Track
- Vehicle Swept Path
- Vehicle Centreline and Direction
- 0.5m Clearance Buffer

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



Disclaimers:-

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- v. This drawing is produced to be printed and read in colour. Reproduction in black and white may prevent correct interpretation of some aspects.
- vi. Based on site plan provided by client: Planning layout - Rev M - 20.01.23

Rev.	Date	By	Chk	Description
A	24.01.23	JC	SW	-Updated to new site plan provided by client.

Client
Duchy Homes

Project
Proposed Residential Development
Darton Lane Staincross

Title
Refuse Vehicle Swept Path Analysis

local transport projects
traffic engineering and transport planning

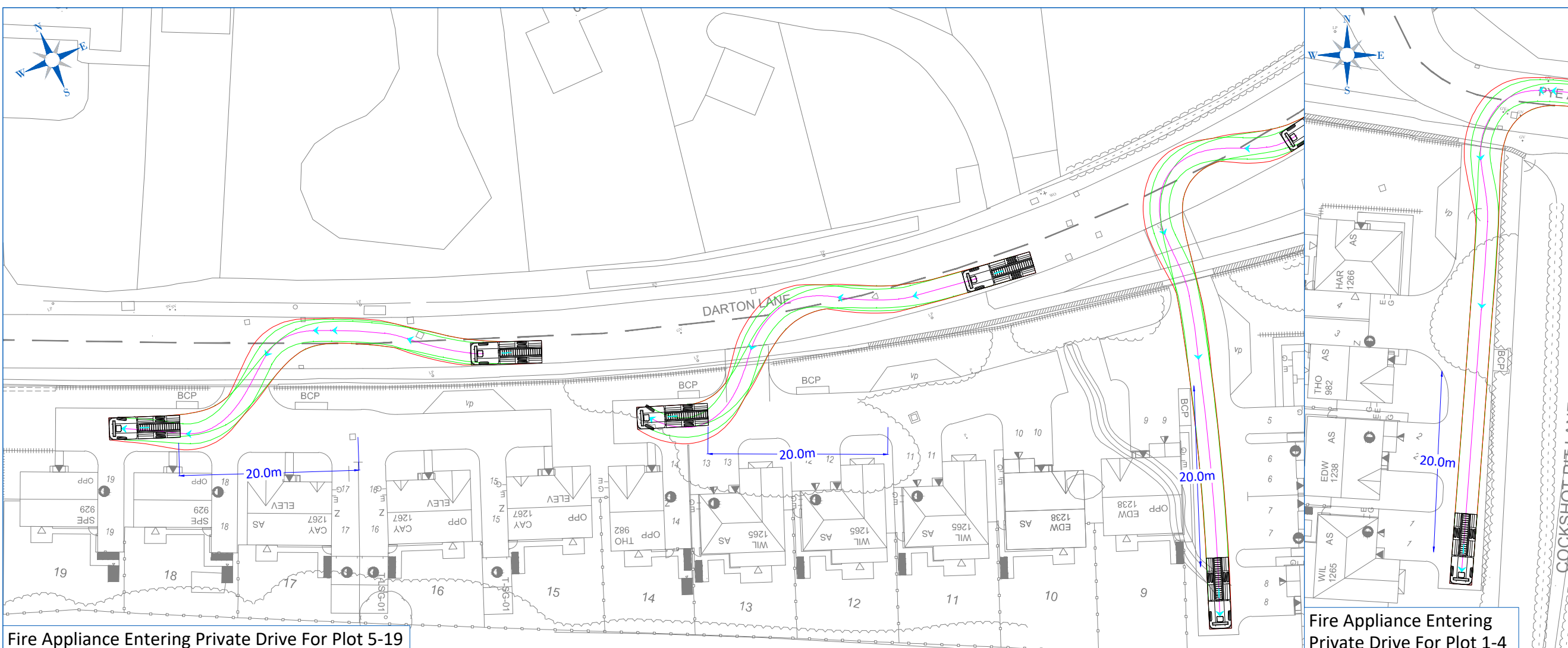
Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk
Registered No. 5295328

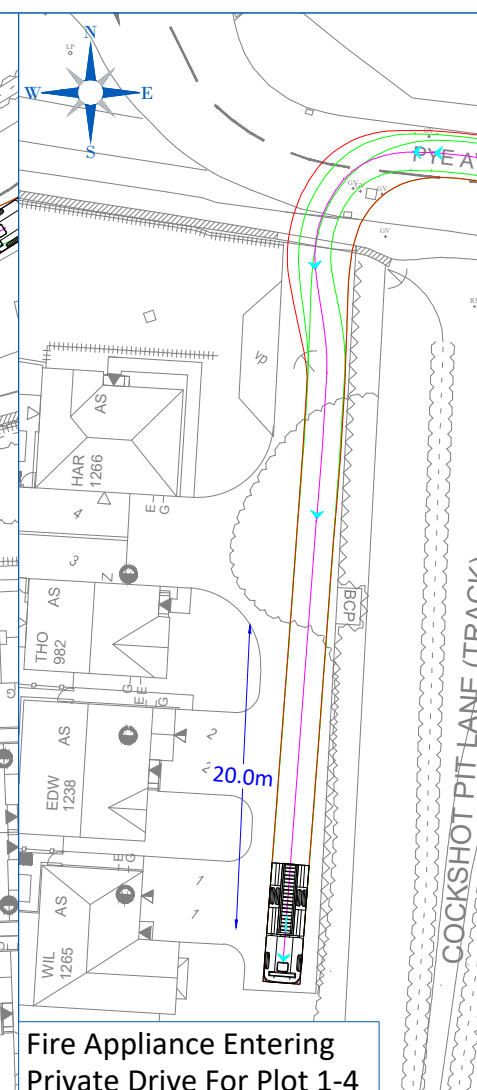
Drawn	JC	Date	30/09/22
Scale	1 : 500	Checked	JC
Status	Approved TK		

SITE TESTING

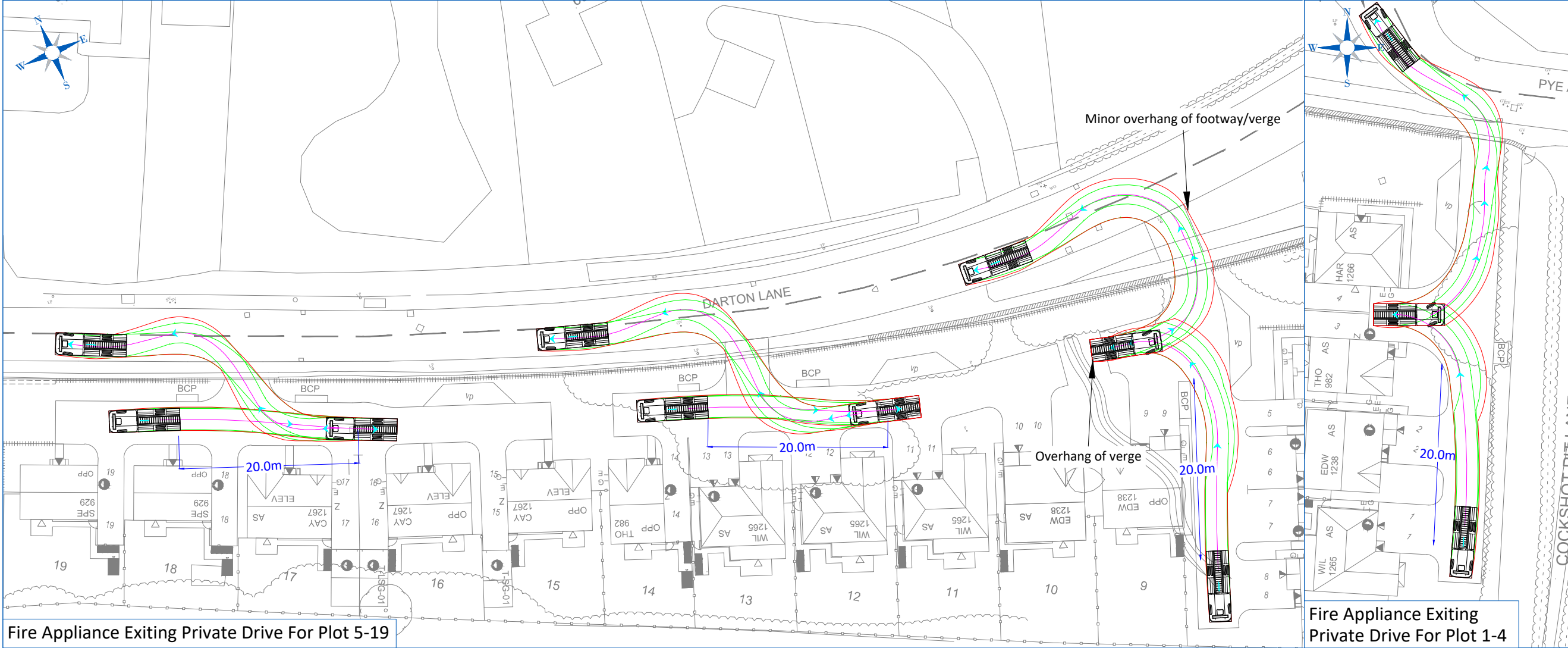
Project	Job	Drawing	Sheet	Revision
LTP/5249/T1	/ 01	01	01	A



Fire Appliance Entering Private Drive For Plot 5-19



Fire Appliance Entering Private Drive For Plot 1-4



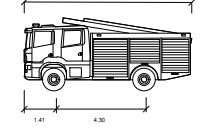
Fire Appliance Exiting Private Drive For Plot 5-19

Fire Appliance Exiting Private Drive For Plot 1-4

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

- Notes:-**
1. Simulated speed - not more than 5 mph
 2. Actual vehicle dimensions and track may vary.



Fire Appliance Scania Emergency One
 meters
 Width : 2.45
 Track : 2.45
 Lock to Lock Time : 6.0
 Steering Angle : 33.7

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 - v. This drawing is produced to be printed and read in colour. Reproduction in black and white may prevent correct interpretation of some aspects.
 - vi. Based on site plan provided by client: Planning layout - Rev M - 20.01.23

Rev.	Date	By	Chk	Description
0	-	-	-	-

Client
Duchy Homes

Project
**Proposed Residential Development
Darton Lane Staincross**

Title
**Fire Appliance
Swept Path Analysis
Private Drives For plots 01-19**

local transport projects
 traffic engineering and transport planning

Armstrong House,
 The Flemington Centre,
 Beverley,
 East Riding of Yorkshire.
 HU17 0NW.

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 info@ltp.co.uk
 www.local-transport-projects.co.uk
 Registered No. 5295328

Drawn	JC	Date	30/09/22
Scale	1 : 500	Checked	JC
Status	Approved TK		

SITE TESTING

Drawing number	Project	Job	Drawing	Sheet	Revision
LTP/5249/T1/02			02	02	0



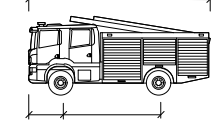
Fire Appliance Entering Site

Fire Appliance Exiting Site

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

- Notes:-**
1. Simulated speed - not more than 5 mph
 2. Actual vehicle dimensions and track may vary.



Fire Appliance Scania Emergency One

Width	1.41 meters
Track	2.45 meters
Lock to Lock Time	6.0
Steering Angle	33.7

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 - vi. Based on site plan provided by client: Planning layout - Rev M - 20.01.23

Rev.	Date	By	Chk	Description
A	01/02/23	JC	SW	Updated tracking for private drive serving plots 42-46 to use turning area.

Client
Duchy Homes

Project
**Proposed Residential Development
Darton Lane Staincross**

Title
**Fire Appliance
Swept Path Analysis
Access For plots 20-46**



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Registered No. 5295328

Drawn	JC	Date	30/09/22
Scale	1 : 500	Checked	JC
Status	Approved TK		

SITE TESTING

Drawing number	Project	Job	Drawing	Sheet	Revision
LTP/5249/T1/02/01				A	