SCP

Transportation Planning : Infrastructure Design

Document referred to in Decision Notice dated 11 Oct 2017

Construction Traffic Management Plan

Broadford Bridge Exploratory Well Access Gate

Woodbarn Farm, Adversane Lane

Celtique Energie Weald

September 2014

Doc Ref: JNR/14809/CTMP/1

Prepared by:	John Russell
Checked by:	Geoff Bowman

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
Rev 2	04/09/14	Final	JNR	JNR

Document referred to in Decision Notice dated 11 Oct 2017

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CONTENTS

1.0 INTRODUCTION 2
2.0 FREIGHT MOVEMENTS 5
3.0 CONTROL PROCESSES 9
4.0 MONITORING FREIGHT MOVEMENTS 11
5.0 CORRECTIVE MEASURES.....12

APPENDICES

1 SITE LAYOUT
2 DRAWING NUMBER 3261/WL/15. PROPOSED SITE ENTRANCE
3 SWEPT PATH ANALYSIS – SITE ENTRANCE
4 SWEPT PATH ANALYSIS - A29/ADVERSANE LANE SWEPT PATH ANALYSIS

Document referred to in Decision Notice dated 11 Oct 2017

1.0 INTRODUCTION

Context

1.1 Celtique Energie Weald Ltd. (the "Applicant") is undertaking exploratory hydrocarbon works at a site at Wood Barn Farm, Adversane Lane, Broadford Bridge, Billingshurst, West Sussex hearafter reffered to as 'the Site'.

1.2 The works are temporary and comprise the siting and development of a temporary borehole, well site compound and access road including all ancillary infrastructure and equipment, on land at Wood Barn Farm, Broadford Bridge, for the exploration, testing and evaluation of hydrocarbons in the willow prospect. Planning permission for the temporary exploratory works was received in February 2013 (planning permission ref. WSCC/052/12/WC).

1.3 Separate to but in association with planning permission ref: WSCC/052/12/WC, planning permission has been applied for and granted for the temporary installation of security fence, gates and cabins (hereafter referred to as the "Proposed Development"). Security hoarding/fencing will be erected and maintained in order to prevent unauthorised access to the Site. A Site layout is provided at **Appendix 1** illustrating the location of security hoarding/fencing and material storage.

1.4 In granting planning permission West Sussex County Council (WSCC) applied the following condition:

Condition no 4

No development shall take place, including any works of demolition, until a Construction/Traffic Management Plan has been submitted to and approved in writing by the County Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- *the proposed method of access gate management*

1.5 This CTMP sets out how traffic in relation to the Proposed Development will be managed during the construction period and how the access gate will be managed during its operational period in order to ensure that vehicles approaching the temporary exploratory well site from the public highway are not delayed entering the site and therefore there is no impact on the free and safe flow of traffic on the highway.

Document referred to in Decision Notice dated 11 Oct 2017

Roles and responsibilities

1.6 It is expected that this CTMP will be delivered by the Contractor appointed to carry out the works. Nonetheless the responsibility for ensuring that measures set out in this CTMP are delivered remains with the Applicant; with WSCC as the enforcing agency.

1.7 Any concerns regarding the failure of part or all of this CTMP to be implemented should be addressed to the Applicant and WSCC. Contact details are provided below.

Geoff Davies CEO **Celtique Energie Holdings Ltd** Newlands House 40 Berners Street London W1T 3NA +44 (0) 207 255 6100	**Dominic Smith** Principal Planner Strategic Planning **West Sussex County Council** 2nd Floor Northleigh County Hall Chichester PO19 1RH 0330 222 5711

Document referred to in Decision Notice dated 11 Oct 2017

Scope

1.8 The CTMP is intended to be a live document to be reviewed and updated as appropriate by the Applicant during the construction programme with inputs from WSCC.

1.9 Following this introduction the report will be structured as follows:

- Section 2: The freight movements which are predicted to occur (i.e. types of vehicles, routing, time of day, day of week);
- Section 3: The controls and processes that the Applicant will implement to ensure these movements are not exceeded;
- Section 4: The approach to monitoring the freight movements and how this information will be distributed; and
- Section 5: Corrective measures/actions to be taken if these limits are exceeded.

1.10 Many of the principles and measures presented in this CTMP draw on those presented in the CTMP to the *Broadford Bridge Construction Traffic Management Plan* which deals with the temporary exploratory works site. This ensures that the two associated CTMPs align.

Document referred to in Decision Notice dated 11 Oct 2017

2.0 FREIGHT MOVEMENTS

Freight & Plant Trips

2.1 The main transport effects of construction are additional traffic (especially Heavy Goods Vehicle – HGV - movements) on roads leading to the Site.

2.2 The Proposed Development would be constructed during Phase 1 of the permitted temporary exploratory well site (hereafter referred to as "the exploration works"). Phase 1 of the exploration works is expected to last approximately 10 weeks and the Proposed Development would be constructed during the first 2 weeks of that Phase. For context, the phasing for the exploration works is provided below:

- Phase 1 - Construction of the access road and well site;
- Phase 2 - Mobilisation of Drill Rig - set up and drilling mode;
- 3a – Testing (gas), evaluation programme and rig dismantling;
- 3b – Testing (oil), evaluation programme and rig dismantling;
- Phase 4a – Restoration; and
- Phase 4b - Retention.

2.3 Subject to the outcome of the exploratory works, the well site will either be retained or restored. In the case that the well site is restored, there will be further construction activity associated with the Proposed Development comprising the dismantling of the security fence, gates and cabin. And removing these from the site. This would occur during Phase 4a of the exploration works.

2.4 The number of daily freight, plant and light vehicle trips associated with the Proposed Development have been derived from estimates of the total quantities of materials and activities that will be needed in order to undertake the proposed works. The traffic volumes include delivery of material and plant, construction workers and removal of waste. **Table 2.1** details vehicle movements.

Document referred to in Decision Notice dated 11 Oct 2017

Table 2.1 – Activities and Associated Vehicles and Plant Movements

Activity	WEEK 1 No. of Daily Movements (two-way)*			WEEK 2 No. of Daily Movements (two-way)		
	Cars / Vans	HGVs	Total	Cars / Vans	HGVs	Total
Delivery and erection of security fence, gates and cabin	4	6	10	4	0	4
Dismantling of security fence, gates and cabin and removal from site.	4	0	4	4	6	10

2.5 **Table 2.1** shows that for the delivery and erection of security fences, gates and cabin, total two-way traffic movements during week 1 will typically average 10 a day of which 6 are expected to be made by HGV traffic: this is three lorries in and three lorries out delivering the materials required for the Proposed Development to the site during this first week. During week 2, two-way traffic movements will typically average 4 cars / vans per day with no HGV deliveries expected as only erection activities are expected during week 2.

2.6 There will be the same level of total two-way traffic movements over the 2 week period during which the security fence, gates and cabin are dismantled and removed from site should the site be restored. It is noted that should the site be retained, the dismantling of the security fence, gates and cabin and removal from site in the short term. The management of construction traffic associated with the dismantling of the security fence, gates and cabin and removal from site in the case that the exploration site is retained would be the subject of a new CTMP prepared at the time of their dismantling and removal which would take prevailing highway conditions into consideration.

Vehicle Type

2.7 Of the vehicle movements outlined in **Table 2.1**, typically vehicle types which will be accessing the will be as follows:

- Light vehicles – cars and small vans; and
- Articulated flatbed delivery lorries.

2.8 It is not expected that any tipper trucks would be required for the Proposed Development.

Document referred to in Decision Notice dated 11 Oct 2017

Daily Profile of Freight Deliveries

2.9 The contractor will be required to manage HGV deliveries to avoid the weekday peak hours (08:00 – 09:00 & 17:00 – 18:00). Whenever possible the contractor will also manage HGV deliveries to avoid school finishing times (15:00 – 16:00). The contractor will also be required to manage light vehicle movements to avoid the weekday peak hours (08:00 – 09:00 & 17:00 – 18:00) and school finishing times (15:00 – 16:00).

2.10 The contractor will also be expected to manage an even distribution of deliveries throughout the day to avoid 'bunching'. Further details of control measures are contained in Section 3.

Abnormal Indivisible Loads

2.11 There are no abnormal indivisible loads anticipated to be delivered to the Site.

Road Safety

2.12 Signage to inform motorists that the local roads are accommodating construction traffic and advising of the Site access will be provided in accordance with Chapter 8[1] and the Safety at Street Works and Road Works[2] and are detail in drawing no. 3261/WL/15, a copy of which is provided at **Appendix 2**.

2.13 A bound surface (approximately 15.0m back from the edge of the public highway) will be provided within the Site to prevent mud and debris being trafficked onto the public highway. Road sweeping will be carried out at the request of WSCC to keep the highway adjacent to the Site access clear of mud and debris. WSCC have agreed that this proposed approach is acceptable for controlling dirt and debris being trafficked onto the public highway and as a consequence, wheel washing facilities will not be required. However the Site will be monitored by WSCC to ensure that the proposals are effective.

2.14 Areas will be designated within the Site to enable plant, materials and waste to be loaded / unloaded and vehicles to U-turn entirely within the Site without encroaching onto the public highway. Contractors / suppliers will not be permitted to either wait on or load / unload from the public highway. The exception will be during the early stages of the Proposed Development during which fencing will need to be delivered in order to protect trees along the site frontage prior to construction of the site access. This will necessitate single way working controlled by

Document referred to in Decision Notice dated 11 Oct 2017

[1] Traffic Signs Manual, Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1 Design. Department for Transport. 2009
[2] Safety at Street Works and Road Works. Department for Transport. 2001

temporary traffic lights with deliveries of fencing being made between the lights. Details of traffic management measures associated with this will be agreed with West Sussex County Council's Streetworks team.

HGV Distribution and Assignment

2.15 In line with WSCC policy, construction traffic will be routed to the Proposed Development to and from the north via A29 and Adversane Lane. This will maintain heavy vehicle traffic on WSCC's advisory lorry route network for as long as possible. The Advisory Lorry Route Network is identified as suitable for use by heavy vehicles. The A29 connects the A27 in the south and A24 to the north.

Swept Path Analysis

2.16 Swept path analyses of the site access and the A29/Adversane Lane junction have been carried out as part of the requirements of the *Broadford Bridge Construction Traffic Management Plan*. However as the analyses are also relevant to this CTMP, they are included again here. The relevant analysis is the ability of a 15.3m long articulated vehicle to pass through these junctions.

2.17 The plans at **Appendix 3** show that an articulated lorry can easily turn right into the site access. Similarly, a 15.3m long articulated vehicle can safely turn left out of the site although in order to do so, it will cross over the centreline by some 600mm. This is considered acceptable as such a manoeuvre will only take place infrequently and for a short period of time. Visibility along Adversane Lane is good so drivers of oncoming vehicles can see each other and the carriageway is some 6.1m wide at this point so that the possibility of any conflict is low.

2.18 It has been assumed that vehicles leaving the site which pass through the A29/ Adversane Lane junction will turn right on the A29 towards the larger centres of population to the north. Similarly, vehicles coming to the site will approach from the north. The plans at **Appendix 4** provide a swept analysis of the A29/Adversane Lane junction and show that a 15.3m long articulated vehicle can pass through the junction without encroaching on the opposite side of the road or the verges.

2.19 These swept path assessments show that the construction vehicles associated with the Proposed Development can safely use the site access and the A29/Adversane Lane junction and hence there is no need to provide any additional management measures to those described elsewhere in this CTMP.

Document referred to in Decision Notice dated 11 Oct 2017

3.0 CONTROL PROCESSES

3.1 This section outlines the control processes that the Applicant will require the contractor and their supply chain to adhere to during both the construction period of the Proposed Development and the operational period, when the exploration works are underway.

Construction period

Delivery Route Compliance

3.2 The delivery routes will be communicated in advance by the contractor to all individuals and companies involved in the transport of materials and plant to and from site.

3.3 Information signs will be erected at the Site which will include a telephone number for the public to report concerns. This telephone number will also be provided to the local Parish Council.

On-Street Waiting

3.4 It will be communicated to the contractor and supply chain that they are not permitted to either wait on or load / unload from the public highway. The exception will be the delivery of fencing in the early stages of site establishment as described in para 2.14. The contractor and supply chain will be advised in advance of the times when deliveries can be received and required to meet those delivery windows.

Booking System

3.5 The Contractor will be responsible for managing the demand for deliveries and exports for their own fleet and that of their supply chain partners to ensure they comply with agreed daily traffic arrival periods outlined in para. 2.9 and to avoid bunching.

3.6 The contractor will be required to keep an up to date record of deliveries and exports from the site.

Communication Strategy

3.7 An information pack will be distributed to all individuals involved in the transport of materials and plant to and from the Site. The pack will be a convenient size so it can be stored in a truck cab.

3.8 The pack will include key information on delivery routes (including a copy of the Advisory Lorry Network) and clearly set out procedures for dealing with emergencies and disciplinary measures for non-compliance.

Document referred to in Decision Notice dated 11 Oct 2017

Operational period

3.9 During the operational period, the security gates form the access for the exploratory well site. During this period, the security gates and cabins will be manned 24 hours a day. The security staff in these cabins will be on hand to open and close the access gates as necessary. The presence of site personnel will also enable any unforeseen issues or emergencies to be managed in a responsible and responsive manner.

3.10 Staff will have radio equipment to enable them to communicate with drivers. Hence, drivers will be able to radio ahead for the security gates to be opened sufficiently in advance of their arrival to avoid queuing back on to the public highway or two vehicles having to pass each other at the access. This facility will also allow staff to monitor the position of approaching vehicles at any given time. They will then be able to control the departures of vehicles from the site to avoid any conflict between oncoming vehicles on the public highway in the direct vicinity of the site.

Document referred to in Decision Notice dated 11 Oct 2017

4.0 MONITORING FREIGHT MOVEMENTS

Monitoring Strategy

4.1 The HGV movements associated with the Works will be continuously monitored through the use of the Booking System. This will require the Contractor to keep an up to date record of deliveries and exports from the Works.

4.2 The information will be provided to WSCC upon request for checking against the agreed application profile.

Stakeholder Input

4.3 Contact numbers will be on display at the Site entrance for the general public to raise any concerns with the Applicant directly. All enquiries will be recorded and responded to within five working days if contact details are provided. The enquirer will receive a written response (copied to WSCC) detailing what action has been taken, if necessary.

Document referred to in Decision Notice dated 11 Oct 2017

5.0 CORRECTIVE MEASURES

5.1 This section provides a summary of the mechanisms that will ensure that the proposed control measures are effectively implemented.

Correction Process

5.2 A three stage correction process is proposed:

Stage one – West Sussex County Council highlight a potential breach and request the Applicant to review the data and concerns. The Applicant and WSCC will then agree the extent of the breach of controls, if it is material and agree action. This is likely to be a Contractor warning at this stage.

Stage two – If a further material breach is identified the Contractor will be given a further warning and required to produce an action plan to outline how the issue will be rectified and any additional mitigation measures proposed.

Stage three – Should further breaches still occur the Contractor will be required either to remove the offender from Site or to stop using an offending supplier.

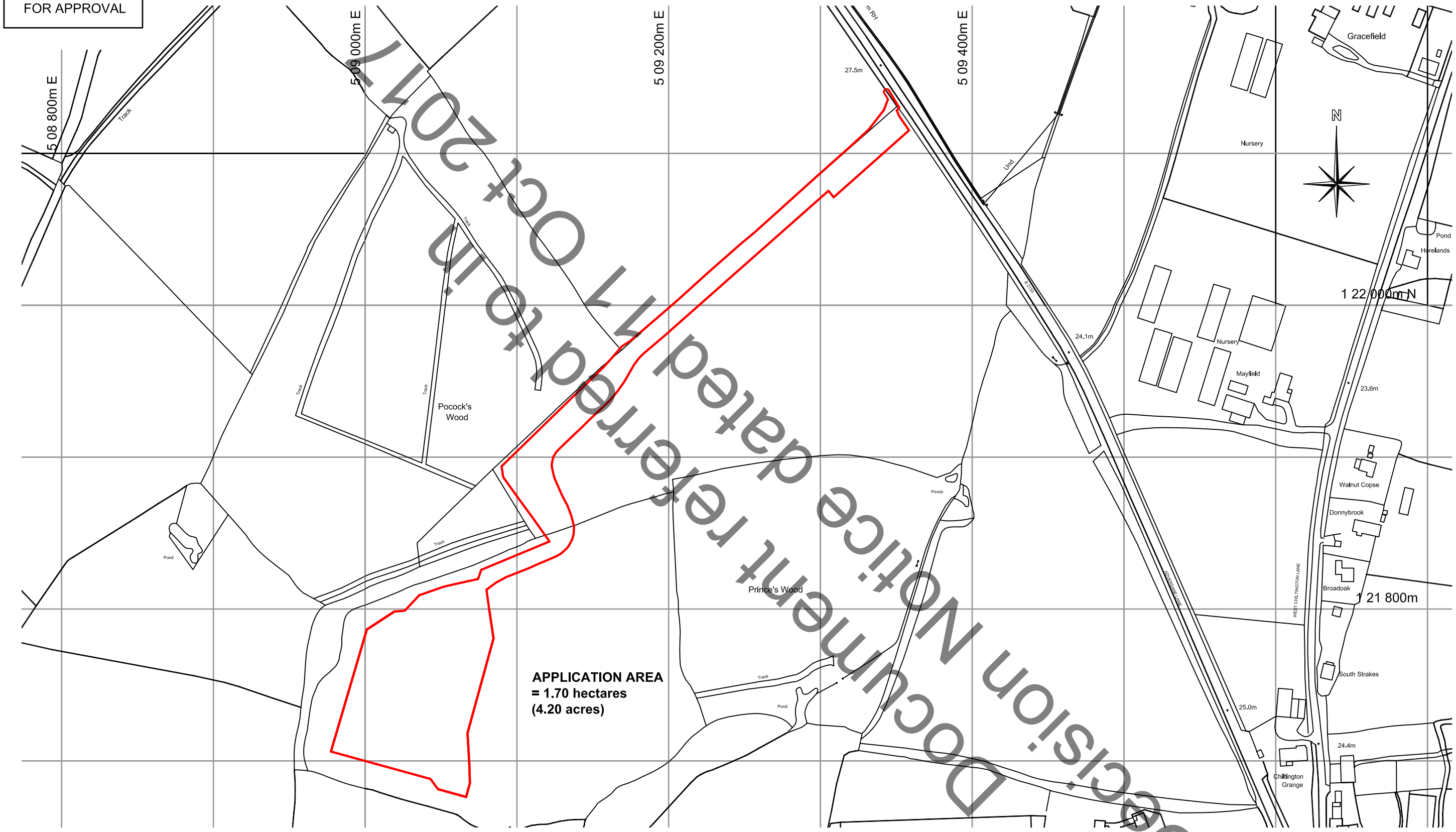
Document referred to in Decision Notice dated 11 Oct 2017

Document referred to in Decision Notice dated 11 Oct 2017

APPENDIX 1

SITE LAYOUT

FOR APPROVAL



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Site of Application

Scale 1:2,500

0 25m 50m

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Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: July 2014	Sheet Size: A3
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Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 02		Revision: I

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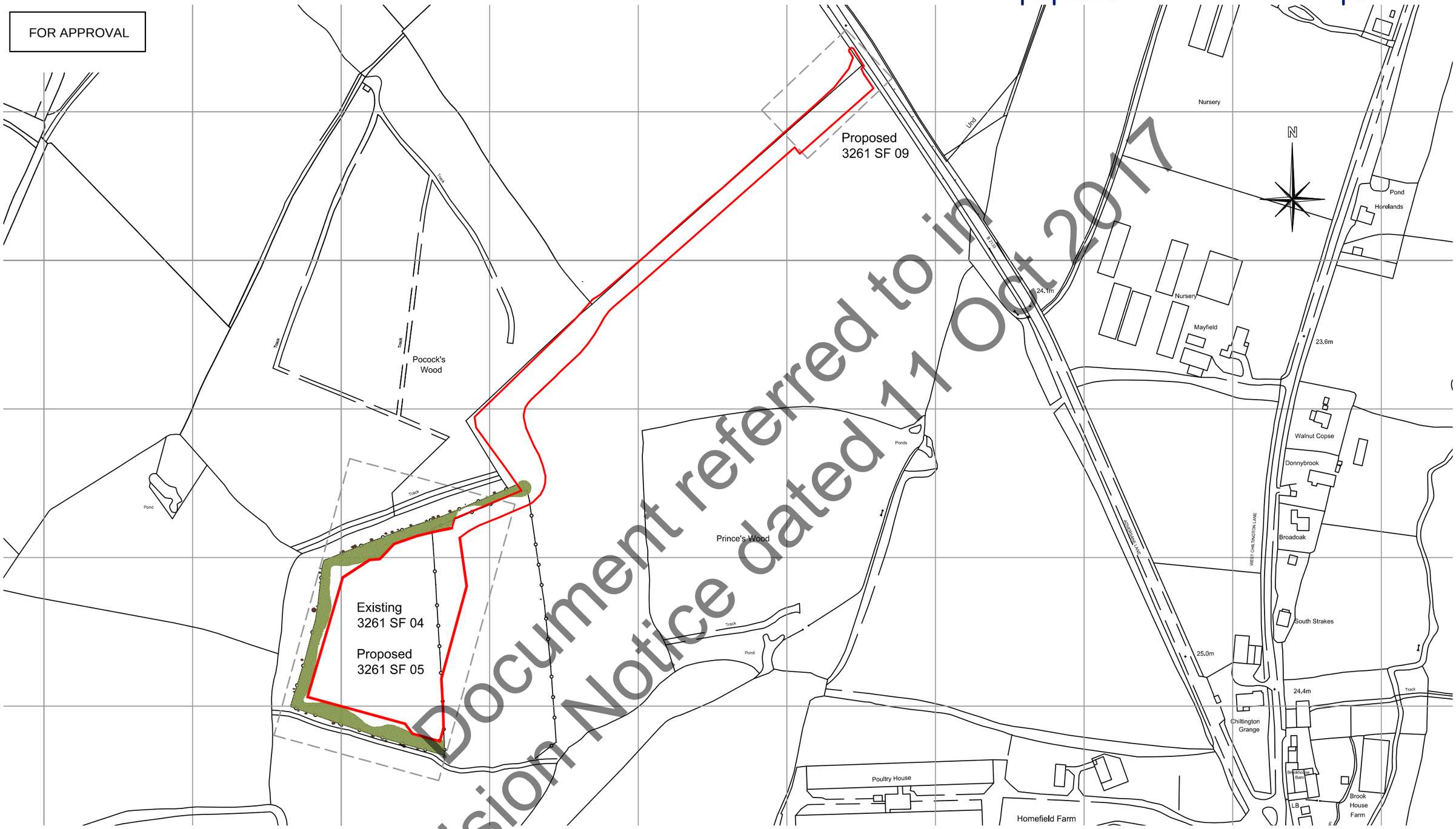

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Orientation Plan

Scale 1:1,500

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Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: July 2014	Sheet Size: A3
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Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 03		Revision: F

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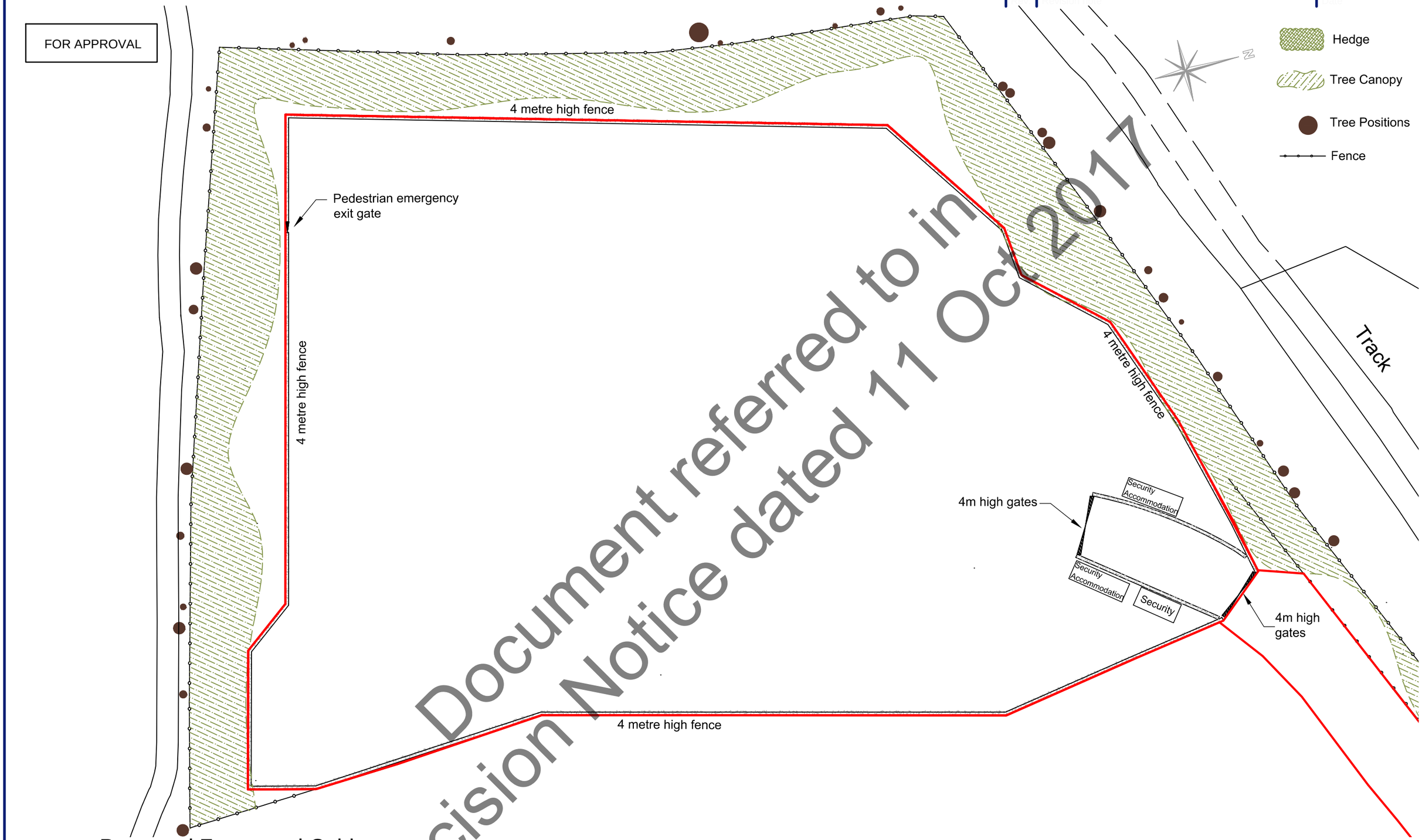

Proposed Fence and Cabins

Scale 1:500

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Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: July 2014	Sheet Size: A3
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Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 05		Revision: G

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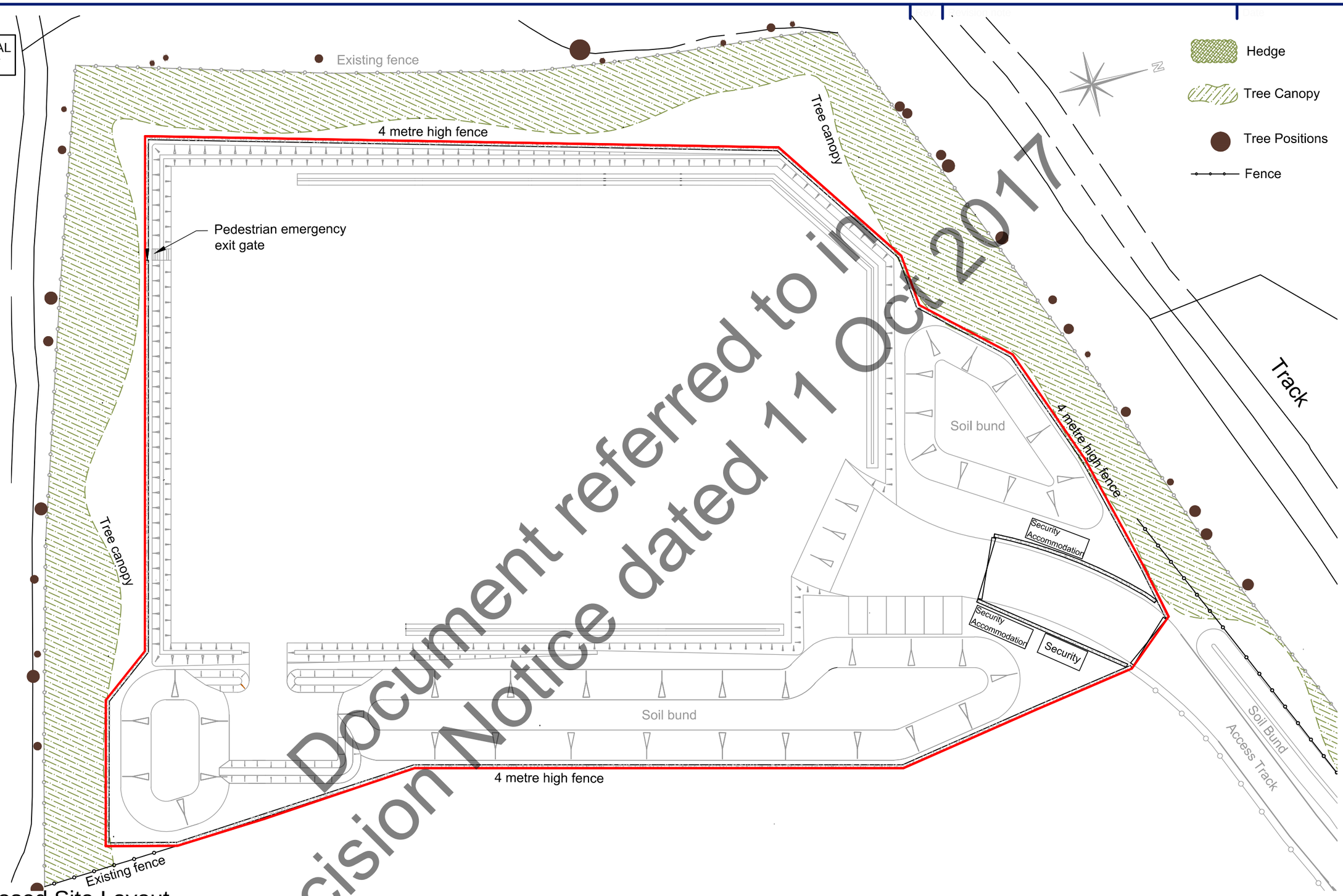

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Proposed Site Layout

Scale 1:500

0 5m 10m

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Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: July 2014	Sheet Size: A3
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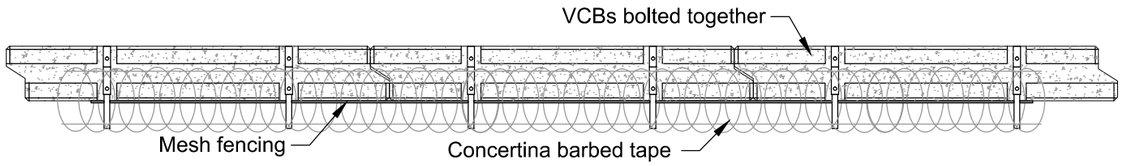

Proposed Fence - Plan

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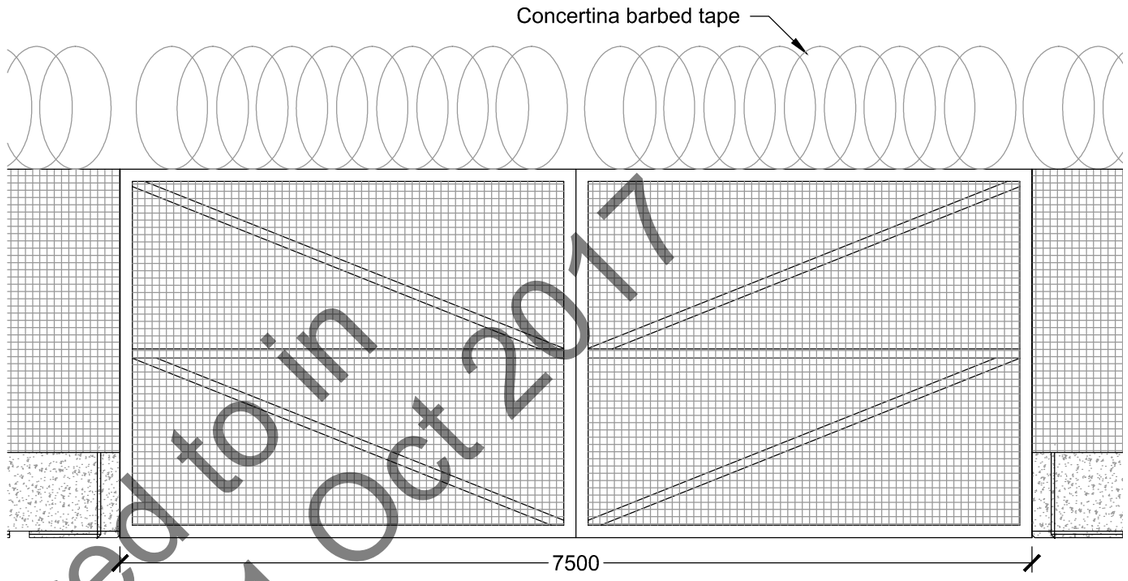
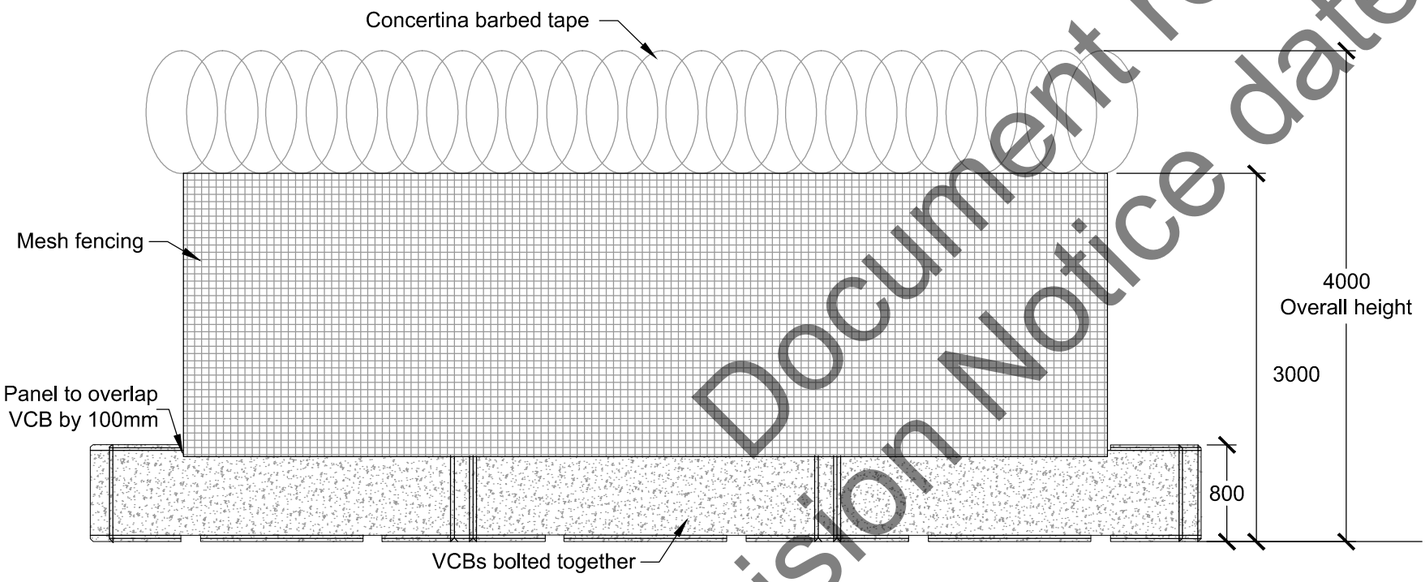


Proposed Site Vehicle Gates

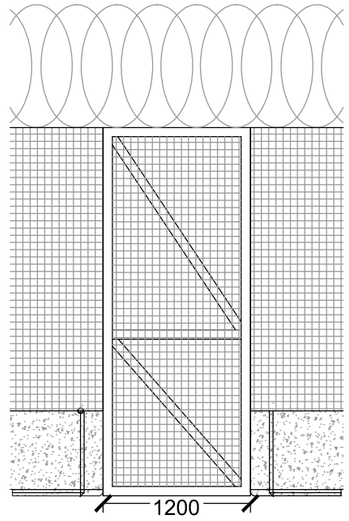
Scale 1:50



Proposed Fence - Elevation

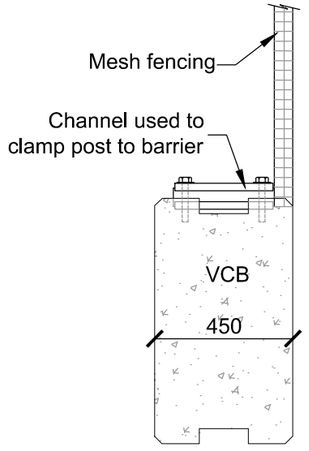
Scale 1:50

0 0.5m 1.0m



Proposed Site Gate

Scale 1:50



Section

Scale 1:20

VCB = Vertical
Concrete Barrier

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Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: July 2014	Sheet Size: A3
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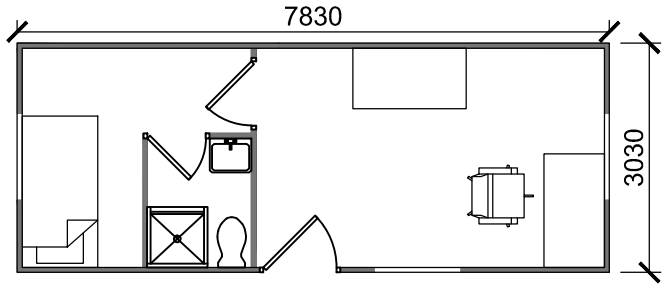
Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 07		Revision: B



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Security Accommodation

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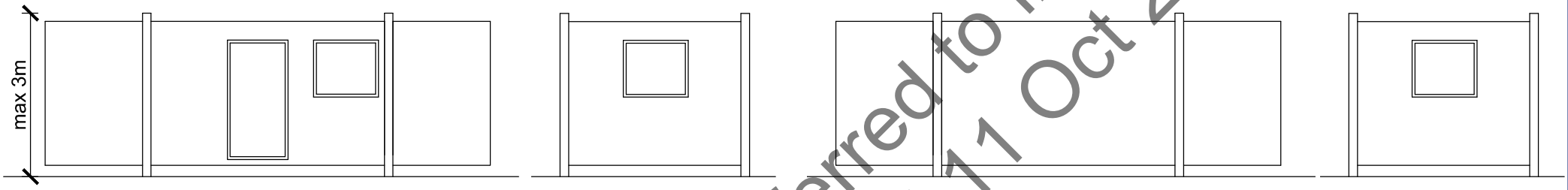

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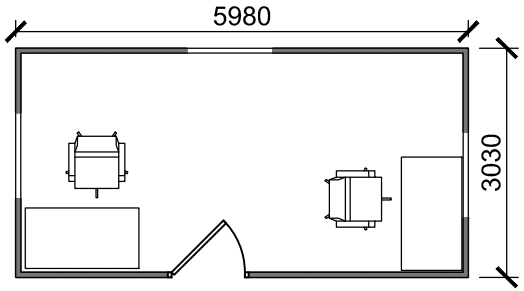
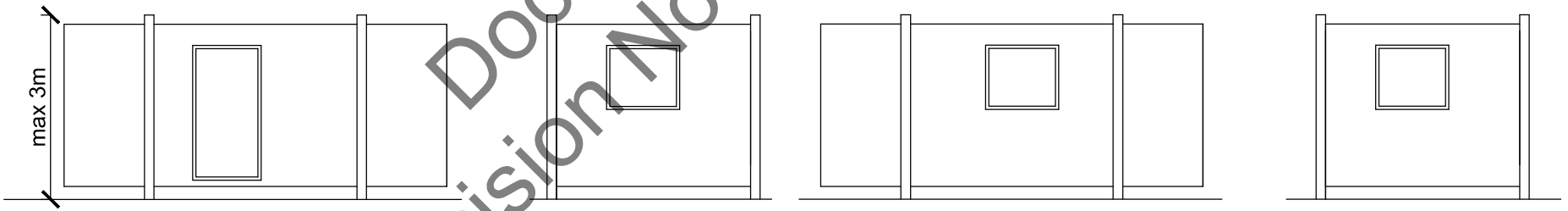


Security Cabin

0 1m 2m

Scale 1:100



Cabins may not be exact style and model shown - internal layouts are indicative and all cabin details are provided as a guide only.

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Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: April 2014	Sheet Size: A4
	Drawing Title: Proposed Security Cabins (Scale 1:100)		
Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 08		Revision: A

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Hedge

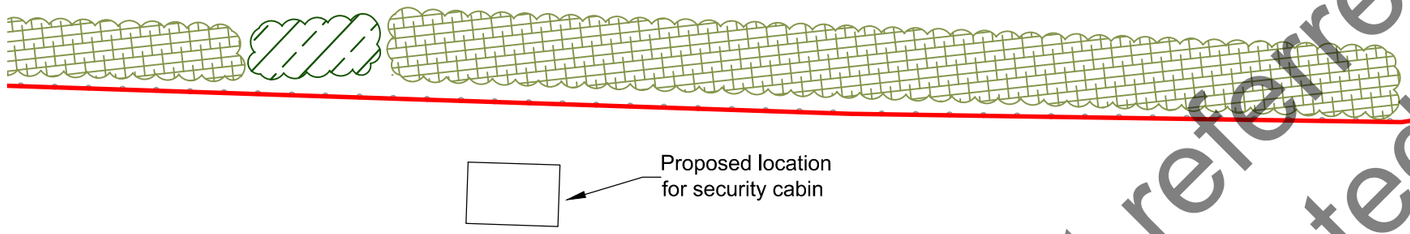
Proposed hedgerow

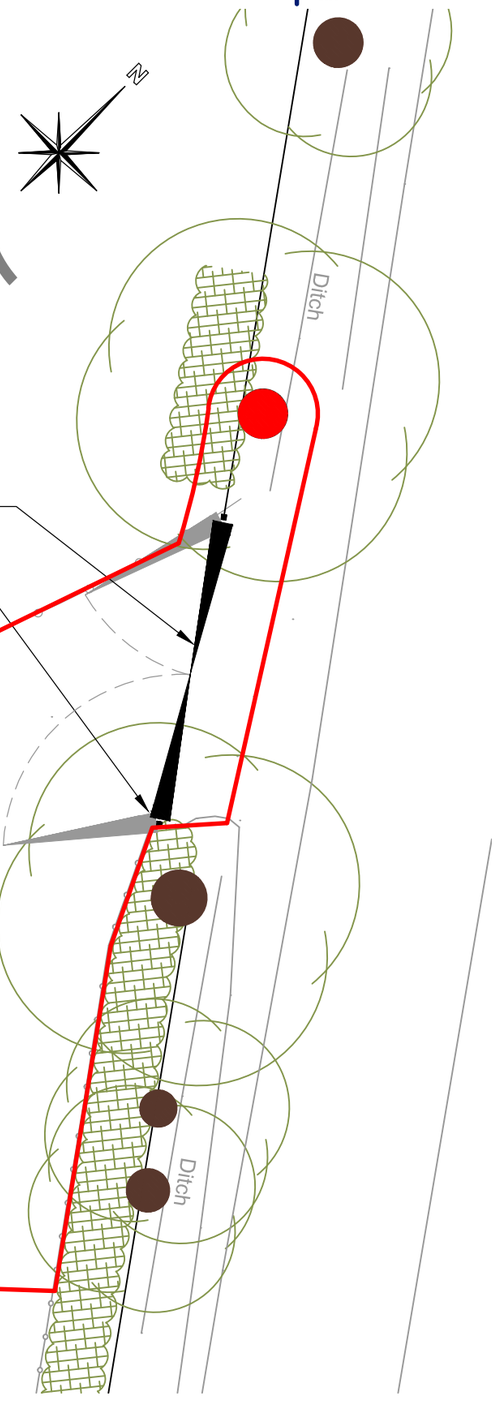
Tree Canopy

Tree Positions

Fence

Category R - proposed removal





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Proposed Gates and Cabin

Scale 1:200

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Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: May 2014	Sheet Size: A3
	Drawing Title: Proposed Gates and Cabin (1:200)		
Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 09		Revision: A

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INDICATIVE ONLY

Hedge

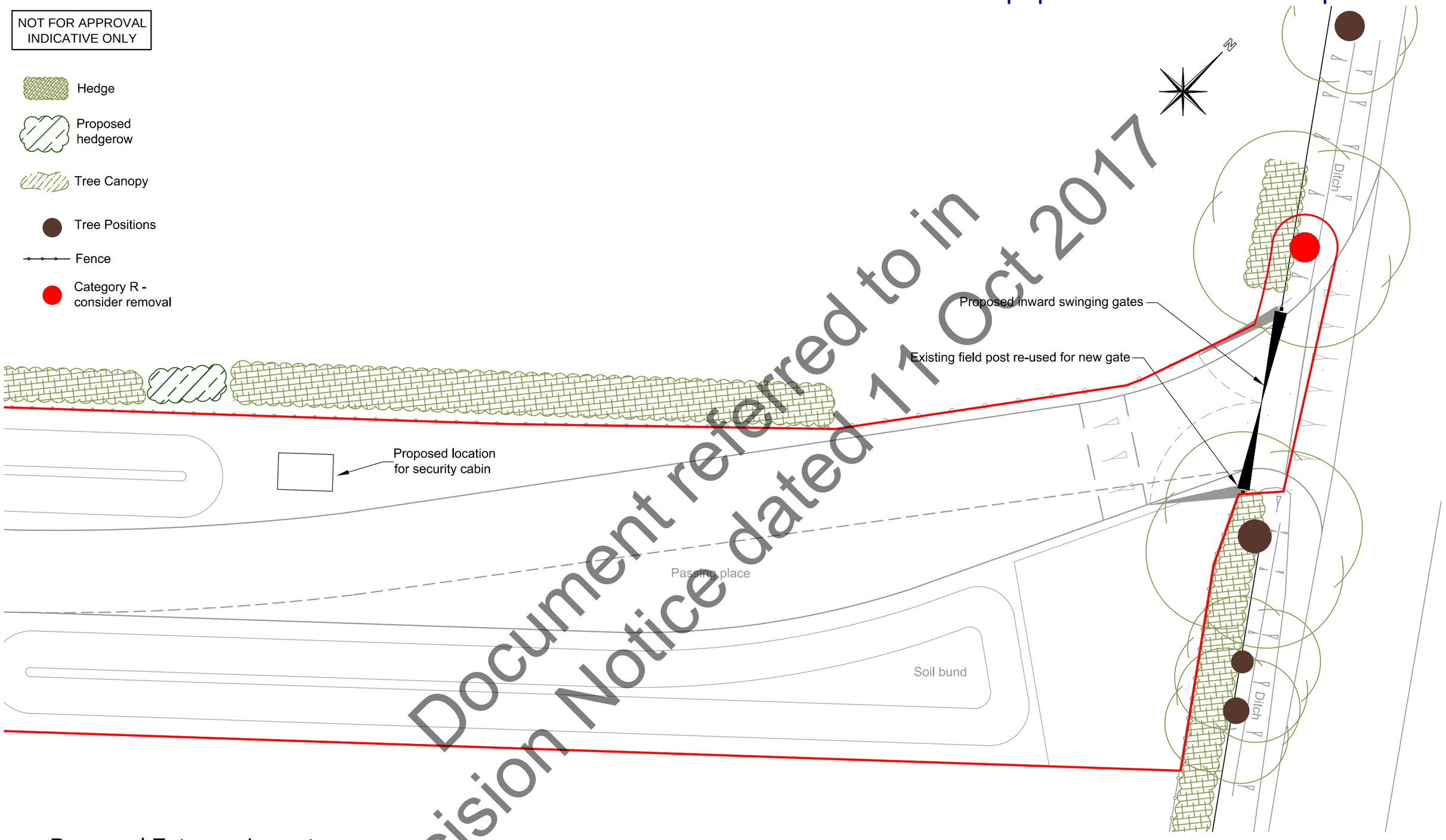
Proposed hedgerow

Tree Canopy

Tree Positions

Fence

Category R - consider removal



Document referred to in Decision Notice dated 11 Oct 2017

Proposed Entrance Layout

Scale 1:200

R ELLIOTT ASSOCIATES LTD
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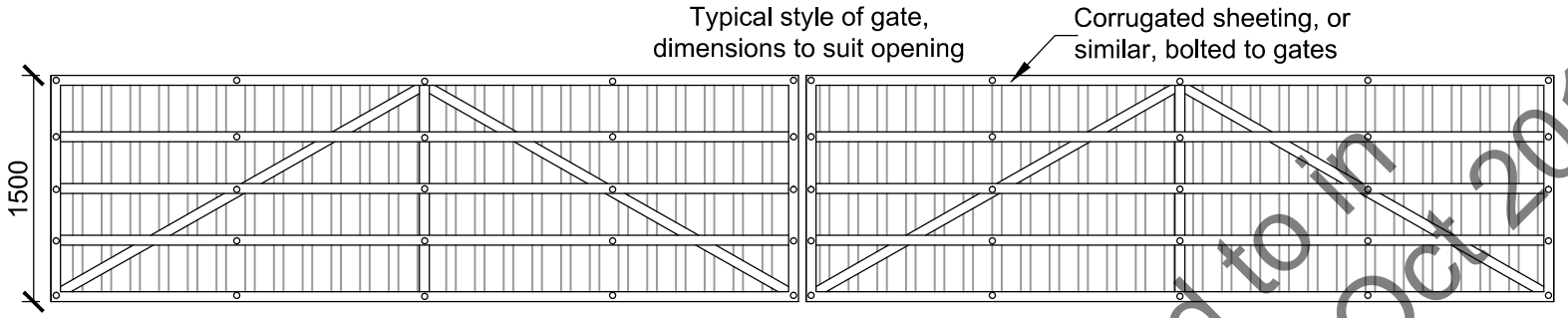
Dennett House
Brighton Road
Sway
Lymington
Hampshire
SO41 6EB

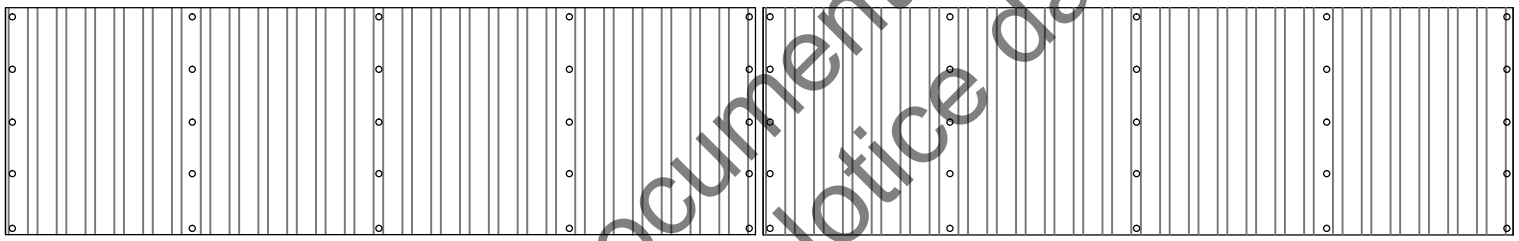
Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: July 2014	Sheet Size: A3
	Drawing Title: Proposed Entrance Layout (1:200)		
Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 10		Revision: C

FOR APPROVAL



Proposed Gate - Rear Elevation

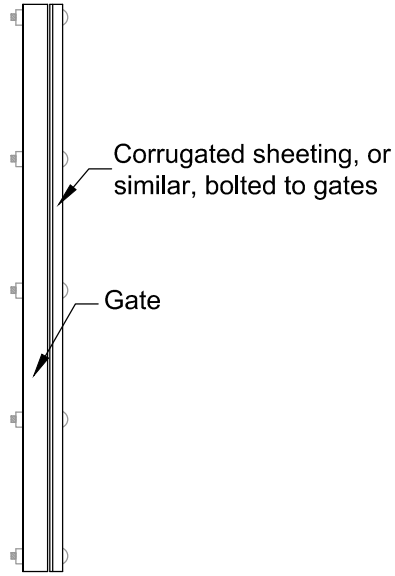
Scale 1:50



Proposed Gate - Front Elevation

Scale 1:50

0 0.5m 1.0m



Side Elevation

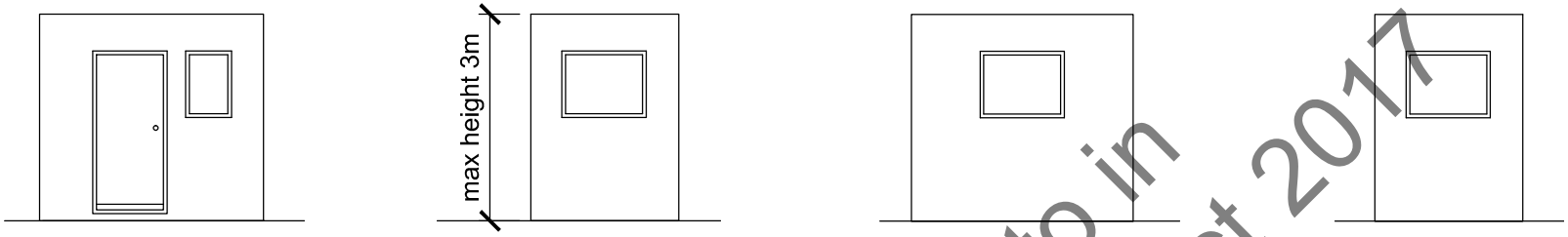
Scale 1:20

Document referred to in Decision Notice dated 11 Oct 2017

Dennett House
Brighton Road
Sway
Lymington
Hampshire
SO41 6EB

Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: May 2014	Sheet Size: A4
	Drawing Title: Proposed Entrance Gates (Scale 1:20,1:50)		
Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 11		Revision: A

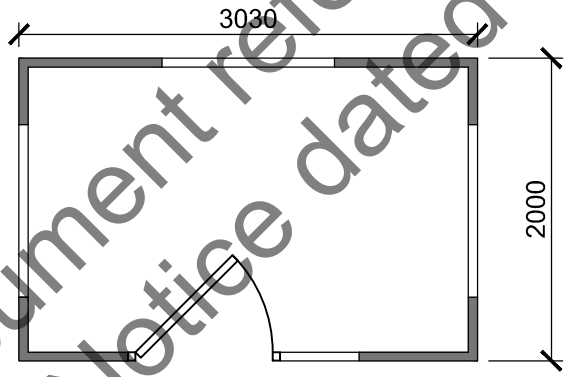
FOR APPROVAL



Proposed Elevations

Scale 1:100

0 1m 2m



Proposed Cabin Plan

Scale 1:50

0 0.5m 1.0m

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Cabin may not be exact style and model shown - cabin details are provided as a guide only.

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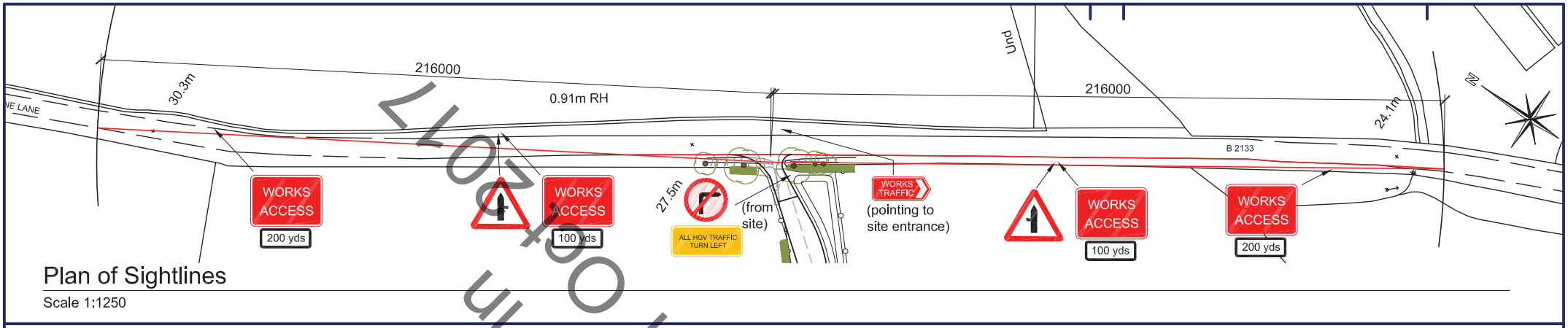
Hampshire
SO41 6EB

Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: May 2014	Sheet Size: A4
	Drawing Title: Proposed Entrance Security Cabin (Scale 1:50,1:100)		
Job Title: Broadford Bridge Site	Drawing Number: 3261 BB SF 12		Revision:

Document referred to in Decision Notice dated 11 Oct 2017

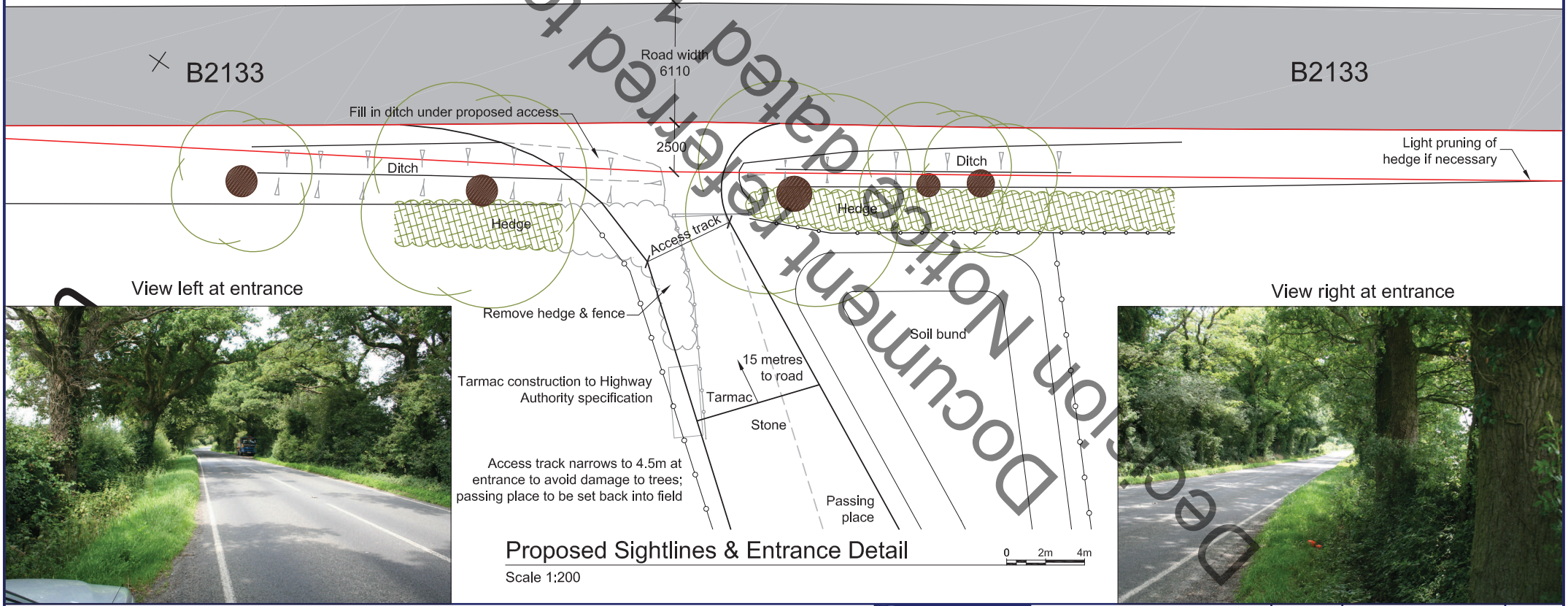
APPENDIX 2

DRAWING NUMBER 3261/WL/15. PROPOSED SITE ENTRANCE



Plan of Sightlines

Scale 1:1250



Proposed Sightlines & Entrance Detail

Scale 1:200

0 2m 4m

View left at entrance

View right at entrance

Decision Notice referred to in Document dated 17 Oct 2017

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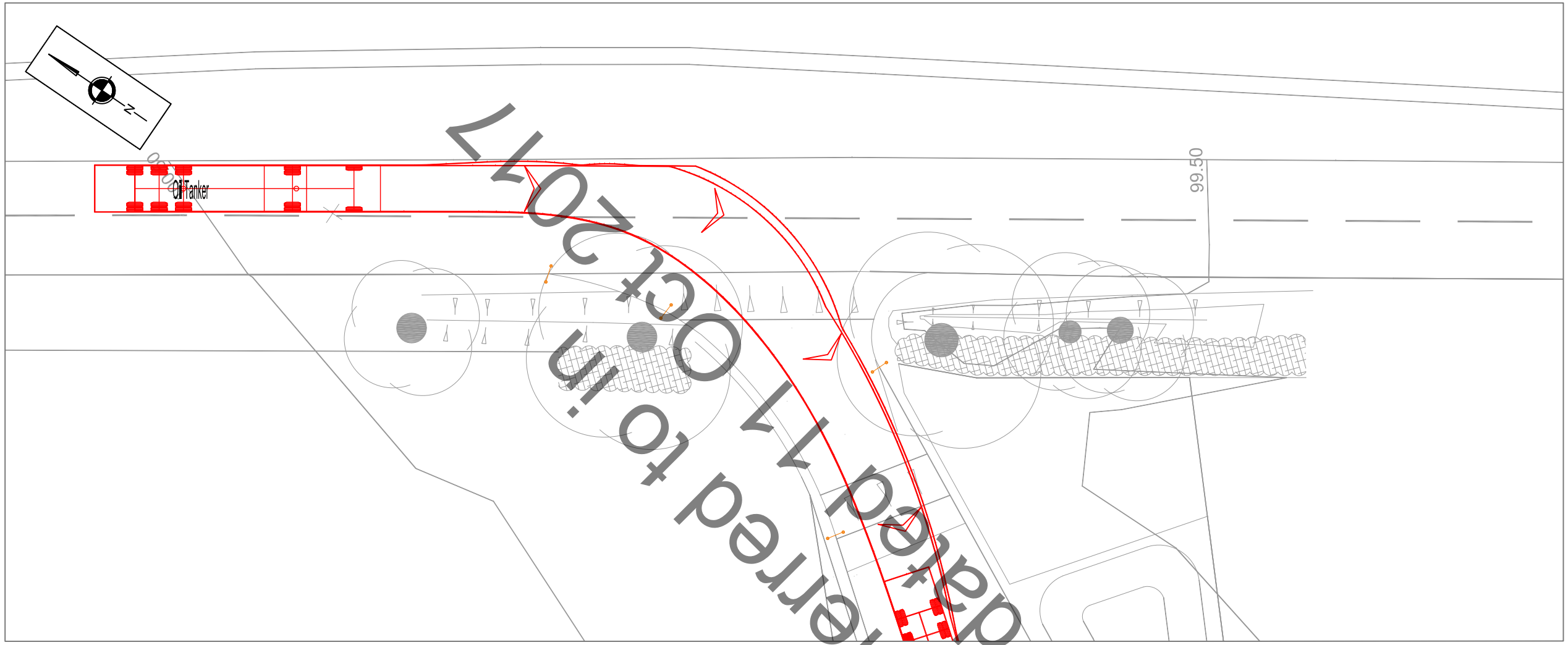
Lymington
Hampshire
SO41 6EB

Client: Celtique Energie Petroleum Broadford Bridge West Sussex	Drawn By: AJNE	Date: February 2012
	Sheet Size: A3	
	Drawing Title: Proposed Site Entrance (1:500)	
Job Title: Willow 1 Site	Drawing Number: 3261/WL/15	Revision:

Document referred to in Decision Notice dated 11 Oct 2017

APPENDIX 3

SWEPT PATH ANALYSIS – SITE ENTRANCE



Decision Notice dated 11 Oct 2017
Document referred to in

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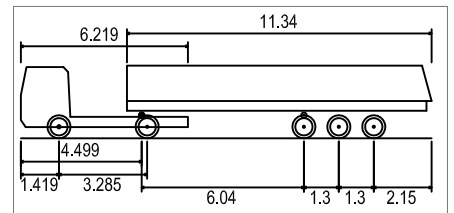
NOTES

1) DO NOT SCALE FROM THIS DRAWING

2) THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY



Oil Tanker	
Overall Length	15.289m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.670m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP

Transportation Planning : Infrastructure Design

2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

CELTIQUE ENERGIE WEALD LIMITED

Project Title:

BROADFORD BRIDGE
WEST SUSSEX

Drawing Title:

SWEPT PATH ANALYSIS
OIL TANKER SITE ACCESS

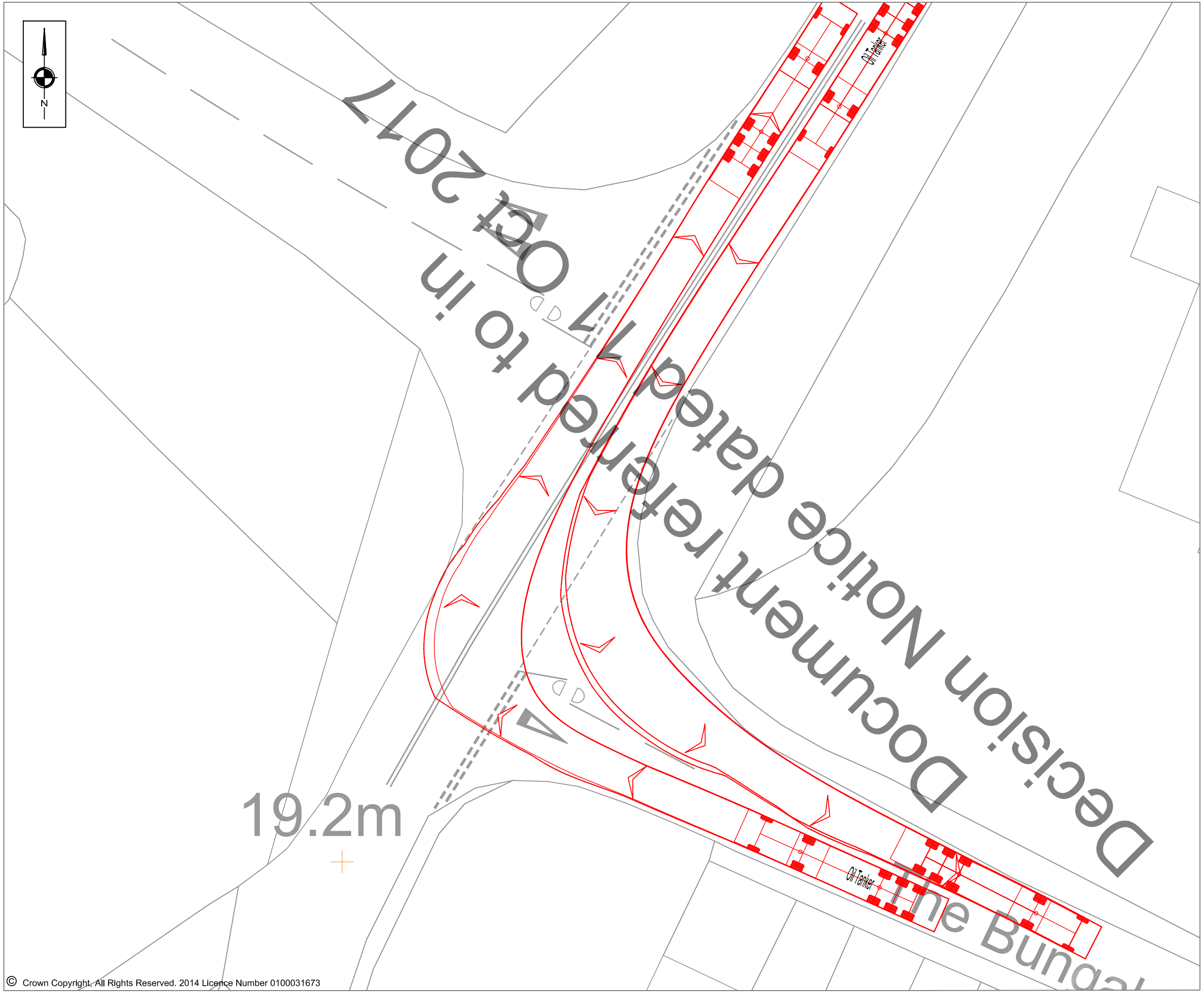
Drawn By: FJT	Date: 15.08.2014
Checked: GWB	Scale: 1:250 @ A3
Status: PLANNING	Approved/Unapproved: -

Drawing No.	Rev.
SCP/14809/ATR01	-

Document referred to in Decision Notice dated 11 Oct 2017

APPENDIX 4

SWEPT PATH ANALYSIS - A29/ADVERSANE LANE SWEPT PATH ANALYSIS



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NOTES

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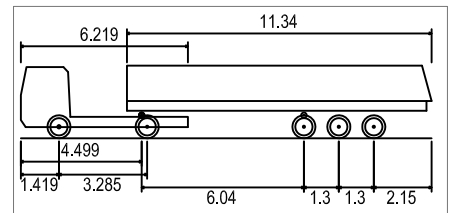

Oil Tanker	
Overall Length	15.289m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.670m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P
Transportation Planning : Infrastructure Design
2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
CELTIQUE ENERGIE WEALD LIMITED

Project Title:
BROADFORD BRIDGE
WEST SUSSEX

Drawing Title:
SWEPT PATH ANALYSIS OIL TANKER
ADVERSANE LANE/A29 JUNCTION

Drawn By:	Date:
FJT	15.08.2014
Checked:	Scale:
GWB	1:250 @ A3
Status:	Approved/Unapproved:
PLANNING	-

Drawing No.	Rev.
SCP/14809/ATR04	-