# Grange Moor Coachworks, Honley

## Transport Statement

February 2025

Project number 2401

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INSTITUTE OF HIGHWAY ENGINEERS
CIHT

# Quality Management

| | First Issue | Revision 1 | Revision 2 | Revision 3 |
|---|---|---|---|---|
| Remarks | Final Report | | | |
| Date | February 2025 | | | |
| Prepared by | PAH | | | |
| Checked by | LJO | | | |

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# Contents



# Appendices



# Figure

## 1.0 Introduction

1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposed extension of Reins Mill, Honley by the demolition of 2 buildings to accommodate the extension and remodelling of the main unit to afford the relocation of staff associated with the site at Grange Moor to Honley.

1.2 The site location can be found below at Figure 1.1 below.

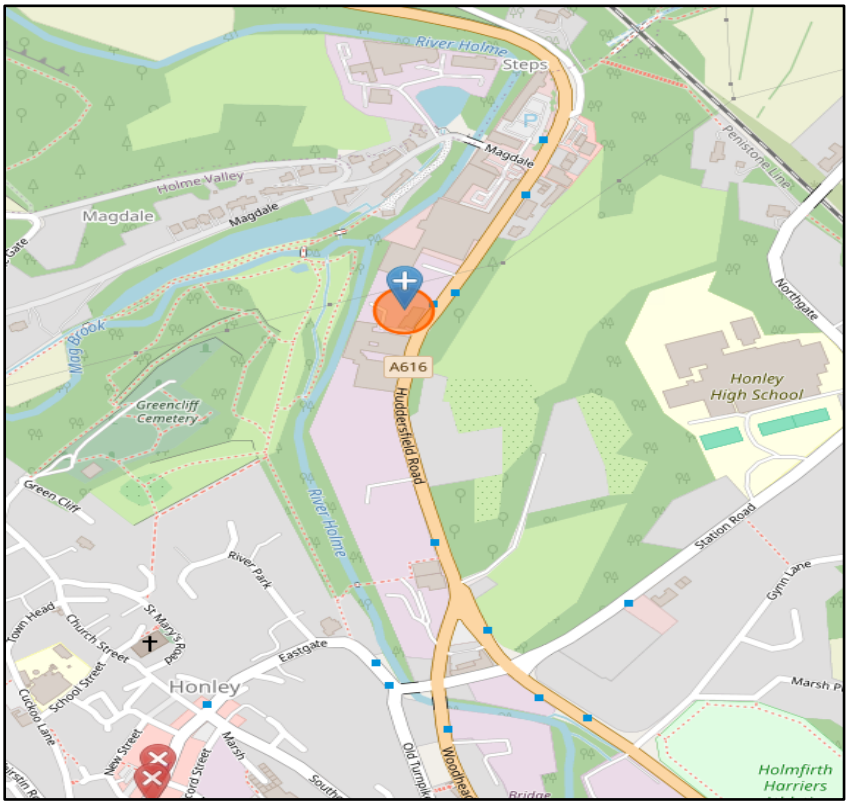


**Figure 1.1 Site Location**

1.3 The site is located on the western side of the Huddersfield Road (A616) approximately 240 metres or so southwest of Magdales junction with the major road (A616). The site is within the administrative boundary of the Kirklees Council. Currently the site has a mixed use with Grange Moor Coachworks, a roofing company and a supplier of specialist conservation products occupying the site.

1.4 It is bound by an industrial development to the north and south, Huddersfield Road to the east and open land to the west.

1.5 The development proposals comprise of the demolition of 2 buildings to accommodate the extension and remodelling of the main unit to afford the relocation of staff associated with the existing site at Grange Moor to the site at Honley. The relocation is vital to the coachworks business as the current lease at Grange Moor is ending. The relocation of the Grange Moor site to Honely would secure employment for existing staff and would improve efficiency for the business.

1.6 This Transport Statement demonstrates that:

- The site aligns with relevant national and local transport policies.
- The site is readily accessible via public transport and pedestrian routes.
- The adjacent highway network does not suffer from any major defects that could contribute to an excessively high accident frequency.
- Suitable access to the site is available via Huddersfield Road.
- The trip generation from the proposed development will not result in a significant residual impact on the local transport networks.

1.7 The purpose of this Transport Statement is to bolster the application. Following this introduction, the Transport Statement is organised into the following sections:

2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.

3.0 Development Proposals outlines the proposed development and provides information pertaining to the site's proposed access.

4.0 Transport Policy provides an overview of the relevant Transport Planning Policies associated with this application.

5.0 Traffic Impact conducts an analysis of the potential influence of the development on the local highway.

6.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

## 2.0 Existing Situation

### Existing Site

2.1 The site currently contains 3 units within the complex. The main unit is occupied by the applicants as a coachworks, and the remaining two units are occupied by a roofing company and a supplier of conservation products. The roofing and conservation product supplier will relocate elsewhere.

2.2 The main unit is situated along the south side of the site and the roofing and conservation products businesses are situated to the far west side of the site.

2.3 There is an existing car parking area and yard area located to the north side of the site, with the yard area used by the tenants of the 2 small units. The car park can currently accommodate around 20 spaces with the yard area containing external storage and works vehicles (vans associated with the roofing company).

2.4 The existing coachworks business at the application site employs 12 staff including technicians, mechanics and office staff.

2.5 The roofing business has around 7 employees, and the conservations products business employs around 3 people.

### Local Highway Network

2.6 The site will be accessed via an existing arrangement off the Huddersfield Road. The existing access is a simple dropped footway crossing arrangement

2.7 Huddersfield Road is a class 1 highway (A616) and along the site frontage is a two-way single carriageway. It is lit to main road standards and is the subject of a 30-mph speed limit at this point.

2.8 The A616 runs locally from Huddersfield in the north to New Mill and Holmfirth in the south. It is a busy route throughout the day with a noticeable increase in traffic at the recognised peak times. There are safety cameras situated along the route situated in strategic locations enforcing the speed limit.

2.9 The site access is situated on the outside of a sweeping bend in the highway, which has a nearside footway, a wide carriageway – over 9.5 metres in width and a footway on its eastern flank.

**Figure 2.1 Photograph of Existing Site Access**

2.10 There are no traffic regulation orders in and around the site access and on street parking does occur more to the south of the site.

**Walking and Cycling**

2.11 Access for pedestrians to the nearby fare stages on Huddersfield Road will be via the existing footway system. There are fare stages to the north and south of the site access. The fare stages to the south have the benefit of passenger shelters.

2.12 Facilities for pedestrians and cyclists within the vicinity of the development site include footways to both sides of the Huddersfield Road, providing safe access to the local fare stages and nearby shops and services situated towards Honley.

2.13 To the north past the Magdale Road junction there is an on-carriageway cycle lane that provides a link to and from Armitage Bridge. The route recommences once past the frontage built up area providing an on-carriageway route towards Lockwood Bar.

2.14 Pedestrian and cyclist isochrones are illustrated within Figures 2.2 and 2.3 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

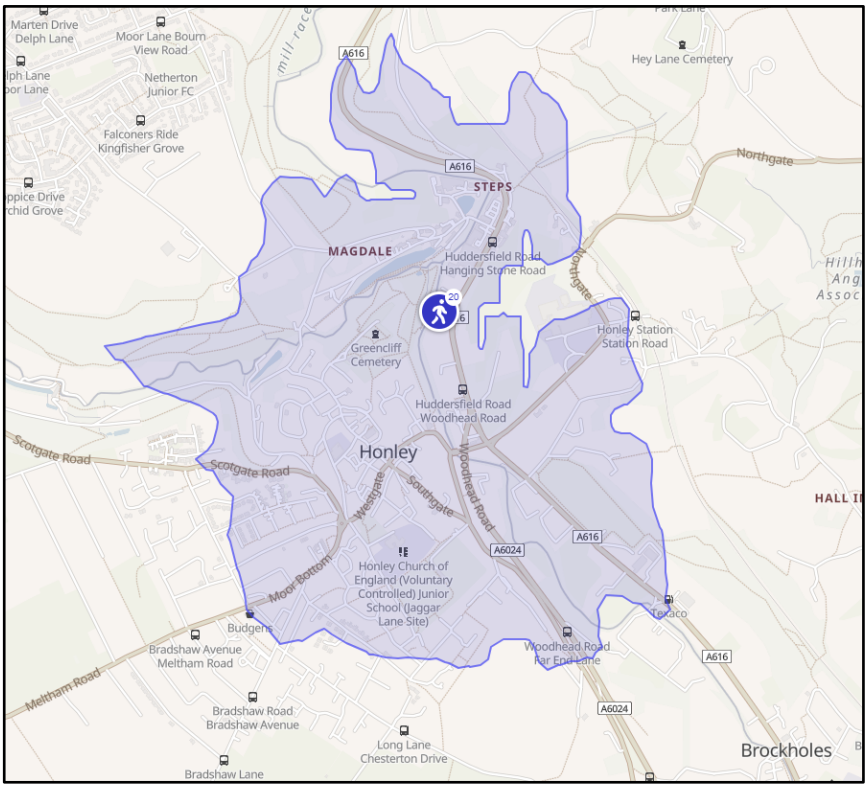


**Figure 2.2 Pedestrian Isochrone**

2.15 Figure 2.2 demonstrates that the predominant area of Honley Littletown and Honley Rail station are accessible within a 20-minute walking radius from the proposed development site. The bus route and the relevant fare stages along the Huddersfield Road can also be accessed within the accepted walking distance from the application site.

2.16 The local amenities within Honley such as the nearby supermarket associated with the PFS and all the many facilities within Honley are all situated within walking distance of the application site.

2.17 Honley also has high density residential areas situated to the south and west of the town which allows employees located within these areas the opportunity to walk to their place of employment.

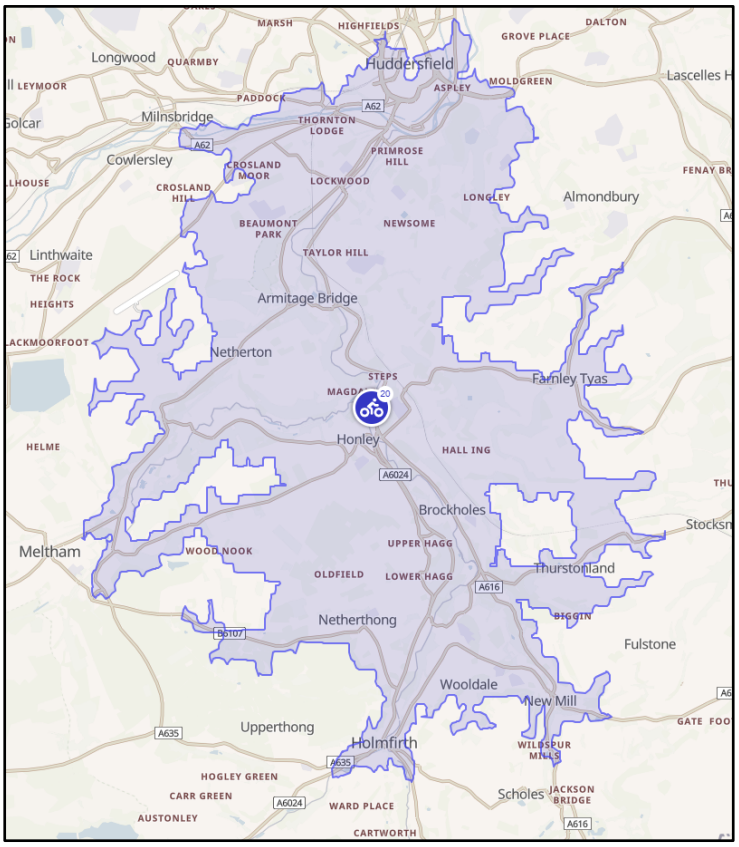


**Figure 2.3 Cyclist Isochrone**

2.18 Figure 2.3 highlights that the development has an expansive catchment of the surrounding area for employees located within a 20-minute cycling timeframe. It is acknowledged that some of the local terrain is challenging, however, for the competent, regular cyclist this should not raise any issues. The large towns and associated residential areas of New Mill, Holmfirth, Brockholes, Netherton, Armitage Bridge, and parts of Huddersfield and the surrounding suburban areas of Lockwood, Newsome, Beaumont Park and Crosland Moor are also within the cycling timeframe mentioned above. Honley Rail Station is also within cycling distance providing the opportunity for multi modal journeys.

**Public Transport**

2.19 The application site is conveniently situated with respect to access to public transport facilities. The nearest fare stages are located on the Huddersfield Road to the north and south of the application site.

2.20 A summary of the services available from these local fare stages is provided below at Figure 2.4. The table includes information on service routes, frequencies and the provider offering the service.

| Number | Route | Typical Frequency | | | Provider |
|---|---|---|---|---|---|
| | | Mon – Sat | Late Evenings | Sundays | |
| 307 | Huddersfield – Newsome – Honley | 60mins | - | - | First Huddersfield |
| 308 | Huddersfield – Newsome – Honley - Holmfirth | 60 | 60 | 60 | As above |
| 310 | Huddersfield – Holmfirth – Scholes – Hepworth | 30 | 60 | 60 | As above |
| 314 | Huddersfield – Brockholes – Holmfirth – Holme | 60 | 60 | 60 | As above |
| 316 | Huddersfield – Brockholes – Holmfirth – Parkhead | 60 | - | - | As above |

**Figure 2.4 Bus Services**

2.21 The services depicted in Figure 2.4 above can streamline potential commuting. They provide access to Huddersfield, Holmfirth, Newsome, Scholes and Holme well as offering connections to Huddersfield Rail Station providing the opportunity for multi modal travel.

2.22 Honley Railway Station is located within a 20-minute walk and is also within the cycling distance of the application site. Honley station is on the Penistone Line and is within the MetroCard 5 Zone.

2.23 The Penistone Line provides a regular hourly service between Huddersfield and Sheffield and stops at Barnsley, Denby Dale and Shepley plus many stations in between as highlighted in Figure 2.5 below. Thereby providing further opportunities for multi modal travel.

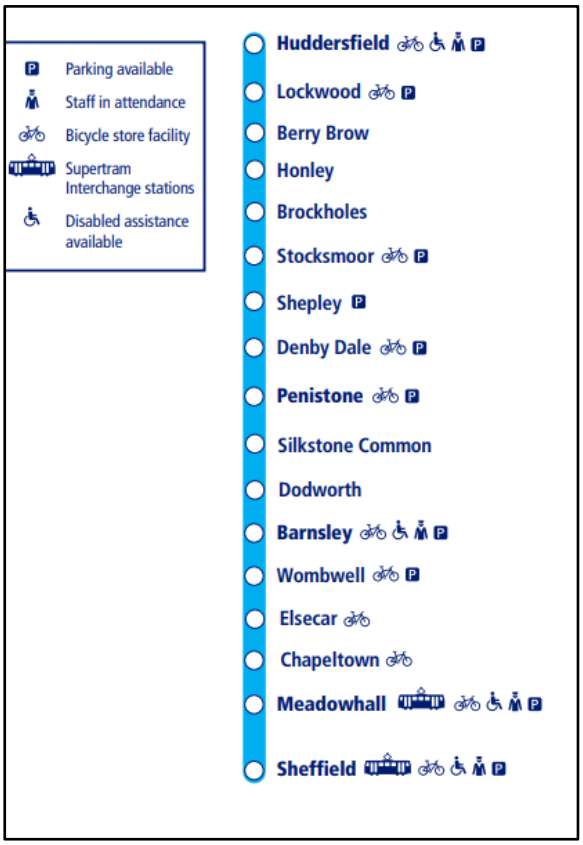


**Figure 2.5 Rail Services**

**Road Traffic Accidents**

2.24 The personal injury accident data for the previous five-year period, ending December 2023, has been sourced from the Collision Plot records, which identifies road traffic collisions resulting in injury and reported to the Police Authority. This data encompasses any incidents that would have occurred within the 250-metre search from the application site. Figure 2.6 below provides a map showing where any accidents may have occurred. The accidents shown within Magdale have been discounted from the survey/ data. The accident data can be found at Appendix A.


**Figure 2.6 Collision Plot Search Area**

2.25 As can be seen there has been just 1no. recorded injury accident within the search area of the proposed development site access within the relevant five-year period.

2.26 This incident occurred in March 2023 at 06.31 hours. The accident happened some distance north of the application site and occurred when a vehicle traveling towards Honley collided with a vehicle waiting to turn into a side junction. The driver of the first vehicle received slight injuries. The carriageway surface was wet at the time of the incident.

2.27 Notwithstanding the aforementioned incident mentioned above the overall accident data for the search does not suggest any inherent road safety issues in the locality of the application site.

## 3.0 Development Proposals

### Proposed Development

3.1 The applicant's primary site at Grange Moor has been sold for redevelopment and the owners are keen for the applicants to vacate these premises as soon as possible. In order to facilitate the move and protect the workforce there is a need to extend the application site premises to accommodate all of Grange Moor Coachworks staff.

3.2 This will involve the demolition of two buildings to accommodate an extension and the remodelling of the main unit to create paint and panel workshops, and the extension to create a mechanical workshop and ancillary office.

3.3 There are currently 3 units within the complex. The main unit is occupied by the applicants (GMC) for coachworks operations and the remaining two units by a roofing company and a supplier of specialist conservation products. The roofing and specialist conservation product supplier will relocate elsewhere as part of the proposals. The development proposals can be found at Appendix B.

3.4 The working hours for the development will be between 7:30am and 5:30pm Monday to Friday, and between 8am and 1pm on Saturdays.

3.5 There are currently 12 coachworks staff based at the application site. It is proposed to relocate 14 coachworks staff from Grange Moor to the application site, which would total some 26 members of staff based at the Honley site.

### Access and Parking Provision

3.6 The existing access which is in the form of an extended dropped footway crossing is to remain.

3.7 The access is gated with the gates set back some 10 metres or so from the highway boundary.

3.8 The internal access arrangement and parking / circulation area is already surfaced to a high standard. The parking layout would retain suitable circulation and manoeuvring areas for service vehicles as demonstrated at Appendix B.

3.9 In terms of parking demands, the current two businesses employ around 10 people. With the relocation of these businesses and that the application site would accommodate the existing coachworks staff from the Grange Moor site (14 employees), the proposals would provide a net increase of 4 employees at the site (to provide a total of 26no).

3.10 To quantify likely parking demand, it has been necessary to obtain the data from the ONS on local census information for the site location (Kirklees 053 area code E02002323) on how people travel to work. As can be seen from Figure 3.1 below 74.6% of people travel by car to work.

**QS701EW - Method of travel to work**

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| | |
|---|---|
| population | All usual residents aged 16 to 74 |
| units | Persons |
| area type | 2011 super output areas - middle layer |
| area name | E02002323 : Kirklees 053 |
| rural urban | Total |

| Method of Travel to Work | 2011 | % |
|---|---|---|
| Train | 131 | 3.4 |
| Bus, minibus or coach | 211 | 5.5 |
| Driving a car or van | 2,863 | **74.6** |
| Passenger in a car or van | 270 | 7.0 |
| Bicycle | 45 | 1.2 |
| On foot | 319 | 8.3 |
| **Total** | **3,839** | **100** |

**Figure 3.1 Method of Travel to Work – NOMIS Output**

3.11 Using the modal split identified above the total 26no staff at the site would provide a parking demand of 19 parking spaces.

3.12 It is proposed to improve the on site parking provision including 26 car parking spaces, which includes a disabled space and 3 potential EV charging spaces subject to agreement with the LPA. This provision would easily accommodate all staff at the site (totalling a demand of 19 parking spaces) and would also provide 7 spaces for any visitors and those people dropping off and picking up vehicles booked in for work. The parking provision is considered to be suitable and would not result in any overspill parking on the adjacent network.

3.13 EVC points will be provided to a standard to be agreed with the LPA.

**Pedestrian and Cycle Provision**

3.14 Both pedestrians and cyclists will gain access via the existing vehicle access arrangement off the Huddersfield Road.

3.15 In addition, the proposals shall incorporate the inclusion of cycle storage facilities. The cycle storage facilities will be either within the main building or within a dedicated building to be accommodated within the main car park. The facilities will be appropriately integrated into the site design and meet any specific requirements or guidelines set out by the LPA.

**Servicing**

3.16 In terms of servicing, the coachworks require access for a 7.5t recovery truck or small vans for deliveries. Notwithstanding the small service vehicle sizes utilised by GMC the proposals allow for a Kirklees Council refuse vehicle to enter and egress the development site in a forward gear utilising the internal turning arrangements. The turning arrangements can be found at Appendix B.

## 4.0 Transport Policy

4.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, walking and cycling. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

### National Policy

### National Planning Policy Framework

4.2 The National Planning Policy Framework (NPPF) was first published by the Ministry of Housing, Communities and Local Government in March 2012 and was updated most recently in December 2024. The Framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new 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 would be severe. Within this context, applications for the development with regards to Transport should:

| Considerations | Proposals |
|---|---|
| Address the needs of people with disabilities | This matter has been dealt with and suitable access for all users already exists |
| Give priority first to pedestrians and cycle movement and to facilitate access to public transport | The layout of the site will allow access for all potential users and access to public transport |
| Allow for the efficient delivery of goods, and access by service and emergency vehicles | The site access and internal circulation area already allows for safe access within the site, and suitable access and egress onto the major road |
| Include within the scheme for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations | Charging points for plug-in vehicles will be provided as part of the overall parking scheme |

**Figure 4.1 Transport Considerations**

## Local Policy

### Leeds City Region Transport Strategy

4.3 The Transport Strategy was adopted by the West Yorkshire Combined Authority on the 3rd August 2017 and replaces the Local Transport Plan. The Transport Strategy includes the period up to 2040. The following objectives are identified in the overall vision for the Transport Strategy: -

Economy

Create a more reliable, less congested, better connected transport network, increasing business productivity and access to wider labour markets

Environment

Have a positive impact on our built and natural environment and increase resilience against climate change

People and Place

Put people first to create a strong sense of place – increasing access in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

### Kirklees Local Plan

4.4 The Kirklees Local Plan was adopted in February 2019 to set out the policies and strategy for the Kirklees Council administrative area and covers the period between 2013 and 2031.

4.5 Section 10 of the Kirklees Local Plan contains policies related to Transport which include:

- Policy LP20 Sustainable Travel – New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable travel other than the private car. The Council will support modes of transport such as walking, cycling and public transport.

- Policy LP21 Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impact of development is not severe; and

- Policy LP22 Parking – Provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons.

4.6 Based on the above, the location of the development is highly sustainable and close to good bus routes. Therefore, the proposals generally meet the requirements of both Local and National policy.

## 5.0 Traffic Impact

### Existing Traffic

5.1 Reins Mill (the application site) is currently occupied by 3 businesses, namely the applicants coachworks (GMC), a roofing company and a company supplying specialist conservation products.

5.2 The roofing company employs at least 7 staff with 2 based at the site all day and the remaining staff carrying out roof works at various sites. They have around 5 vans that operate from the site. Therefore, the roofing company would generate up to 7 movements in the morning peak (between 8am and 9am assuming 5 vans leave the site after 9am) and 7 movements during the evening peak (between 5pm and 6pm). The vans would also come and go during the day to pick up/ drop off materials and to travel to other jobs.

5.3 The conservation products company employs 3 people who would potentially travel to the site by car. Assuming this business operates between 9am and 5pm this would generate around 3 vehicle movements during the morning network peak hours (between 8am and 9am) and 3 vehicle movements during the evening network peak hours (between 5pm and 6pm). The conservation products company would generate between 2 and 4 HGV movement during the day for deliveries and collections.

5.4 Based on the above the existing roofing company and conservation products company would generate around 10 traffic movements during the morning peak and 10 traffic movements during the evening peak hours.

5.5 Currently GMC employ 12 staff at the Honley site which include technicians, mechanics and office staff. These 12 staff generate around 9 vehicle movements during the network peak hours (between 8am and 9am and between 5pm and 6pm), which is based on the method of travel to work data using first principles.

5.6 Therefore, it is envisaged that the existing 3 units currently generate around 19 trips during each of the network peak hours.

### Proposed Traffic

5.7 The overall works to remodel the site will result in an increase in floor space of circa 100sqm. This extension is to enable all GMC staff to be accommodated at the site and to improve efficiency of operations at the site.

5.5 The number of staff being relocated from the site at Grange Moor will be 14no. This will include technicians, mechanics and additional office staff. The overall number of staff employed at Honley will be 26no.

5.6 Using the first principles approach and the method of travel to work data from the Census (74.6% travel by car to work for this locality), the 26no total staff at the site would result in 19 vehicles arriving at the site during the morning peak, and 19 vehicles leaving the site during the evening peak hours. With the removal of the roofing company and specialist conservation products company there would be no net increase in vehicle movements as a result of the development during the network peak hours. It should be noted that the removal of the conservation products company would remove regular daily HGV trips from the site, which can only improve safety at the site access and along Huddersfield Road given that these vehicles are slow moving and can disrupt the safe and free flow of traffic using the A616.

5.7 Based on the likely traffic generations it is considered that no assessments of local junctions are considered necessary as the number of trips predicted are below the required threshold.

5.8 it is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The proposed development will also result in a reduction in HGV trips compared to the existing use of the site. The level of traffic generated by the proposals at the network peaks can easily be accommodated and, as such, will not significantly add to any congestion at the peak times on the local highway network.

## 6.0 Conclusion

6.1 This Transport Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The existing use of the site and the development proposals are then presented. The traffic impact of the existing and proposed developments is assessed together with highway safety and access proposals with the existing situation.

6.2 The development proposals include the demolition of two buildings to accommodate an extension and the remodelling of the main unit to create paint and panel workshops, and the extension to create a mechanical workshop and ancillary office. The applicant's primary site at Grange Moor has been sold for redevelopment and the owners are keen for the applicants to vacate these premises as soon as possible. In order to facilitate the move and protect the workforce there is a need to extend the application site premises to accommodate all of Grange Moor Coachworks staff.

6.3 The location of the development site is highly sustainable and close to good bus routes. The proposals generally meet the requirements of both Local and National policy.

6.4 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The proposed development will also result in a reduction in HGV trips compared to the existing use of the site. The level of traffic generated by the proposals at the network peaks can easily be accommodated and, as such, will not significantly add to any congestion at the peak times on the local highway network.

6.5 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

# Appendix A
## Accident Data

2023131285972 | Slight | Mon | 13/03/2023 | 06:31 | Light | Wet

| | | | | | | |
|---|---|---|---|---|---|---|
| Authority (highway): | Kirklees | Road 2: | Unclassified, -- | Weather: | Raining | (Image available to ACP users only) |
| Speed limit: | 30 | Junction detail: | T or staggered junction | Light conditions: | Light | |
| Police force: | West Yorkshire | Junction control: | Give way/uncontrolled | Special conditions: | -- | |
| Road type: | Single carriageway | Crossing (human): | None within 50m | Hazards: | -- | |
| Road 1: | A, 616 | Crossing (physical): | None within 50m | Police attend?: | Yes | |

## Vehicles

| | | |
|---|---|---|
| Vehicle ref & type: | 1, Car | 2, Car |
| Manouevre: | Going ahead | Parked |
| Direction of travel: | North to south | Parked to parked |
| Vehicle Location: | On main carriageway | On main carriageway |
| Junction Location: | Mid junction, on roundabout/main road | Mid junction, on roundabout/main road |
| First point of impact: | Front | Offside |
| Driver sex & age: | Male, 66 | --, -1 |
| Journey purpose: | Commuting to/from work | -- |
| Engine capacity (cc): | 1198 | 1598 |
| Propulsion: | Petrol | Heavy oil |
| Age of vehicle: | 12 | 10 |
| Generic make/model: | NISSAN MICRA | SEAT IBIZA |

## Casualties

| | |
|---|---|
| Casualty reference: | 1 |
| Vehicle reference: | 1 (Car) |
| Severity: | Slight |
| Class: | Driver or rider |
| Sex & age: | Male, 66 |

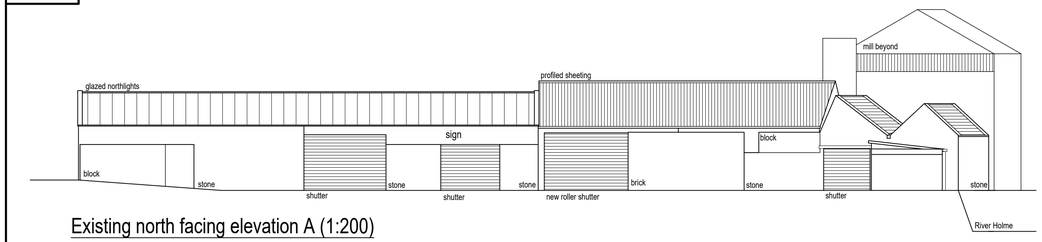
# Appendix B
## Development Proposals

Sheet size
A1

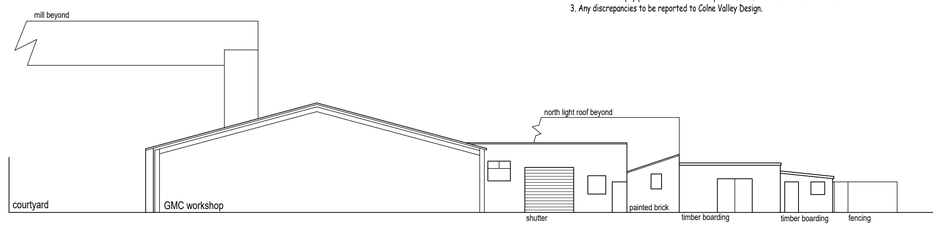
Notes:
1. Setting out to be the responsibility of contractor.
2. Contractor to pay particular attention to pitch of roof and headroom at stairs.
3. Any discrepancies to be reported to Colne Valley Design.

| | | |
|---|---|---|
| 0m | Scale 1:50 | 4m |
| 0m | Scale 1:100 | 8m |
| 0m | Scale 1:200 | 16m |
| 0m | Scale 1:500 | 40m |
| 0m | Scale 1:1250 | 100m |

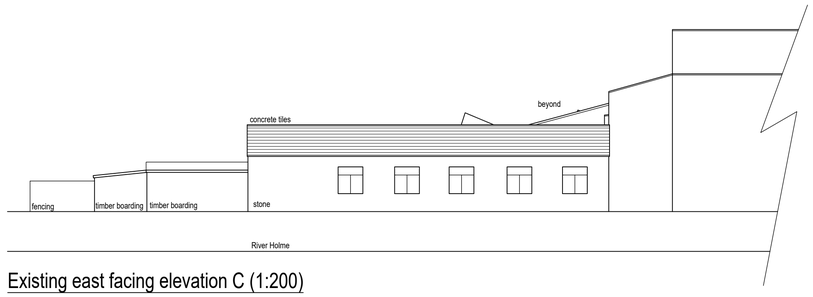
(When to scale of original plan bar = 8cm)



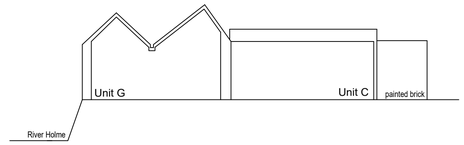

Existing north facing elevation A (1:200)



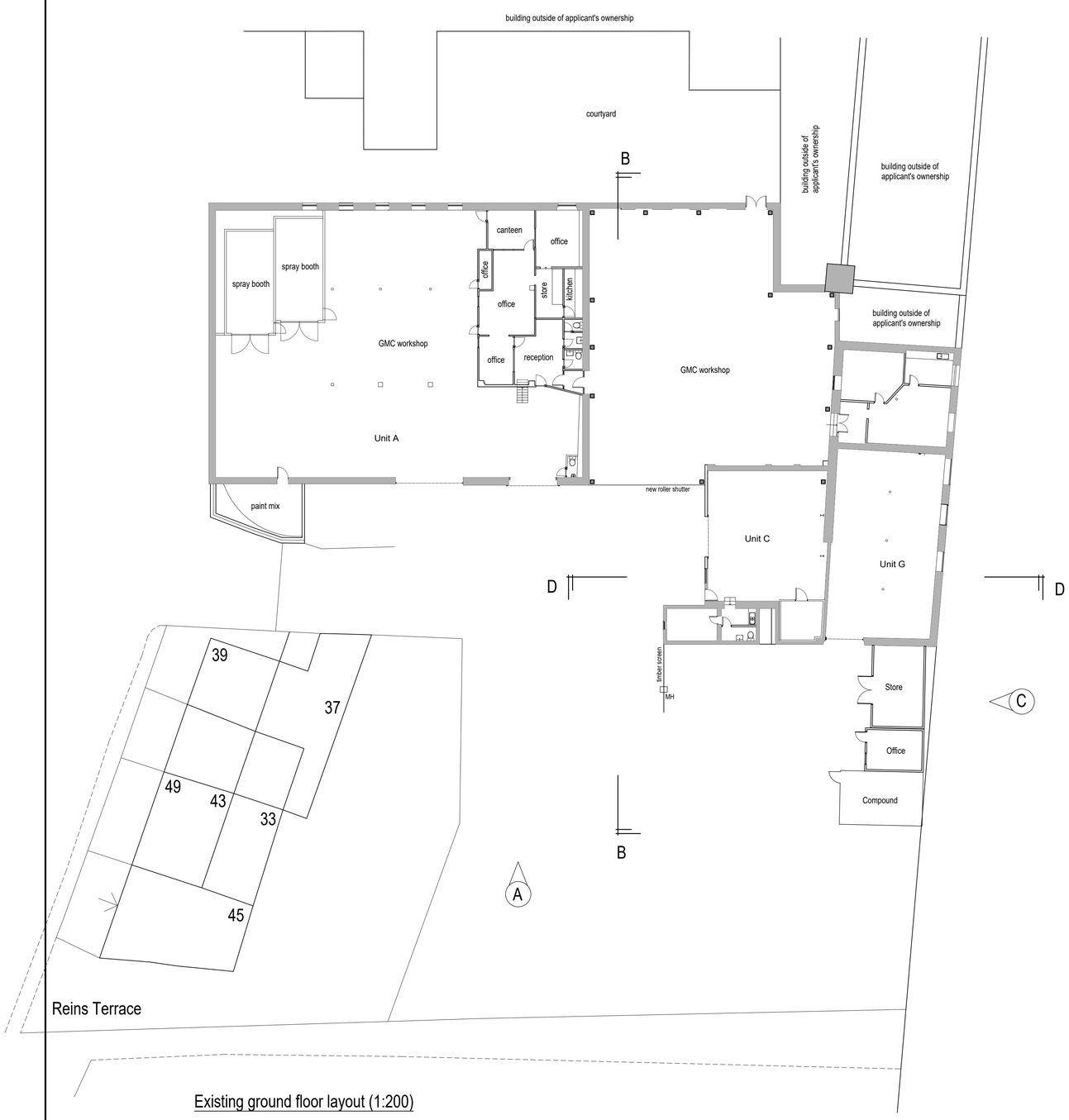

Existing west facing sectional elevation B (1:200)



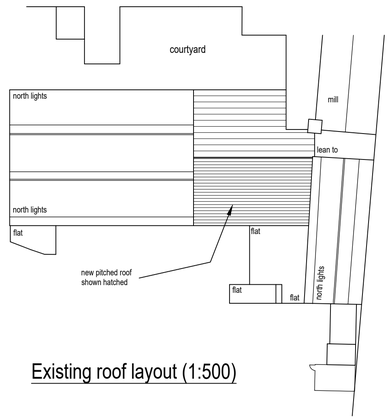

Existing east facing elevation C (1:200)



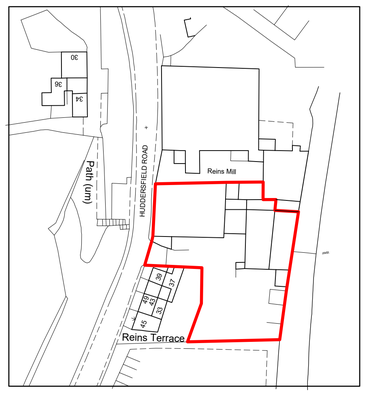

Existing south facing sectional elevation D (1:200)




Existing ground floor layout (1:200)




Existing roof layout (1:500)




Location plan (1:1250)


Colne Valley Design
8 Meadow Lane
Slaithwaite
Huddersfield HD7 5EX

Tel: 01484 842097
Mobile: 07867 803312
E-mail: mitchell@sbhomes.co.uk

*Proprietor: S.A. Mitchell (ACIOB)*


Project
Proposed extension.

For
Grange Moor Coachworks.

Address
Reins Mill
Huddersfield Road
Honley
HD9 6NB.

Title
Existing Layouts and Elevations.

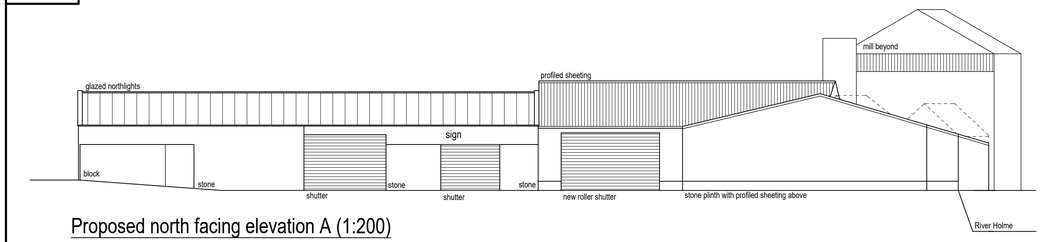
| Job No. | Drawing number | Date |
|---|---|---|
| 24 J 19. | 01. | May 2024. |

Sheet size
A1

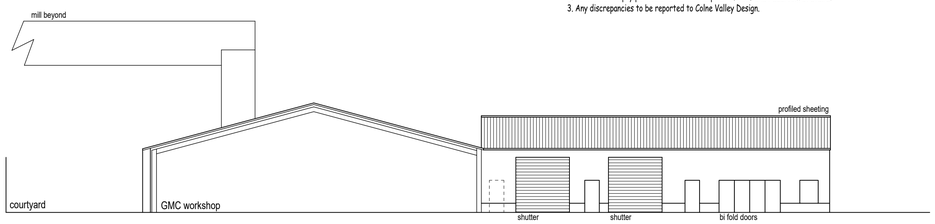
Notes;
1. Setting out to be the responsibility of contractor.
2. Contractor to pay particular attention to pitch of roof and headroom at stairs.
3. Any discrepancies to be reported to Colne Valley Design.

| | | |
|---|---|---|
| 0m | Scale 1:50 | 4m |
| 0m | Scale 1:100 | 8m |
| 0m | Scale 1:200 | 16m |
| 0m | Scale 1:500 | 40m |
| 0m | Scale 1:1250 | 100m |

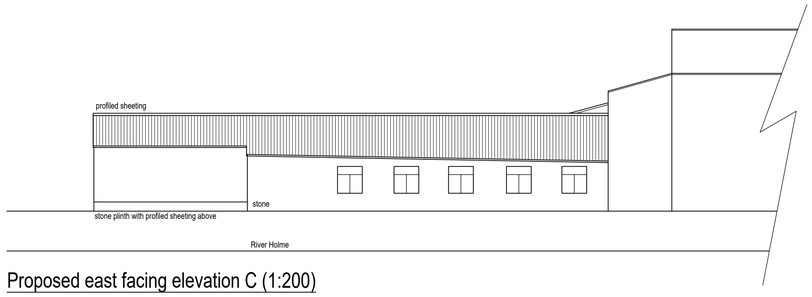
(When to scale of original plan bar = 8cm)



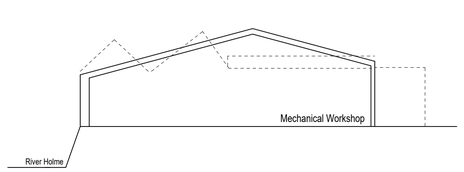

Proposed north facing elevation A (1:200)



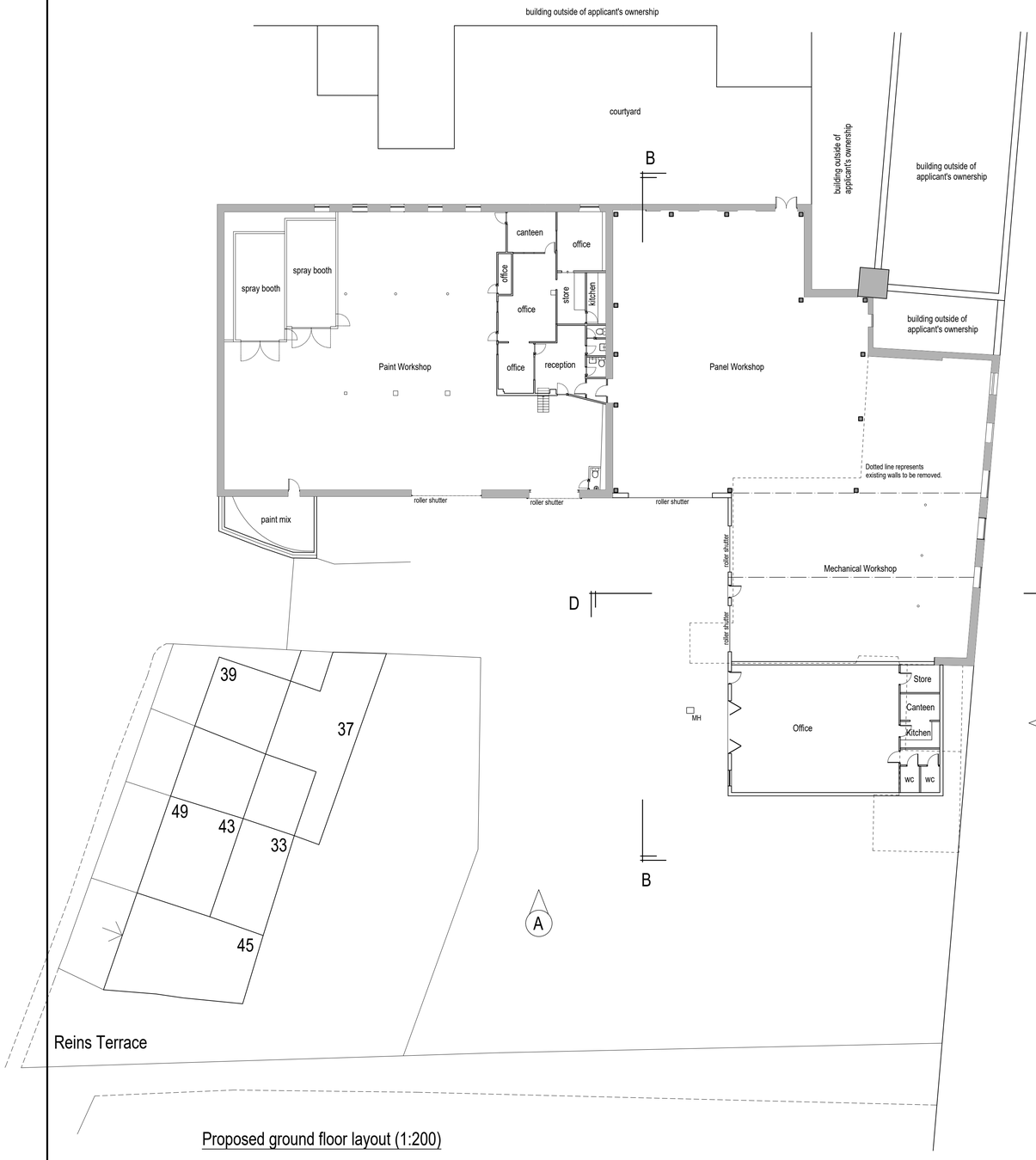

Proposed west facing sectional elevation B (1:200)



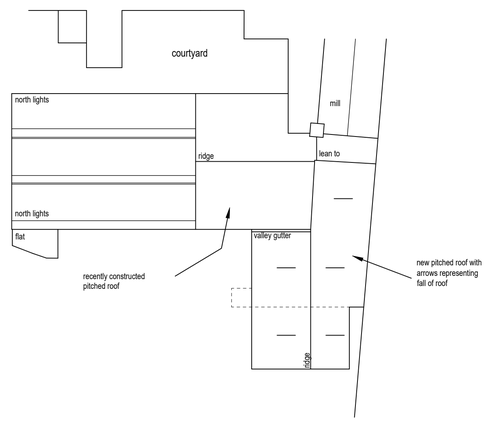

Proposed east facing elevation C (1:200)




Proposed south facing sectional elevation D (1:200)




Proposed ground floor layout (1:200)




Proposed roof layout (1:500)


Colne Valley Design
8 Meadow Lane
Slaithwaite
Huddersfield HD7 5EX

Tel: 01484 842097
Mobile: 07867 803312
E-mail: mitchell@sbhomes.co.uk

*Proprietor: S.A. Mitchell (ACIOB)*


Project
Proposed extension.

For
Grange Moor Coachworks.

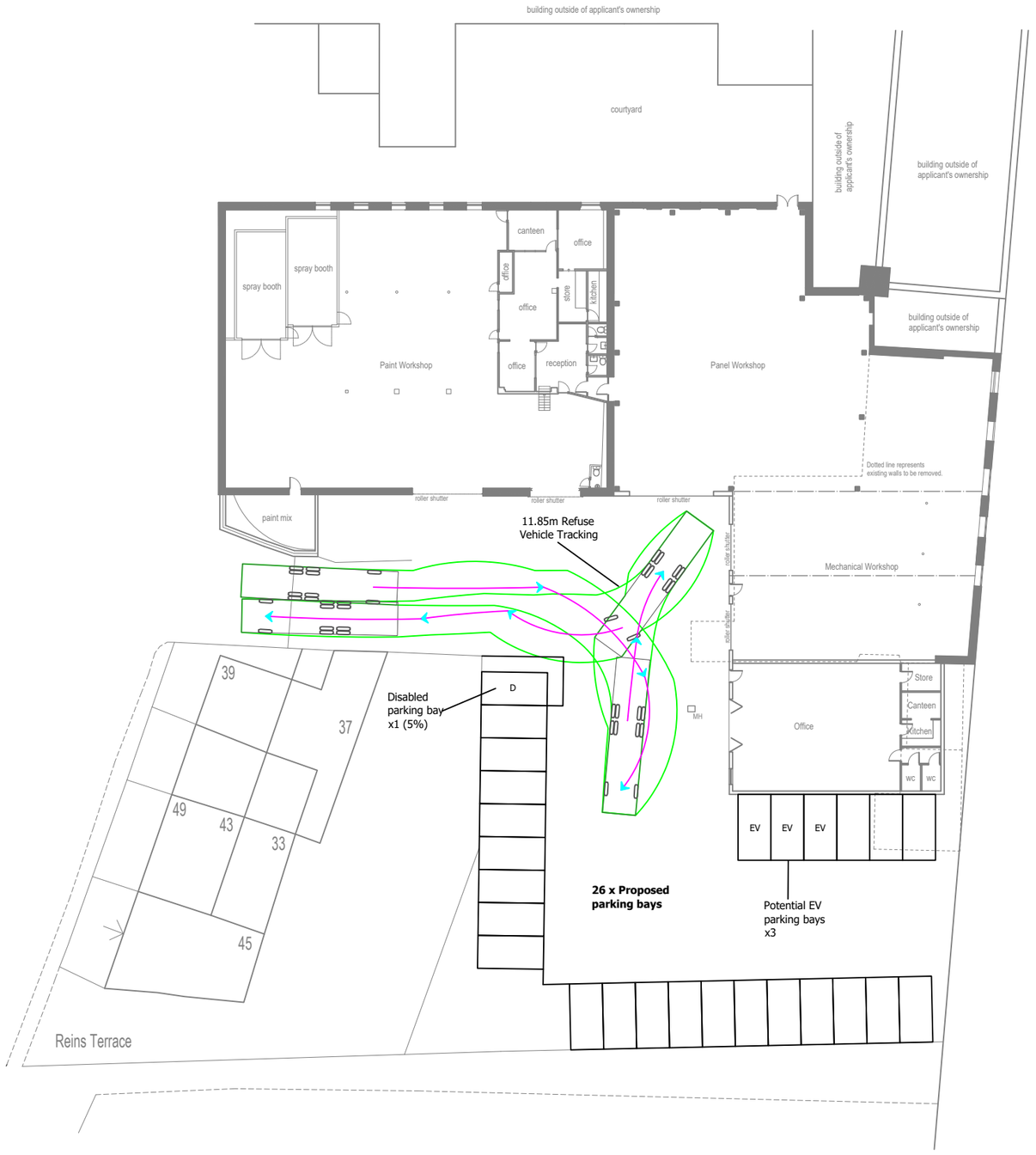
Address
Reins Mill
Huddersfield Road
Honley
HD9 6NB.

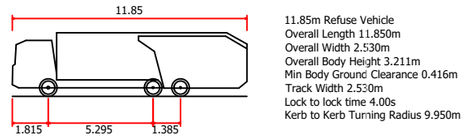
Title
Proposed Layouts and Elevations.

| Job No. | Drawing number | Date |
|---|---|---|
| 24 J 19. | 02. | May 2024. |

**General Notes**

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.




11.85m Refuse Vehicle
Overall Length 11.850m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.950m

PARAGON HIGHWAYS

PROJECT TITLE
GRANGE MOOR COACHWORKS, REINS MILL, HONLEY

DRAWING TITLE
PARKING LAYOUT & VEHICLE TRACKING

DRAWING NUMBER

| ORIGINATOR | PROJECT | VOL. | TYPE | ROLE | NUMBER |
|---|---|---|---|---|---|
| PRGN - | 2401 - | HGN - | DR - | CH - | 0001 |

CLIENT
CLIENT NAME HERE

| SCALE | SIZE | DRAWN | CHECKED | AUTHORISED | DATE |
|---|---|---|---|---|---|
| 1:400 | A3 | JJH | PAH | JJH | FEB 25 |

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

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