October 2024

AVISON YOUNG

Proposed Car Park Extension, Griffin Park Training Facility, Seascale, Cumbria

Transport Statement

s·a·j Transport Consultants

PROJECT SUMMARY

CLIENT:	Avison Young
CLIENT'S REFERENCE:	N/A
PROJECT:	Proposed Car Park Extension, Griffin Park Training Facility, Seascale, Cumbria
JOB NUMBER:	JN2826
REPORT:	Transport Statement
FILE NAME:	JN2826-Rep-0001.2 Transport Statement

REPORT HISTORY

Report No.	Issue No.	Comments	Prepared By	Checked By	Approved By	Date
0001.1	1st Issue	Draft	SJG	PYW	SAJ	07/10/2024
0001.2	2nd Issue	Final	SJG	PYW	SAJ	23/10/2024

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1. INTRODUCTION

1.1 Commission

1.1.1 SAJ Transport Consultants Ltd ("SAJ") has been commissioned by Avison Young to assess the transport-related impacts associated with the extension to the existing car park and relocation of refuse storage facilities at the Griffin Park Training Facility in Seascale, Cumbria.

1.2 Background

1.2.1 Griffin Park Training Facility is a Civil Nuclear Constabulary (CNC) training facility which provides security for the Sellafield Complex. The facility was granted planning permission in March 2016, recently staff numbers have increased due to a relocation of CNC training operations from other sites.

1.2.2 The existing car park consists of 103 general parking spaces (including 2 allocated spaces for marked police vehicles and 8 disabled bays), plus provision for 10 motorcycles and secure cycle parking for 20 bicycles.

1.2.3 The car park is currently over capacity Monday to Fridays with excess vehicles parking along the access road to the facility and within disabled parking bays.

1.2.4 The increase in training on external grounds of the facility has created access issues for the refuse collections which are currently located within the security barriers for the facility. Refuse collections are not permitted entry to the facility whilst external training is undertaken and are often turned away or required to wait. Relocating the waste storage and refuse collection point to a location adjacent to the vehicle delivery gates will remove this issue.

1.3 Purpose of this Report

1.3.1 This report is the Transport Statement (TS) for the proposed car park extension and refuse collection relocation. It has been commissioned by the applicant to review the current car parking requirements for the site and analyse the transportation effects and considerations for the proposed alterations to the site from a highways and transport perspective.

1.3.2 The Transport Statement aims to provide necessary information to Cumberland Council (CC) as the local planning and Highway Authority, to assist in the determination of the application.

1.4 Structure of this Report

1.4.1 Chapter 2 provides a description for the existing car park layout and refuse collection facilities.

1.4.2 Chapter 3 provides details on the proposed alterations to the car park and refuse collection area.

1.4.3 Chapter 4 summarises and concludes the outcomes of the report.

2. EXISTING SITE

2.1 Introduction

2.1.1 This chapter describes the site location and existing car parking and refuse collection facilities at Griffin Park Training Facility.

2.2 Site Location

2.2.1 The Griffin Park Training Facility is situated to the north of the Sellafield complex, approximately 2km north of the village of Seascale.

2.2.2 Figure 1 shows the location of the site and its immediate surrounds.

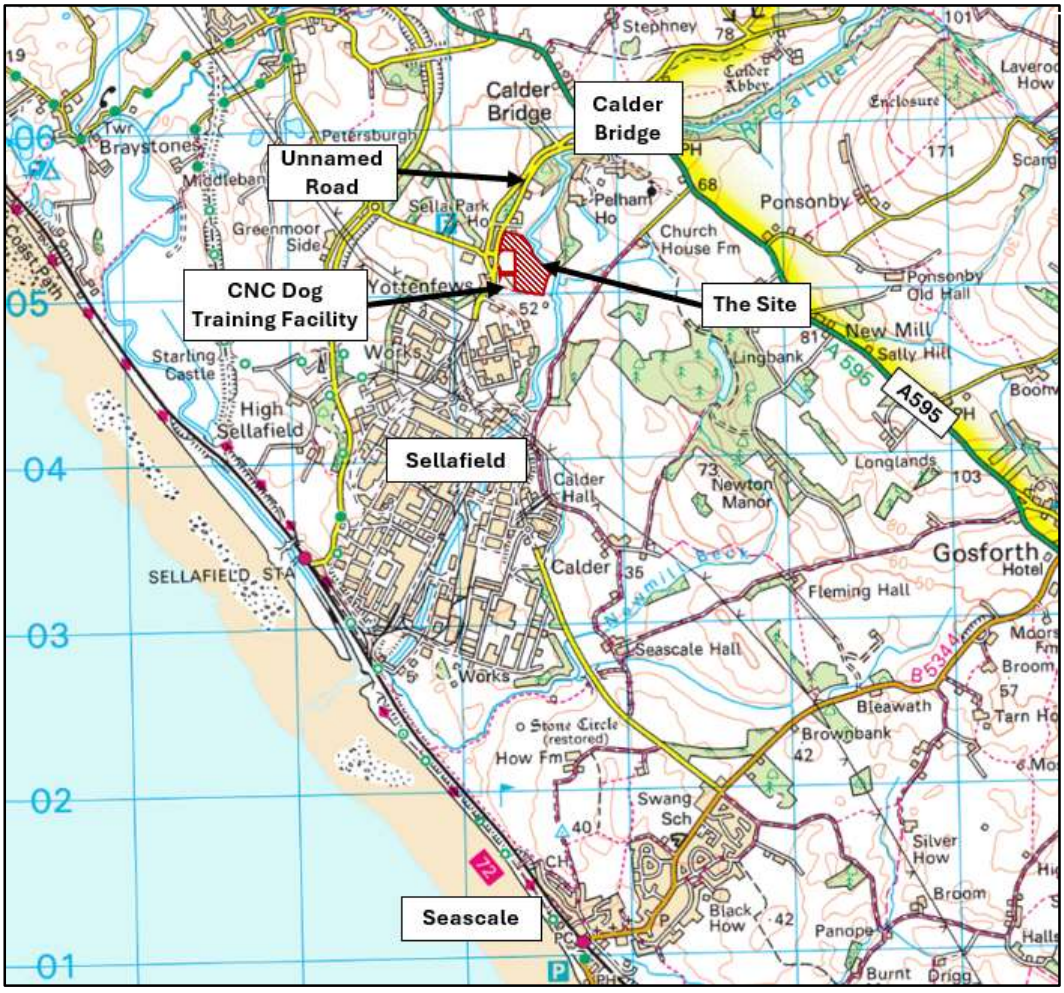


Figure 1 – Site Location Plan

2.3 Site Layout

2.3.1 The site layout including existing car park configuration is shown in Figure 2 below.

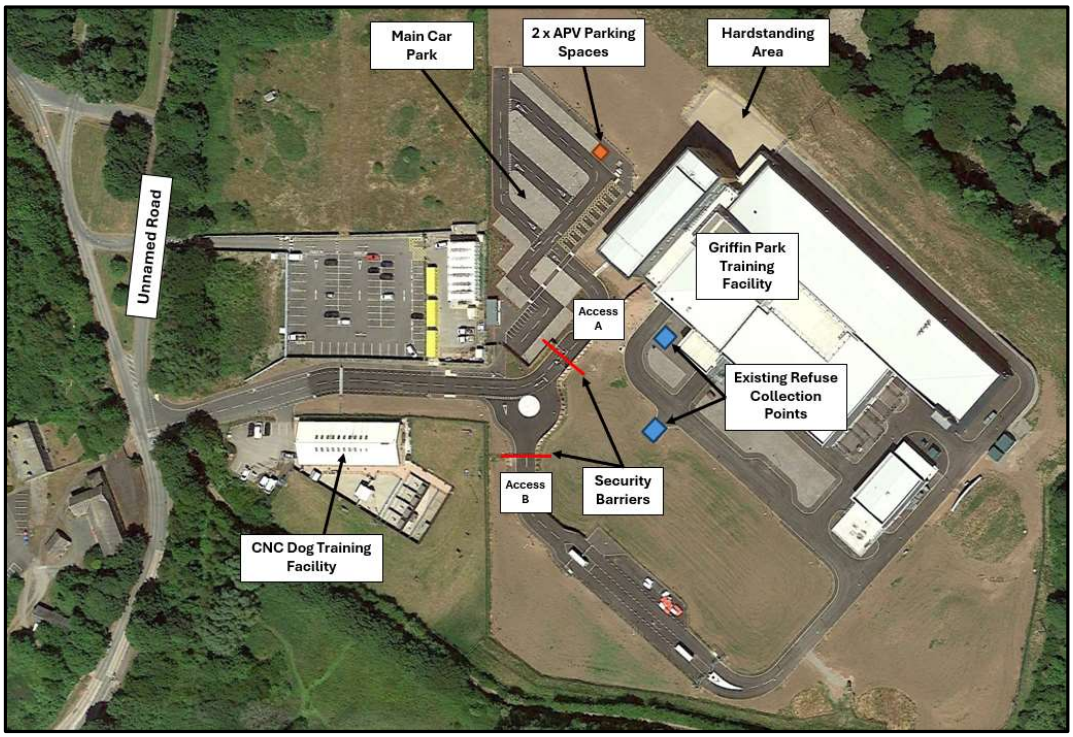


Figure 2 - Existing site Layout

2.3.2 Vehicular access to the site is from the unnamed road between Calder Bridge and Sellafield. A priority-controlled T-junction provides the access to both Griffin Park and the CNC dog training facility. Access to the main entrance and car park (Access A) for the Griffin Park Training facility is along this main access road via a security barrier. The delivery service road (Access B) is accessed via a priority-controlled junction to the south-west of the main access. This access is also controlled by a security barrier. The priority-controlled access provides a wide entry width with a central island to allow U-turns at the security barriers.

2.4 Existing Parking Facilities

2.4.1 The Existing Car Park provides the following:

- A total of 103 Car Parking Spaces including:
  - 101 general Car Parking Spaces (including 8 disabled bays)
  - 2 Allocated spaces for Autonomous Police Vehicles (APV's)
- 10 Motorcycle parking bays
- Secure parking for 20 Bicycles.

2.4.2 The car park is currently over capacity most weekdays with overspill vehicles parking in disabled bays; at the end of parking bays; along verges and on both sides of the access road on approach to Griffin Park.

2.5 Cumulative Car Park Survey

2.5.1 To ascertain the current parking demand at the Griffin Park Training Facility, a cumulative parking survey was undertaken at the site on Wednesday 10th July 2024. The client confirmed that Wednesdays are the busiest day at the training facility.

2.5.2 The survey included all vehicles within the car park and overspill vehicles on the approach road (excluding those accessing the rear of the training facility and the CNC dog training facility).

2.5.3 The survey was undertaken between 07:00-19:00 hours and was conducted with 5-minute intervals

2.5.4 The results of the survey are contained at Appendix A and summarised below:

- The car park is over capacity for most of the day from 07:30-15:30.
- Maximum parking accumulation was 140 vehicles (138 cars/LGVs and 2 pedal cycles).
- Peak parking demand was experienced at 10:35-10:40.
- No Motorcycles accessed the site.

2.5.5 Figure 3 below provides a graph of the survey results.

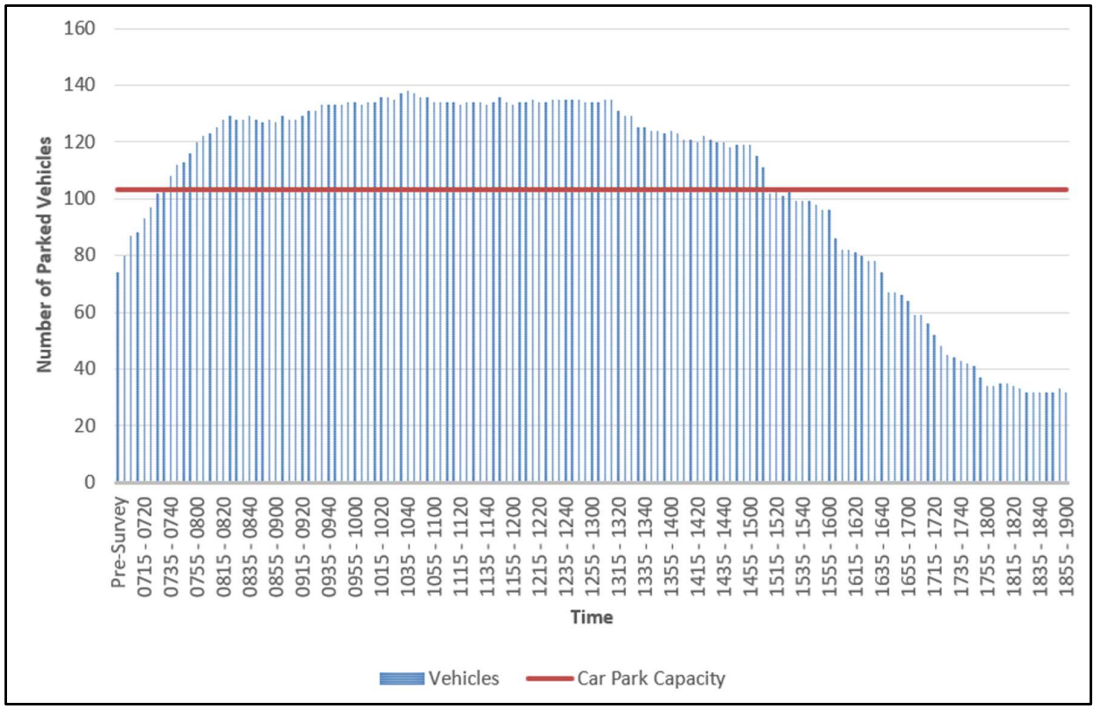


Figure 3: Cumulative Car Park Survey Results Graph

2.5.6 The survey demonstrates that the current parking demand at the Griffin Park Training Facility exceeds current capacity during most of the day. If pedal cycles are excluded from the survey, maximum parking demand is 138 vehicles. An additional 35 spaces are therefore required to meet current demand.

2.6 Existing Refuse Collection Point

2.6.1 The existing refuse collection points are located to the rear of the building (shown in Figure 2), this is currently accessed via the service access (Access B) through the security barriers.

3. PROPOSED LAYOUT

3.1 Introduction

3.1.1 This chapter provides a description of the proposed changes to the level of car parking and the relocation of the refuse storage location at the Griffin Park Training Facility.

3.2 Proposed Car Park Extension

3.2.1 It is proposed to increase the volume of parking spaces in the Griffin Park Training facility car park to 142 spaces – an increase of 39 spaces. The increase in parking levels will be achieved by:

- Reconfiguring the existing car park area to include 9 additional car parking spaces by extending the existing rows.
- Extending the car park to the north to include 27 additional spaces (20 perpendicular bays and 7 parallel bays) operating in a one-way system.
- Providing 3 Electric Vehicle (EV) Parking Spaces in the existing hardstanding area which will provide for an existing requirement from current car park users.

3.2.2 In addition, the existing 2 designated APV spaces will be converted into general parking spaces. Vehicles currently utilising this area will use the existing hardstanding area to the north of the main building.

3.2.3 This will provide an additional 41 parking spaces which will allow for daily variation in parking volumes above the 35 spaces identified in the cumulative parking survey.

3.2.4 The existing hardstanding area to the north of the main building is currently utilised by police vehicles and accessed via the rear of the building (Access B). It is proposed to connect this area to the main car park by extending a two-way access road to the hardstanding area from the car park to provide access from the front of the building (Access A). This will be beneficial to allow access to the APV parking area during external training exercises which prevent access via the service delivery road (Access B).

3.2.5 The majority of the hardstanding area will remain for the use of existing APV's plus the three proposed EV parking spaces. The EV parking space dimensions are 5.0m long and 2.4m wide with 1.2m hatching between spaces to allow for accessible parking.

3.2.6 Drawing JN2826-Dwg-0003.1 at Appendix B shows the proposed improvements to the car park.

3.2.7 The proposed parking spaces will have minimum dimensions of 5.0m long and 2.5m wide with a minimum of 6m clearance between aisles for access and manoeuvring.

3.2.8 There are no proposed changes to the motorcycle or pedal cycle parking arrangements.

3.3 Proposed Refuse Collection Point Relocation

3.3.1 The existing Refuse Collection Points are located beyond the security barriers of Access B which is not accessible during training on external grounds. As external training requirements have increased, this creates access issues for the refuse collections which are often turned away or required to wait.

3.3.2 It is proposed to relocate the waste storage and refuse collection point prior to the security barriers on Access B as shown in Figure 4.

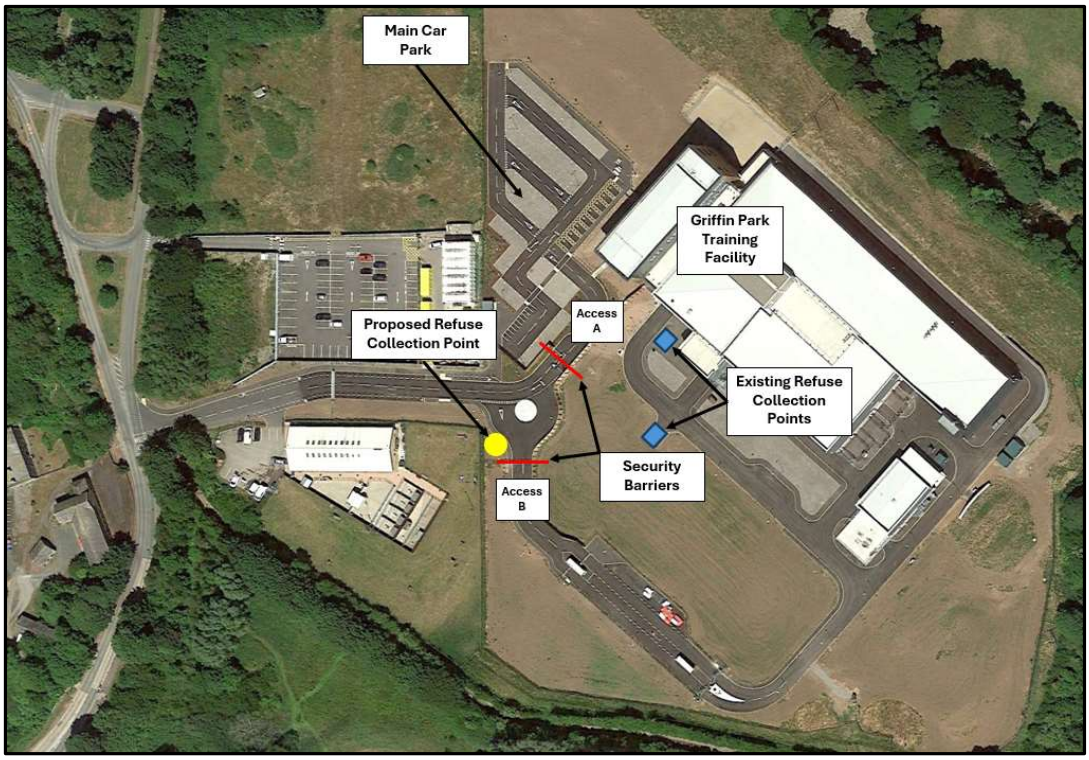


Figure 4: Proposed Refuse Collection Point Relocation

3.3.3 A Swept path analysis of access to the proposed Refuse Collection Point has been undertaken using a 12m refuse truck. The results of the swept path analysis demonstrate that there is adequate space for refuse trucks to access the refuse collection point, allowing the vehicles to enter and leave the site in forward gear.

3.3.4 The results of the swept path analysis are contained at Appendix C.

4. SUMMARY AND CONCLUSION

4.1 Summary

4.1.1 SAJ Transport Consultants Ltd has been commissioned by Avison Young to assess the transport-related impacts associated with the extension to the existing car park and relocation of refuse storage facilities at the Griffin Park Training Facility in Seascale. Cumbria.

4.1.2 The car park is currently over capacity Monday to Fridays with excess vehicles parking along the access road to the facility and within disabled parking bays.

4.1.3 A cumulative parking survey was undertaken at the site on Wednesday 10th July 2024. The results of the survey showed that:

- The car park is over capacity for most of the day from 07:30-15:30.
- Maximum parking accumulation was 140 vehicles (138 cars/LGVs and 2 pedal cycles).
- Peak parking demand was experienced at 10:35-10:40.

4.1.4 The survey demonstrates that the current parking demand at the Griffin Park Training Facility exceeds current capacity during most of the day. With maximum parking demand of 138 vehicles (excluding two-wheelers).

4.1.5 It is proposed to increase the volume of parking spaces in the Griffin Park Training facility car park to 142 spaces – an increase of 39 spaces. This will be achieved by reconfiguring the existing car park, extending the car park to the north and providing three new EV parking spaces within the existing hardstanding area to the north of the main building. The two existing designated APV spaces will also be relocated to the hardstanding area providing an additional two general parking spaces.

4.1.6 An access road will also be provided between the extended car park and the hardstanding area currently utilised by APV vehicles.

4.1.7 The relocation of the refuse collection point outside of the security barriers will provide a more readily accessible location. The swept path analysis demonstrates that there is adequate space for refuse trucks to access the new refuse collection point.

4.2 Conclusion

4.2.1 Considering all the above, it is considered that the proposed car park extension, access to hardstanding area and refuse collection point relocation are acceptable and should be supported from a highways and transportation perspective.

APPENDICES

Appendix A

Griffin Car Park
Car Park Accumulation Study

Site 1 of 1
Griffin Car Park

Capacity

Normal	103
Disabled	8
Motorcycles	10
On Street	38 approx
Total	**103**

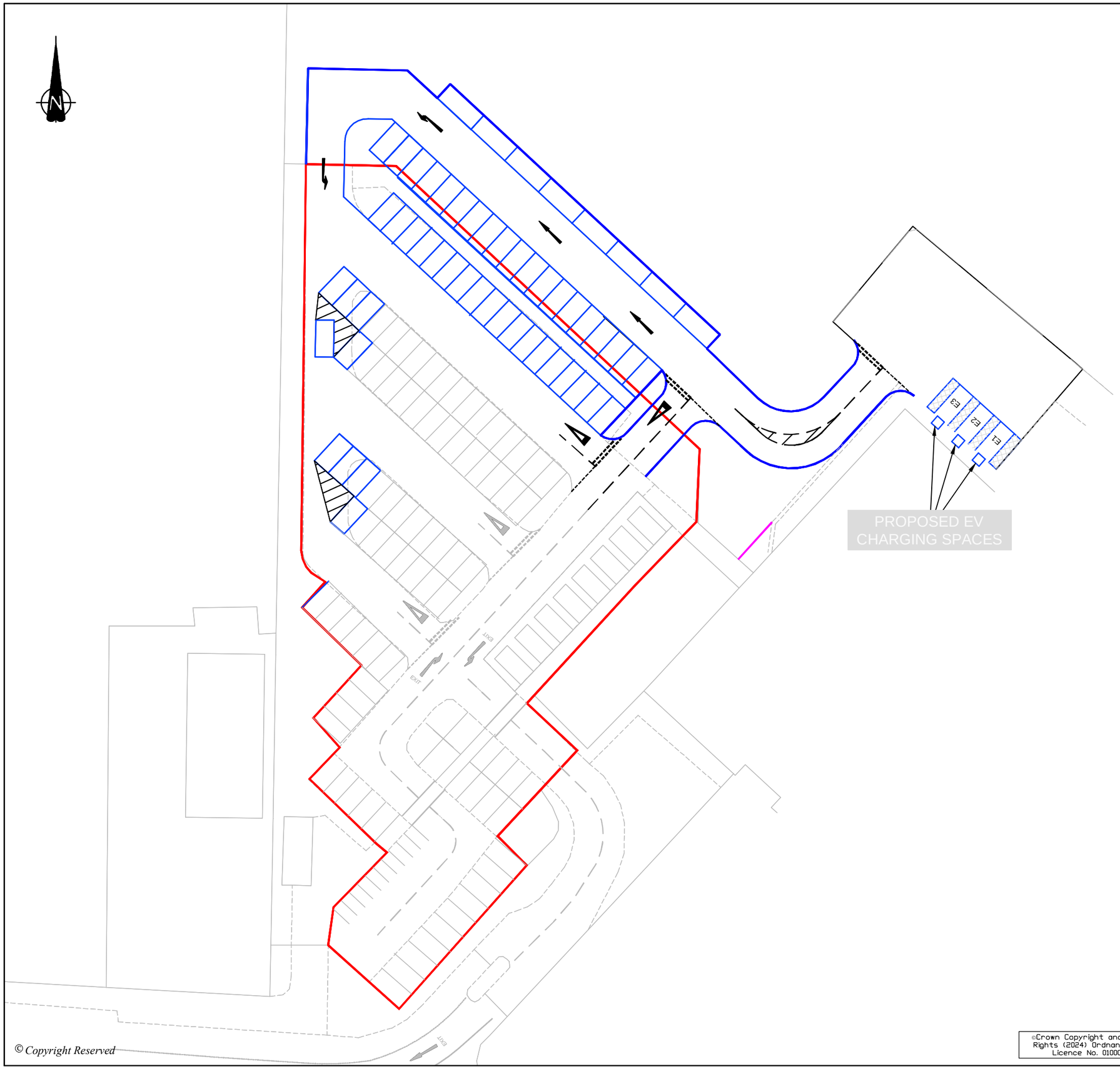
Date
Wednesday 10 July 2024

Weather
Cloudy
Temp: 15°C

0700 - 1900 (Weekday 12H Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	TOTAL (EXCL. 2WHEELERS)	PCU TOTAL	Capacity %
Pre-Survey	2	0	55	0	19	0	0	0	76	74	74.40	71.84
0700 - 0705	2	0	61	0	19	0	0	0	82	80	80.40	77.67
0705 - 0710	2	0	68	0	19	0	0	0	89	87	87.40	84.47
0710 - 0715	2	0	69	0	19	0	0	0	90	88	88.40	85.44
0715 - 0720	2	0	74	0	19	0	0	0	95	93	93.40	90.29
0720 - 0725	2	0	78	0	19	0	0	0	99	97	97.40	94.17
0725 - 0730	2	0	83	0	19	0	0	0	104	102	102.40	99.03
0730 - 0735	2	0	86	0	18	0	0	0	106	104	104.40	100.97
0735 - 0740	2	0	89	0	19	0	0	0	110	108	108.40	104.85
0740 - 0745	2	0	93	0	19	0	0	0	114	112	112.40	108.74
0745 - 0750	2	0	93	0	20	0	0	0	115	113	113.40	109.71
0750 - 0755	2	0	96	0	20	0	0	0	118	116	116.40	112.62
0755 - 0800	2	0	99	0	21	0	0	0	122	120	120.40	116.50
0800 - 0805	2	0	101	0	21	0	0	0	124	122	122.40	118.45
0805 - 0810	2	0	102	0	21	0	0	0	125	123	123.40	119.42
0810 - 0815	2	0	103	0	22	0	0	0	127	125	125.40	121.36
0815 - 0820	2	0	107	0	21	0	0	0	130	128	128.40	124.27
0820 - 0825	2	0	108	0	21	0	0	0	131	129	129.40	125.24
0825 - 0830	2	0	107	0	21	0	0	0	130	128	128.40	124.27
0830 - 0835	2	0	107	0	21	0	0	0	130	128	128.40	124.27
0835 - 0840	2	0	108	0	21	0	0	0	131	129	129.40	125.24
0840 - 0845	2	0	109	0	19	0	0	0	130	128	128.40	124.27
0845 - 0850	2	0	108	0	19	0	0	0	129	127	127.40	123.30
0850 - 0855	2	0	109	0	19	0	0	0	130	128	128.40	124.27
0855 - 0900	2	0	109	0	18	0	0	0	129	127	127.40	123.30
0900 - 0905	2	0	111	0	18	0	0	0	131	129	129.40	125.24
0905 - 0910	2	0	110	0	18	0	0	0	130	128	128.40	124.27
0910 - 0915	2	0	110	0	18	0	0	0	130	128	128.40	124.27
0915 - 0920	2	0	111	0	18	0	0	0	131	129	129.40	125.24
0920 - 0925	2	0	112	0	19	0	0	0	133	131	131.40	127.18
0925 - 0930	2	0	112	0	19	0	0	0	133	131	131.40	127.18
0930 - 0935	2	0	113	0	19	1	0	0	135	133	133.90	129.13
0935 - 0940	2	0	114	0	19	0	0	0	135	133	133.40	129.13
0940 - 0945	2	0	114	0	19	0	0	0	135	133	133.40	129.13
0945 - 0950	2	0	114	0	19	0	0	0	135	133	133.40	129.13
0950 - 0955	2	0	115	0	19	0	0	0	136	134	134.40	130.10
0955 - 1000	2	0	116	0	18	0	0	0	136	134	134.40	130.10
1000 - 1005	2	0	115	0	18	0	0	0	135	133	133.40	129.13
1005 - 1010	2	0	116	0	18	0	0	0	136	134	134.40	130.10
1010 - 1015	2	0	116	0	18	0	0	0	136	134	134.40	130.10
1015 - 1020	2	0	117	0	19	0	0	0	138	136	136.40	132.04
1020 - 1025	2	0	117	0	19	0	0	0	138	136	136.40	132.04
1025 - 1030	2	0	116	0	19	0	0	0	137	135	135.40	131.07
1030 - 1035	2	0	117	0	20	0	0	0	139	137	137.40	133.01
1035 - 1040	2	0	117	0	21	0	0	0	140	138	138.40	133.98
1040 - 1045	2	0	118	0	19	0	0	0	139	137	137.40	133.01
1045 - 1050	2	0	118	0	18	0	0	0	138	136	136.40	132.04
1050 - 1055	2	0	118	0	18	0	0	0	138	136	136.40	132.04
1055 - 1100	2	0	117	0	17	0	0	0	136	134	134.40	130.10
1100 - 1105	2	0	116	0	18	0	0	0	136	134	134.40	130.10
1105 - 1110	2	0	116	0	18	0	0	0	136	134	134.40	130.10
1110 - 1115	2	0	116	0	18	0	0	0	136	134	134.40	130.10
1115 - 1120	2	0	116	0	17	0	0	0	135	133	133.40	129.13
1120 - 1125	2	0	116	0	18	0	0	0	136	134	134.40	130.10
1125 - 1130	2	0	117	0	17	0	0	0	136	134	134.40	130.10
1130 - 1135	2	0	117	0	17	0	0	0	136	134	134.40	130.10
1135 - 1140	2	0	116	0	17	0	0	0	135	133	133.40	129.13
1140 - 1145	2	0	116	0	17	1	0	0	136	134	134.90	130.10
1145 - 1150	2	0	117	0	18	1	0	0	138	136	136.90	132.04
1150 - 1155	2	0	116	0	18	0	0	0	136	134	134.40	130.10
1155 - 1200	2	0	115	0	18	0	0	0	135	133	133.40	129.13
1200 - 1205	2	0	115	0	19	0	0	0	136	134	134.40	130.10
1205 - 1210	2	0	115	0	19	0	0	0	136	134	134.40	130.10
1210 - 1215	2	0	115	0	19	1	0	0	137	135	135.90	131.07
1215 - 1220	2	0	115	0	19	0	0	0	136	134	134.40	130.10
1220 - 1225	2	0	115	0	19	0	0	0	136	134	134.40	130.10
1225 - 1230	2	0	115	0	20	0	0	0	137	135	135.40	131.07
1230 - 1235	2	0	115	0	20	0	0	0	137	135	135.40	131.07
1235 - 1240	2	0	115	0	20	0	0	0	137	135	135.40	131.07
1240 - 1245	2	0	115	0	20	0	0	0	137	135	135.40	131.07
1245 - 1250	2	0	116	0	19	0	0	0	137	135	135.40	131.07
1250 - 1255	2	0	115	0	19	0	0	0	136	134	134.40	130.10
1255 - 1300	2	0	115	0	19	0	0	0	136	134	134.40	130.10
1300 - 1305	2	0	115	0	19	0	0	0	136	134	134.40	130.10
1305 - 1310	2	0	116	0	19	0	0	0	137	135	135.40	131.07
1310 - 1315	2	0	116	0	19	0	0	0	137	135	135.40	131.07
1315 - 1320	2	0	112	0	19	0	0	0	133	131	131.40	127.18
1320 - 1325	2	0	110	0	19	0	0	0	131	129	129.40	125.24
1325 - 1330	2	0	111	0	18	0	0	0	131	129	129.40	125.24
1330 - 1335	2	0	106	0	19	0	0	0	127	125	125.40	121.36
1335 - 1340	2	0	106	0	19	0	0	0	127	125	125.40	121.36
1340 - 1345	2	0	105	0	19	0	0	0	126	124	124.40	120.39
1345 - 1350	2	0	105	0	19	0	0	0	126	124	124.40	120.39
1350 - 1355	2	0	104	0	19	0	0	0	125	123	123.40	119.42
1355 - 1400	2	0	104	0	20	0	0	0	126	124	124.40	120.39
1400 - 1405	2	0	104	0	19	0	0	0	125	123	123.40	119.42
1405 - 1410	2	0	103	0	18	0	0	0	123	121	121.40	117.48
1410 - 1415	2	0	103	0	18	0	0	0	123	121	121.40	117.48
1415 - 1420	2	0	103	0	17	0	0	0	122	120	120.40	116.50
1420 - 1425	2	0	103	0	18	1	0	0	124	122	122.90	118.45
1425 - 1430	2	0	103	0	17	1	0	0	123	121	121.90	117.48
1430 - 1435	2	0	102	0	17	1	0	0	122	120	120.90	116.50
1435 - 1440	2	0	102	0	18	0	0	0	122	120	120.40	116.50
1440 - 1445	2	0	100	0	18	0	0	0	120	118	118.40	114.56
1445 - 1450	2	0	101	0	18	0	0	0	121	119	119.40	115.53
1450 - 1455	2	0	100	0	19	0	0	0	121	119	119.40	115.53
1455 - 1500	2	0	100	0	19	0	0	0	121	119	119.40	115.53
1500 - 1505	2	0	96	0	19	0	0	0	117	115	115.40	111.65
1505 - 1510	2	0	93	0	18	0	0	0	113	111	111.40	107.77
1510 - 1515	2	0	84	0	18	0	0	0	104	102	102.40	99.03
1515 - 1520	2	0	84	0	19	0	0	0	105	103	103.40	100.00
1520 - 1525	2	0	82	0	19	0	0	0	103	101	101.40	98.06
1525 - 1530	2	0	85	0	19	0	0	0	106	104	104.40	100.97
1530 - 1535	2	0	81	0	18	0	0	0	101	99	99.40	96.12
1535 - 1540	2	0	81	0	18	0	0	0	101	99	99.40	96.12
1540 - 1545	2	0	81	0	18	0	0	0	101	99	99.40	96.12
1545 - 1550	2	0	81	0	17	0	0	0	100	98	98.40	95.15
1550 - 1555	2	0	79	0	17	0	0	0	98	96	96.40	93.20
1555 - 1600	2	0	79	0	17	0	0	0	98	96	96.40	93.20
1600 - 1605	2	0	70	0	16	0	0	0	88	86	86.40	83.50
1605 - 1610	2	0	67	0	15	0	0	0	84	82	82.40	79.61
1610 - 1615	2	0	67	0	15	0	0	0	84	82	82.40	79.61
1615 - 1620	2	0	66	0	15	0	0	0	83	81	81.40	78.64
1620 - 1625	2	0	65	0	15	0	0	0	82	80	80.40	77.67
1625 - 1630	2	0	63	0	15	0	0	0	80	78	78.40	75.73
1630 - 1635	2	0	62	0	16	0	0	0	80	78	78.40	75.73
1635 - 1640	2	0	59	0	15	0	0	0	76	74	74.40	71.84
1640 - 1645	2	0	52	0	15	0	0	0	69	67	67.40	65.05
1645 - 1650	2	0	52	0	15	0	0	0	69	67	67.40	65.05
1650 - 1655	2	0	51	0	15	0	0	0	68	66	66.40	64.08
1655 - 1700	2	0	49	0	15	0	0	0	66	64	64.40	62.14
1700 - 1705	2	0	44	0	15	0	0	0	61	59	59.40	57.28
1705 - 1710	1	0	43	0	16	0	0	0	60	59	59.20	57.28
1710 - 1715	0	0	40	0	16	0	0	0	56	56	56.00	54.37
1715 - 1720	0	0	36	0	16	0	0	0	52	52	52.00	50.49
1720 - 1725	0	0	32	0	16	0	0	0	48	48	48.00	46.60
1725 - 1730	0	0	29	0	16	0	0	0	45	45	45.00	43.69
1730 - 1735	0	0	28	0	16	0	0	0	44	44	44.00	42.72
1735 - 1740	0	0	27	0	16	0	0	0	43	43	43.00	41.75
1740 - 1745	0	0	26	0	16	0	0	0	42	42	42.00	40.78
1745 - 1750	0	0	25	0	16	0	0	0	41	41	41.00	39.81
1750 - 1755	0	0	21	0	16	0	0	0	37	37	37.00	35.92
1755 - 1800	0	0	19	0	15	0	0	0	34	34	34.00	33.01
1800 - 1805	0	0	19	0	15	0	0	0	34	34	34.00	33.01
1805 - 1810	0	0	20	0	15	0	0	0	35	35	35.00	33.98
1810 - 1815	0	0	20	0	15	0	0	0	35	35	35.00	33.98
1815 - 1820	0	0	19	0	15	0	0	0	34	34	34.00	33.01
1820 - 1825	0	0	18	0	15	0	0	0	33	33	33.00	32.04
1825 - 1830	0	0	17	0	15	0	0	0	32	32	32.00	31.07
1830 - 1835	0	0	17	0	15	0	0	0	32	32	32.00	31.07
1835 - 1840	0	0	17	0	15	0	0	0	32	32	32.00	31.07
1840 - 1845	0	0	17	0	15	0	0	0	32	32	32.00	31.07
1845 - 1850	0	0	17	0	15	0	0	0	32	32	32.00	31.07
1850 - 1855	0	0	18	0	15	0	0	0	33	33	33.00	32.04
1855 - 1900	0	0	17	0	15	0	0	0	32	32	32.00	31.07

Appendix B



KEY

- INDICATIVE SITE BOUNDARY
- PROPOSED KERBLINE
- PROPOSED FOOTWAY
- PROPOSED PARKING BAY

NOTES

1. BASE DRAWING:
'OS_MasterMap_Topography_Layer_968518_1227968_OS_Mastermap'
(RECEIVED 02/09/2024)

2. TOTAL NUMBER OF PARKING SPACES: 142 INC 8 DISABLED, 3 EV CHARGING (NUMBERED E1, E2, E3)

REVISION	DETAILS	DATE	DRAWN	CHK'D	APP'D

CLIENT

AVISON YOUNG

PROJECT

GRIFFIN PARK TRAINING FACILITY

DRAWING TITLE

PROPOSED CAR PARK WITH EV CHARGING

DRG No	SCALE	DATE
JN2826-Dwg-0006	1:500 @ A3	OCTOBER 2024
DRAWN BY	CHECKED BY	APPROVED BY
TB	SG	SAJ

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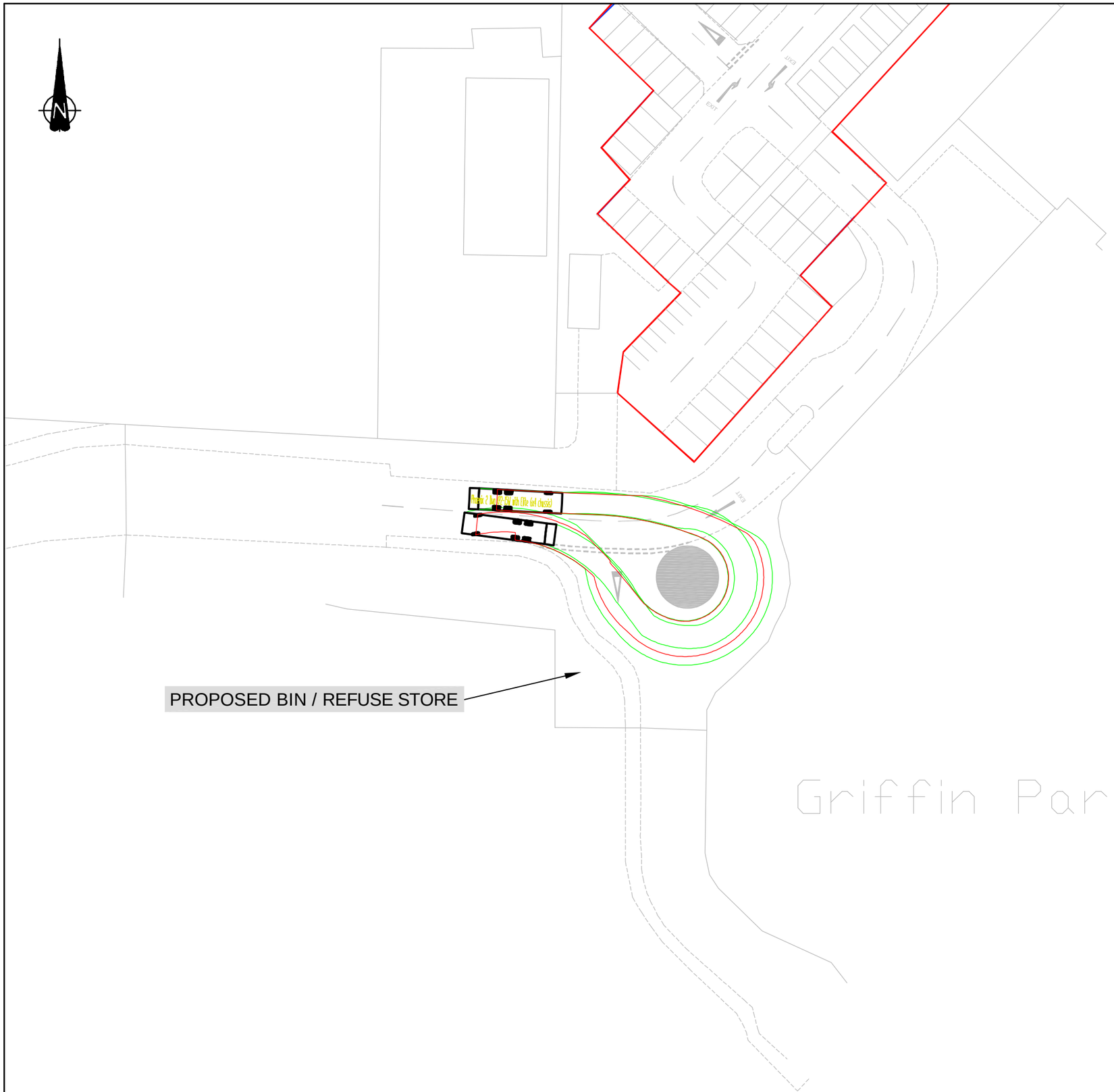
Appendix C



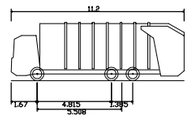
KEY

VEHICLE CHASSIS/WHEEL OUTLINE

VEHICLE BODY OUTLINE

NOTES

1. BASE DRAWING:
'OS_MasterMap_Topography_Layer_968518_1227968_OS_Mastermap'
(RECEIVED 02/09/2024)



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REVISION	DETAILS	DATE	DRAWN	CHK'D	APP'D

CLIENT

AVISON YOUNG

PROJECT

GRIFFIN PARK TRAINING FACILITY

DRAWING TITLE

SWEPT PATH ASSESSMENT
REFUSE COLLECTION

DRG No	SCALE	DATE
JN2826-Dwg-0004	1:500 @ A3	SEPTEMBER 2024
DRAWN BY	CHECKED BY	APPROVED BY
MS	SG	SAJ

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