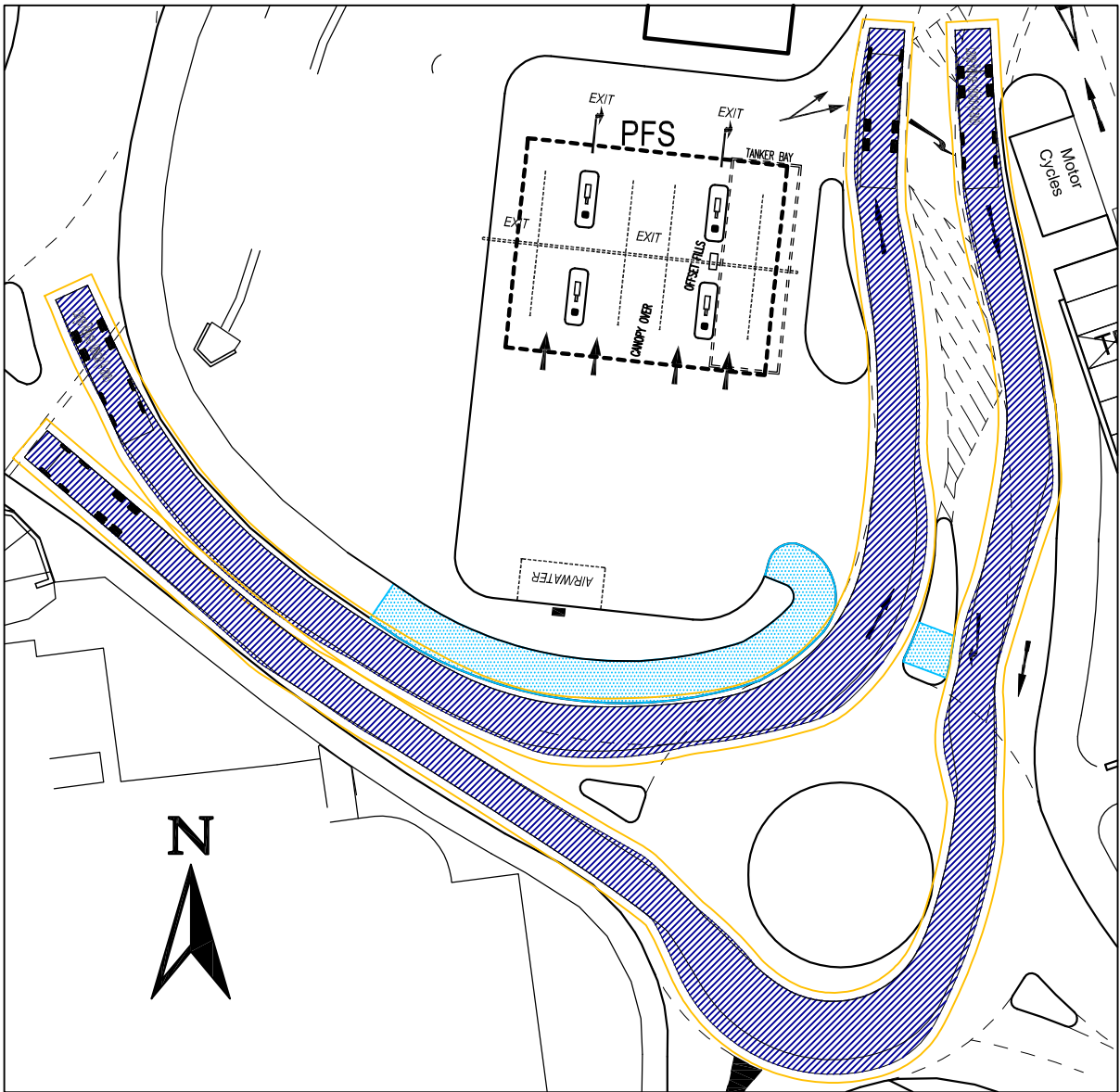


16.5m HGV accessing/egressing Homebase site - manoeuvre completed with no issues

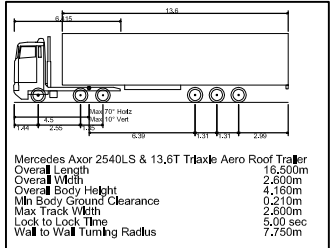
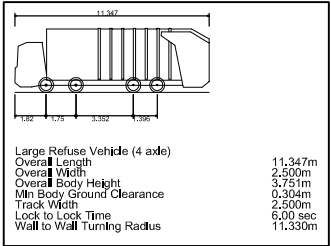


Large refuse vehicle accessing/egressing site - manoeuvre completed with no issues

Notes:

1.) Based on Chetwoods drawing: Site - Proposed [REVISED]

Vehicle Elevations

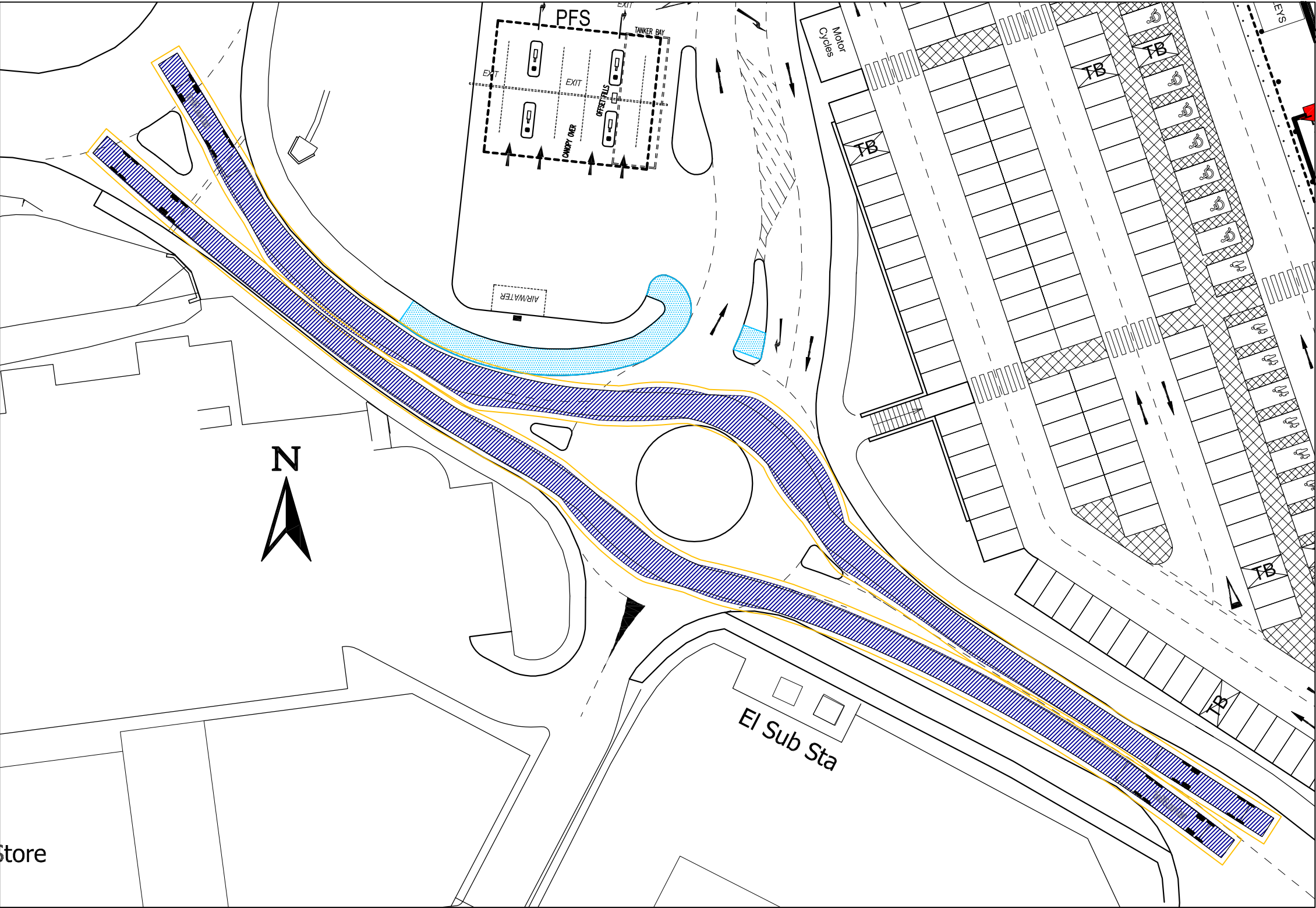


Sainsbury's

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LEDBURY

SWEPT PATH ANALYSIS
FIGURE 4.1-2

Scale 1:500 @A3



Coach (52 seats) travelling along New Mills Industrial Estate access road in both directions - manoeuvre completed with no issues.

Notes:

1.) Based on Chetwoods drawing: Site - Proposed
[REVISED]

Vehicle Elevations

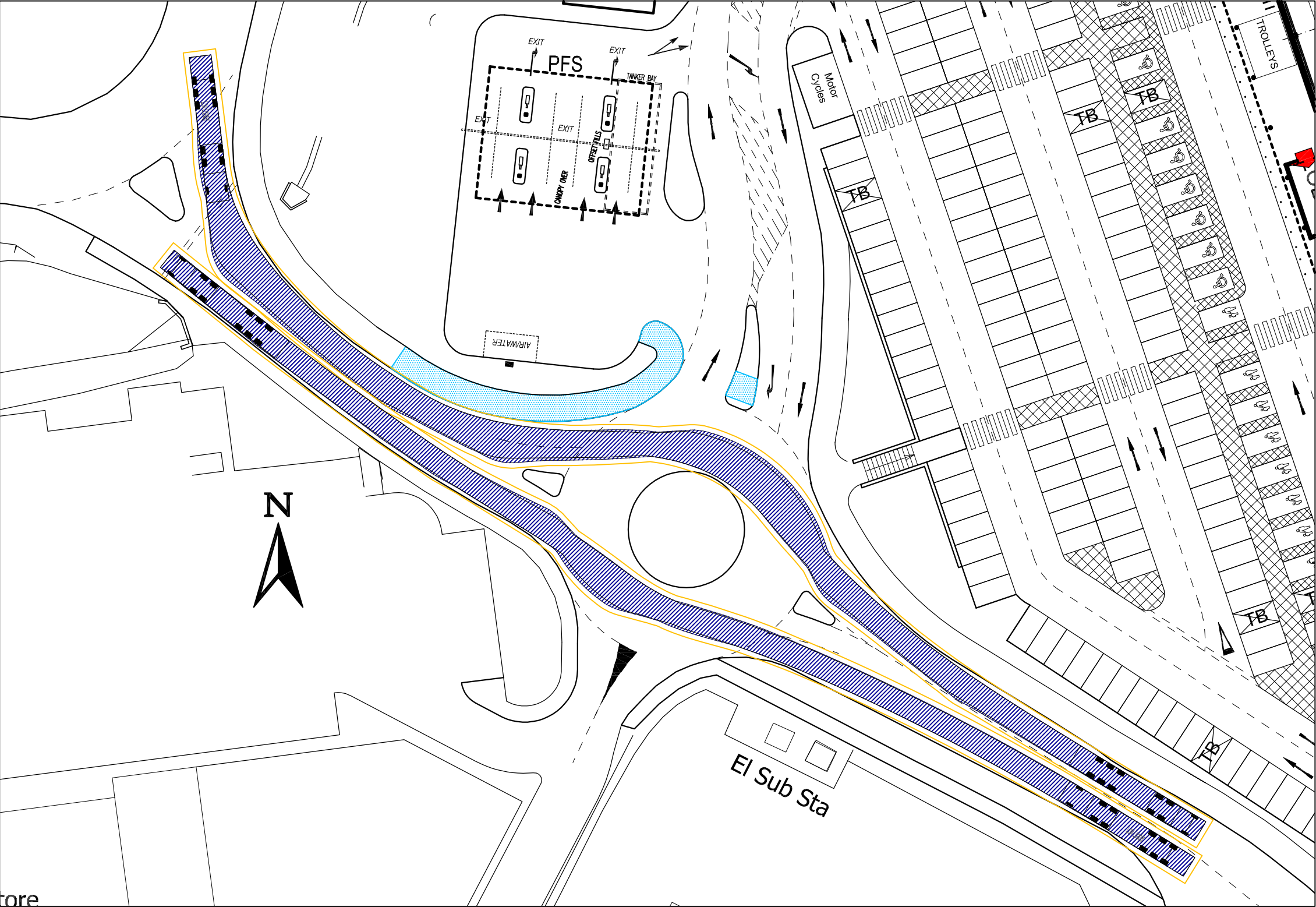
15m 6WS Luxury Coach	
Overall Length	15,000m
Overall Width	2,500m
Overall Body Height	4,157m
Min Body Ground Clearance	0,387m
Track Width	2,500m
Lock to Lock Time	5,00 sec
Kerb to Kerb Turning Radius	9,773m

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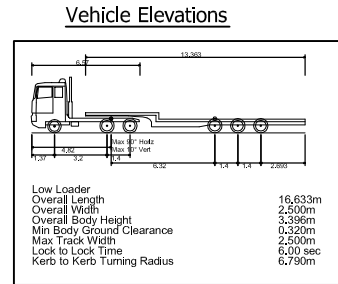
SWEPT PATH ANALYSIS
FIGURE 4.1-3

Scale 1:500 @A3



Low Loader travelling along New Mills Industrial Estate access road in both directions - manoeuvre completed with no issues.

Notes:
1.) Based on Chetwoods drawing: Site - Proposed
[REVISED]



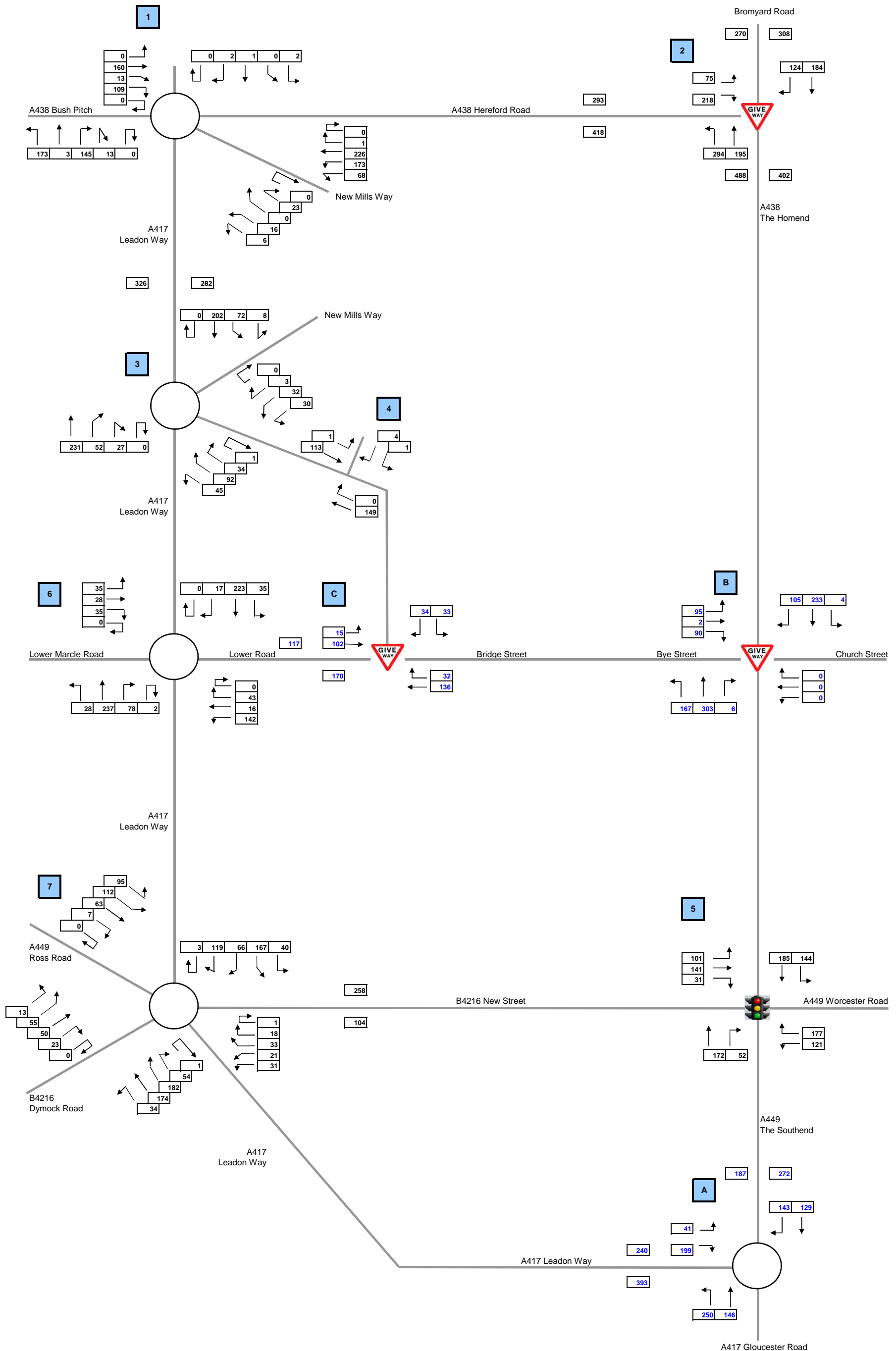
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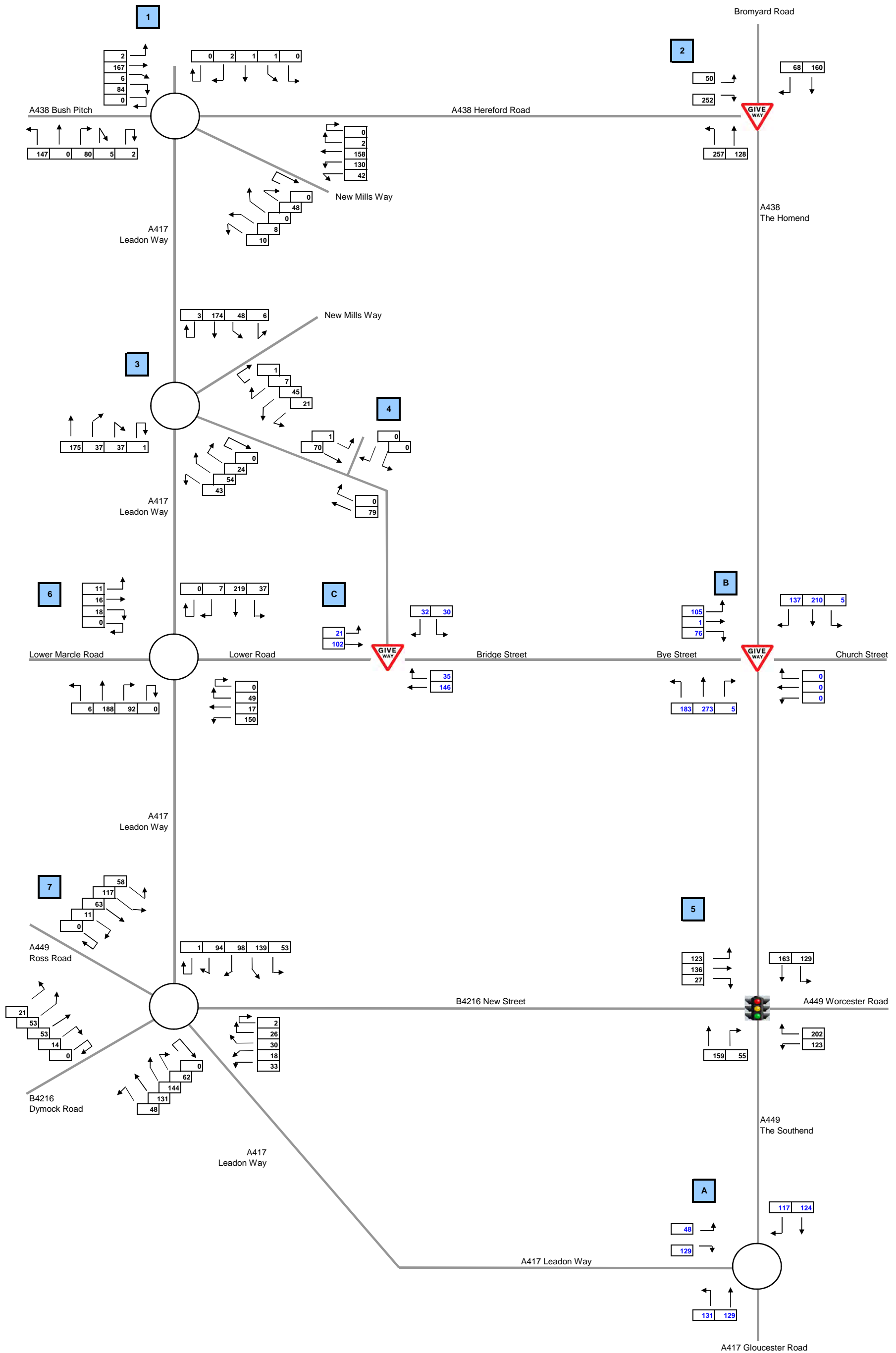
SWEPT PATH ANALYSIS
FIGURE 4.1-4

Scale 1:500 @A3



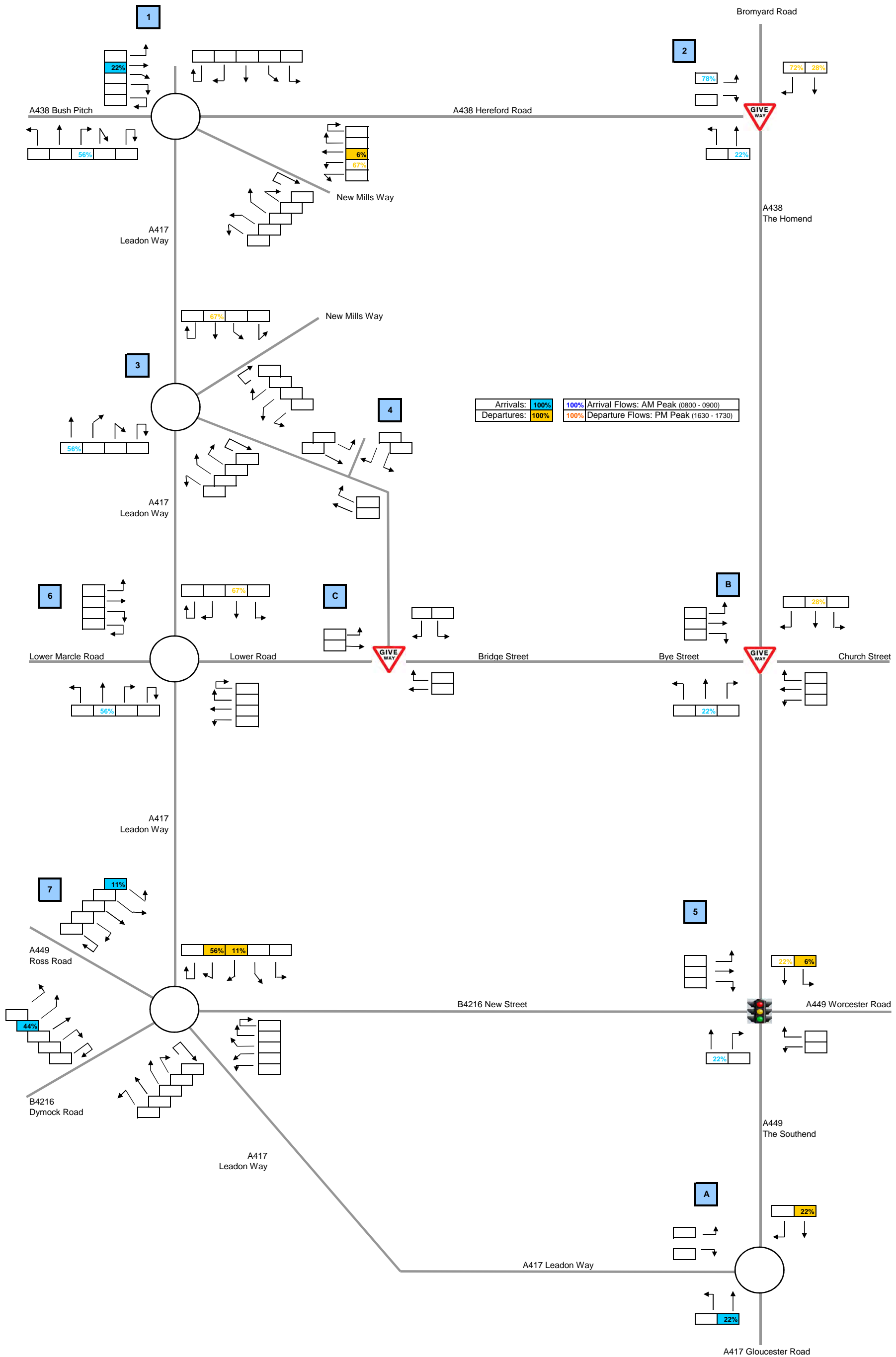
1) Junctions 1 to 7 traffic flows obtained from Friday 15th July 2011 Manual Classified Count
 2) Junctions A to C traffic flows obtained from Tesco, New Mills Industrial Estate Transport Assessment, 2011
 3) All traffic flows are shown in Passenger Car Units (PCU's)

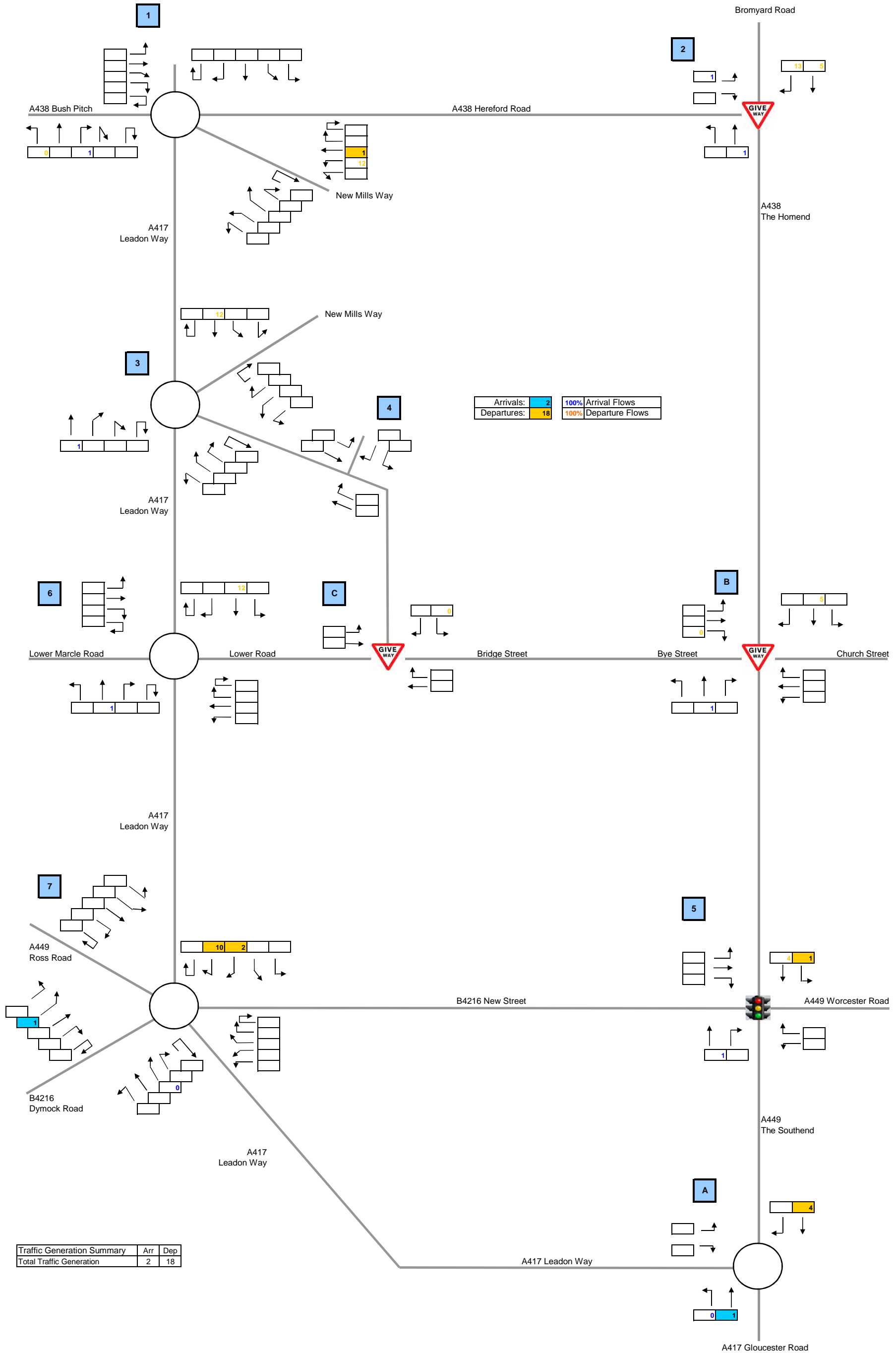
FIGURE 5.1
 2011 WEEKDAY PM PEAK BASE FLOWS: 16:30 - 17:30



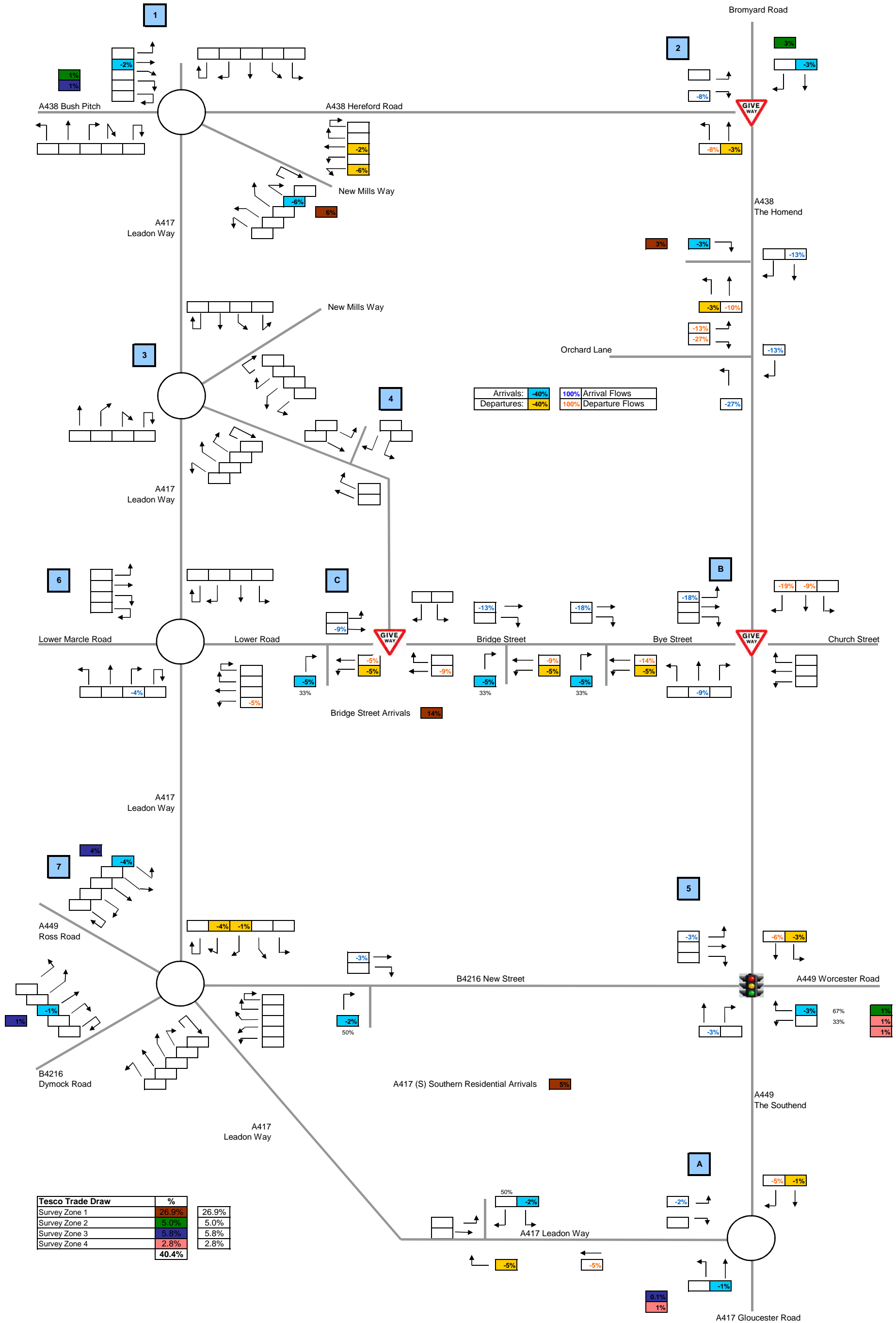
1) Junctions 1 to 7 traffic flows obtained from Saturday 16th July 2011 Manual Classified Count
 2) Junctions A to C traffic flows obtained from Tesco, New Mills Industrial Estate Transport Assessment, 2011
 3) All traffic flows are shown in Passenger Car Units (PCU's)

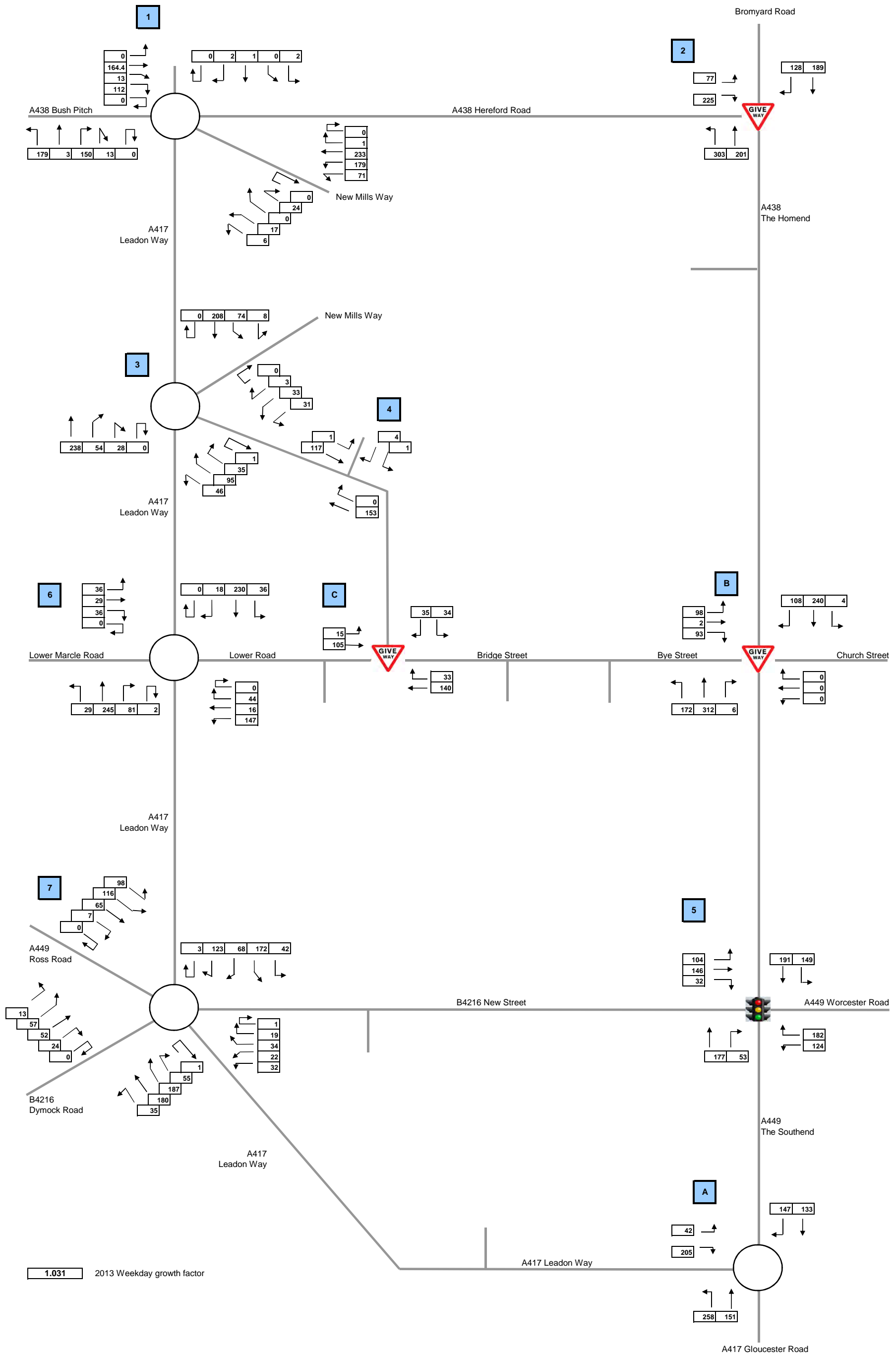
FIGURE 5.2
2011 SATURDAY PEAK BASE FLOWS: 11:30 - 12:30



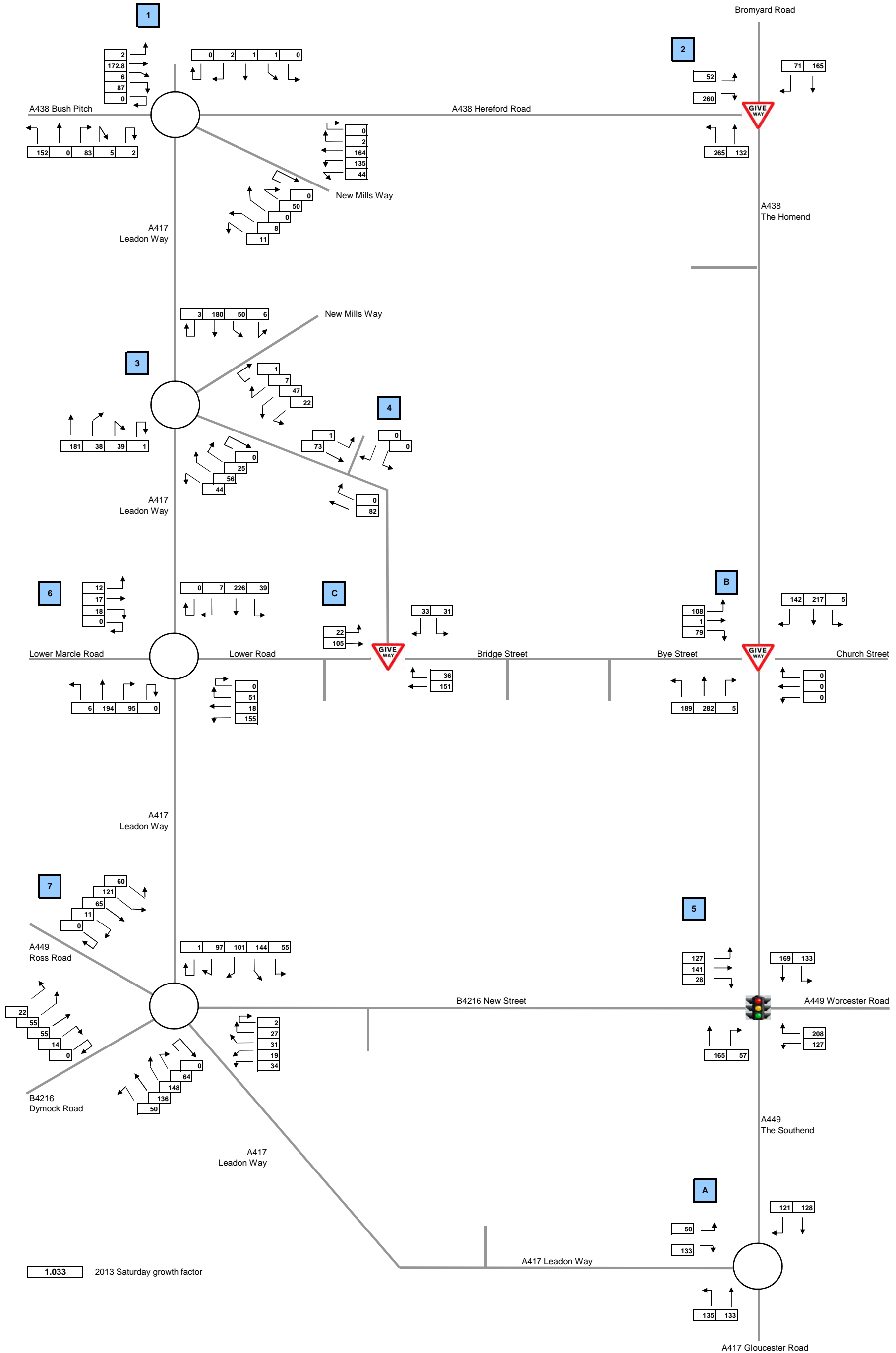


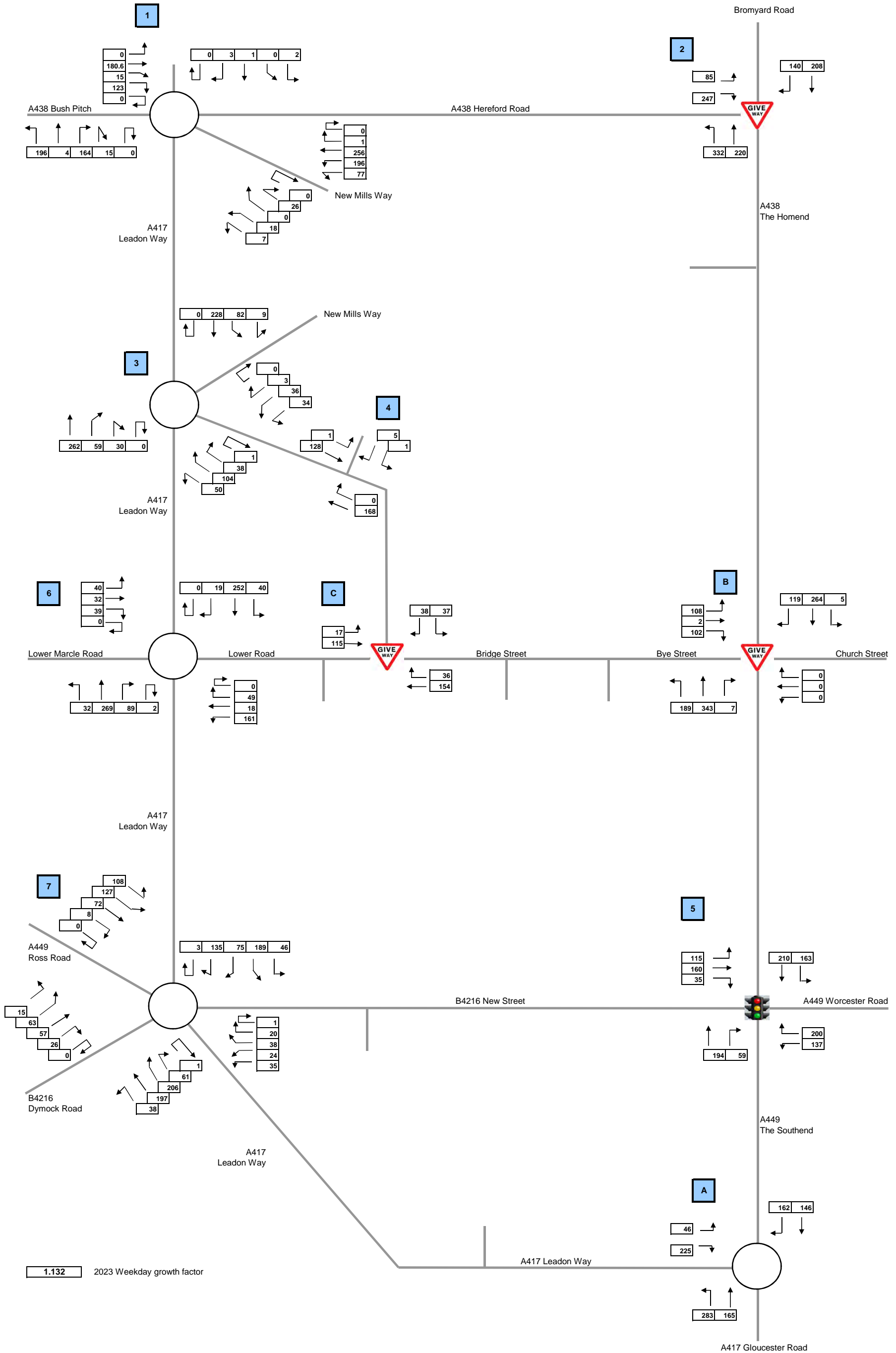
1) Proposed development flows comprise proposed Galebreaker trips new to the network, with transferred trips from existing site at New Mills Industrial Estate redistributed.
2) Redistributed flows have been deducted from proposed development flows where there is an overlap in the route to Galebreaker relocation site.



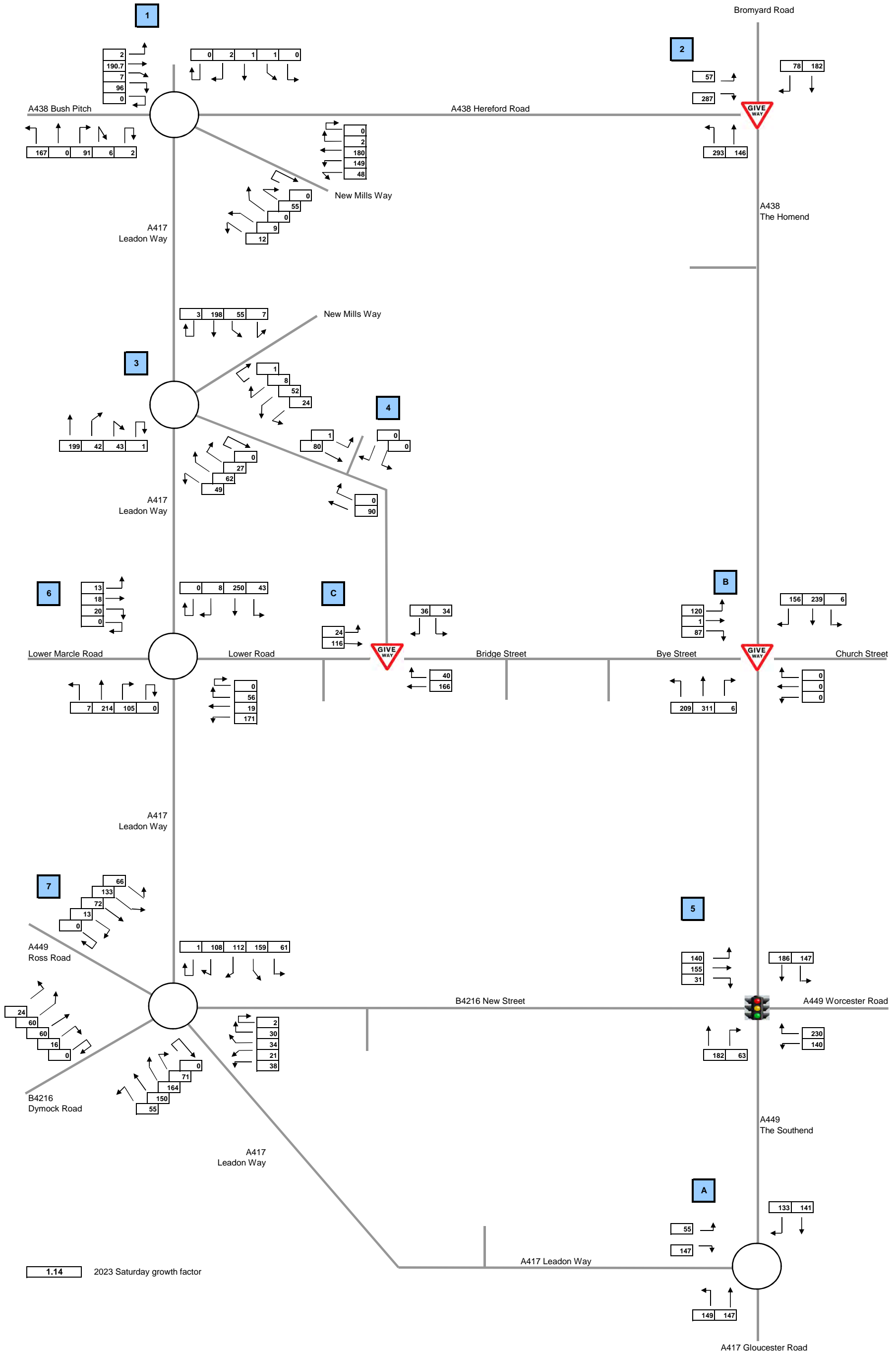


1) All traffic flows are in Passenger Car Units (PCUs)
 2) Base traffic factored up based upon ADL Traffic Tesco Ledbury TA, June 2011, representing a 'high growth' scenario used to provide a robust traffic assessment

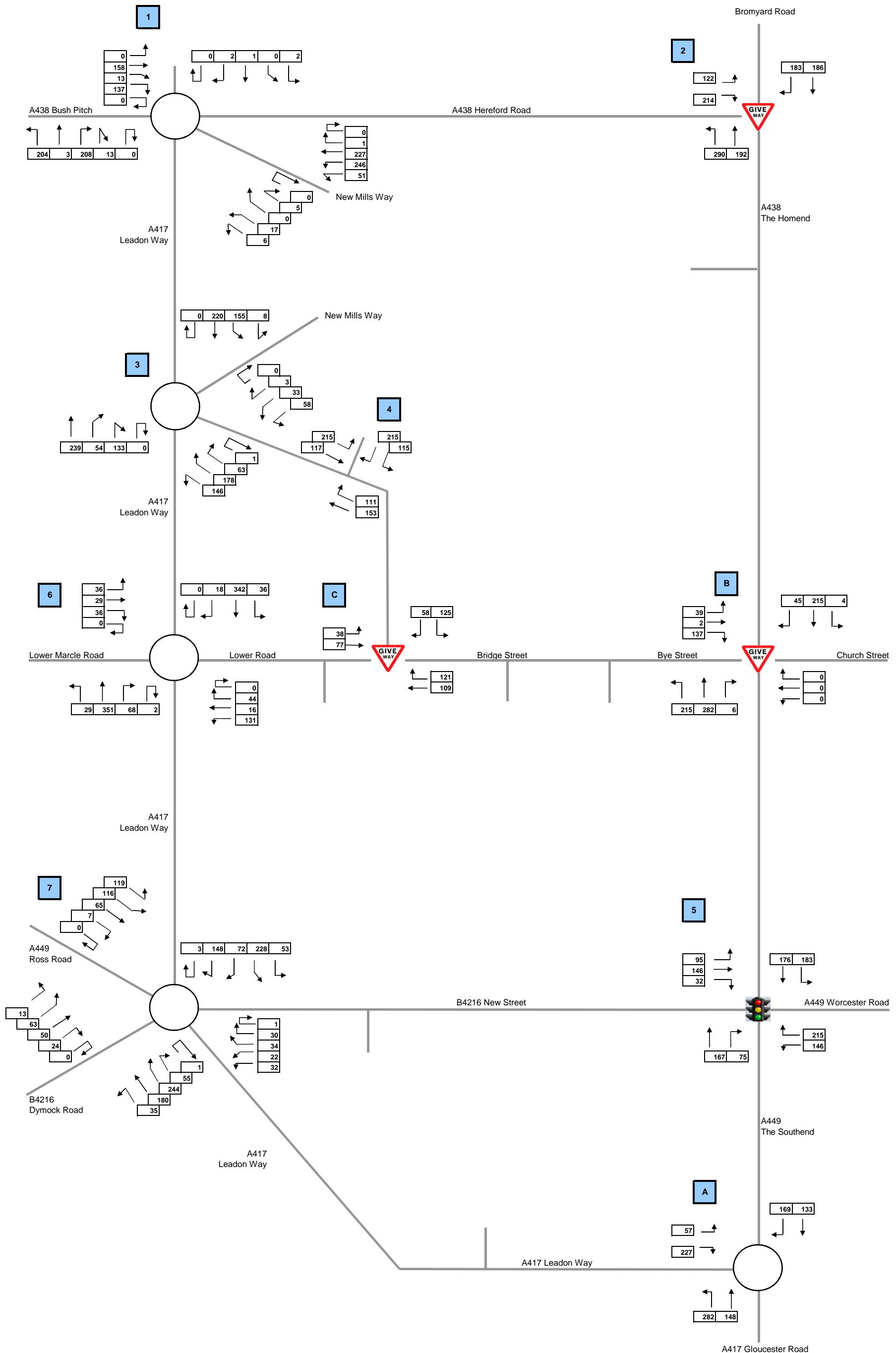




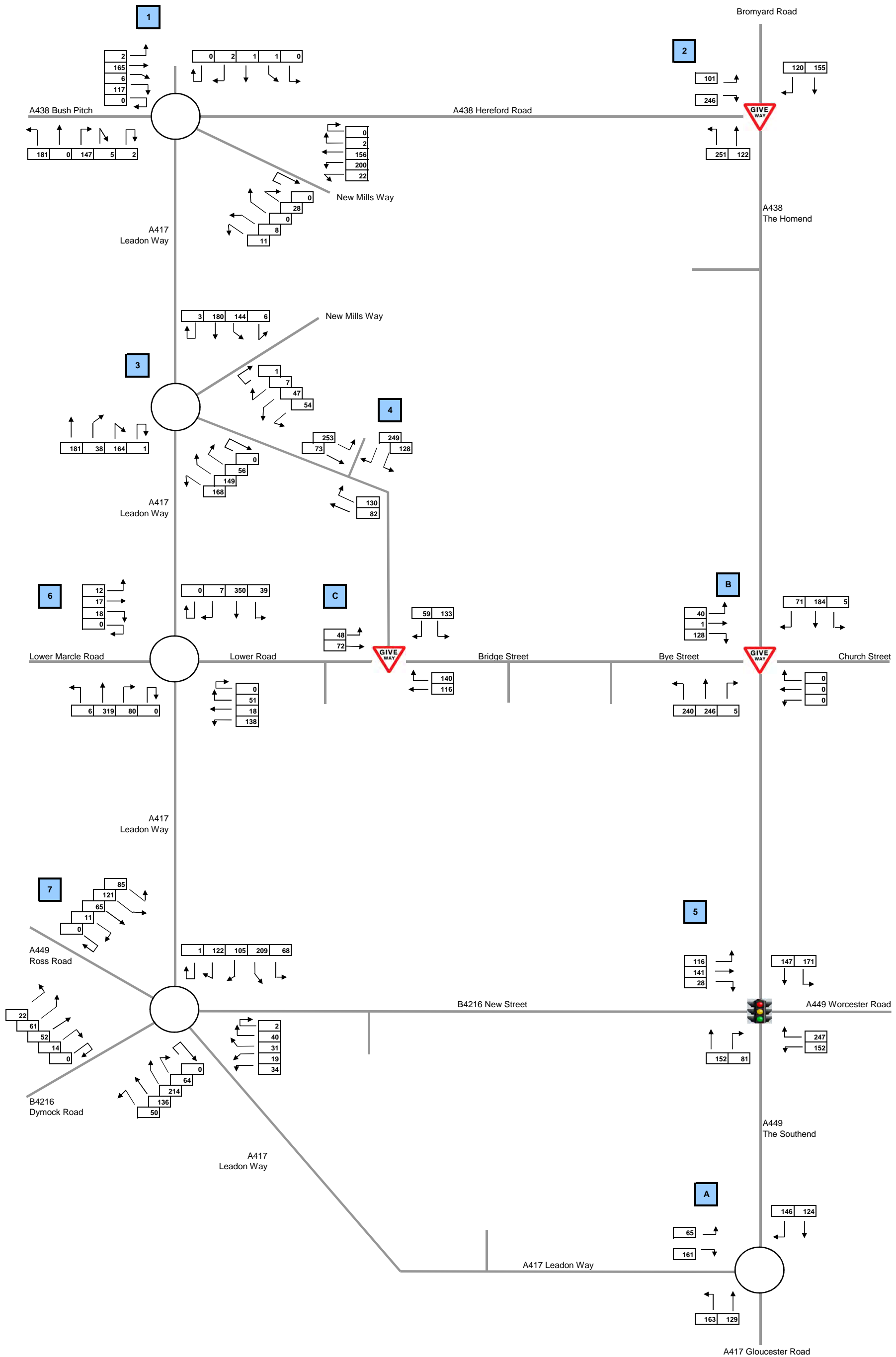
1) All traffic flows are in Passenger Car Units (PCUs)
2) Base traffic factored up based upon ADL Traffic Tesco Ledbury TA, June 2011, used to provide robust assessment and comparable traffic assessment



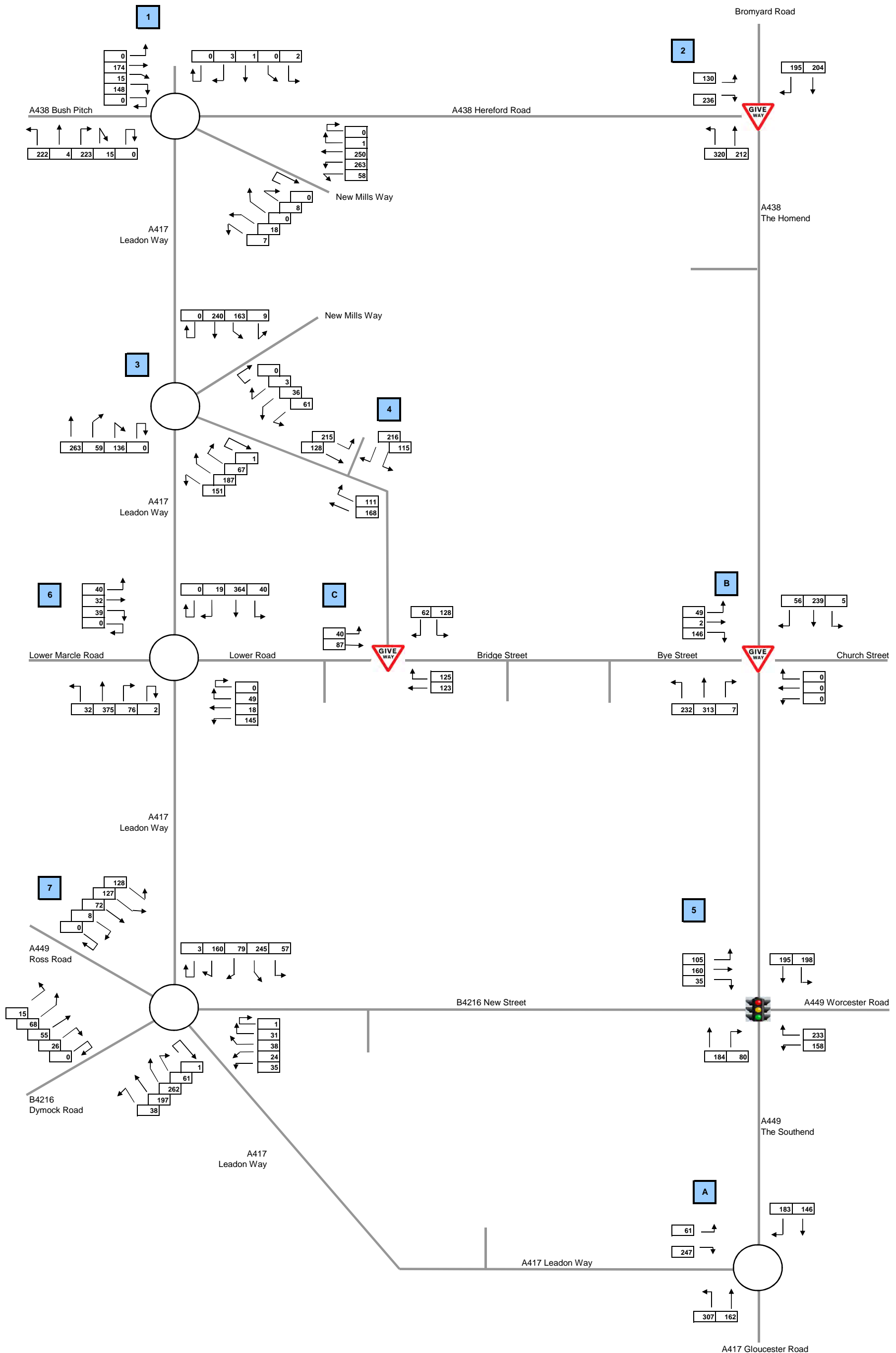
1) All traffic flows are in Passenger Car Units (PCUs)
 2) Base traffic factored up based upon ADL Traffic Tesco Ledbury TA, June 2011, used to provide robust assessment and comparable traffic assessment



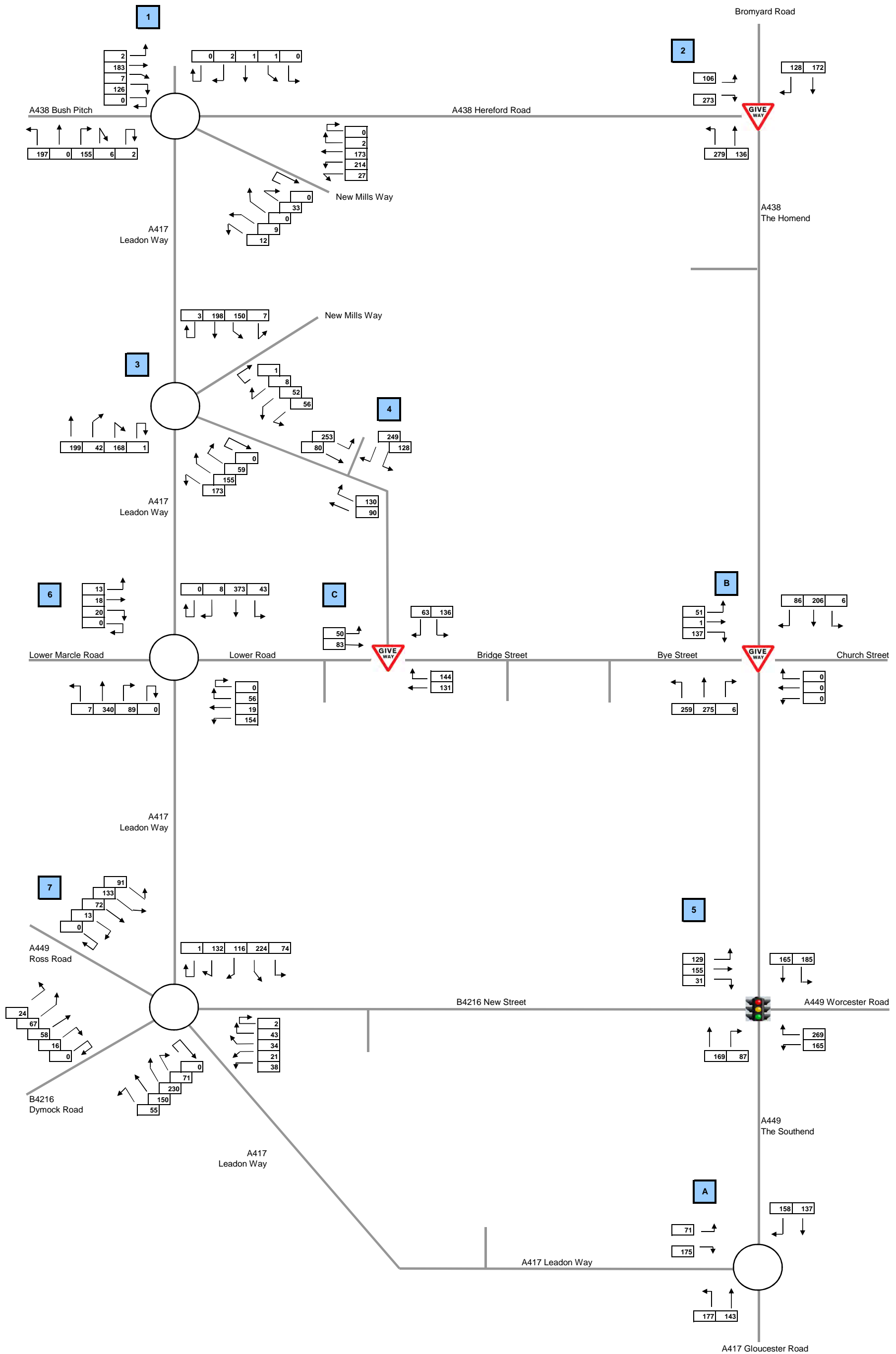
1) All traffic flows are in Passenger Car Units (PCUs)
2)



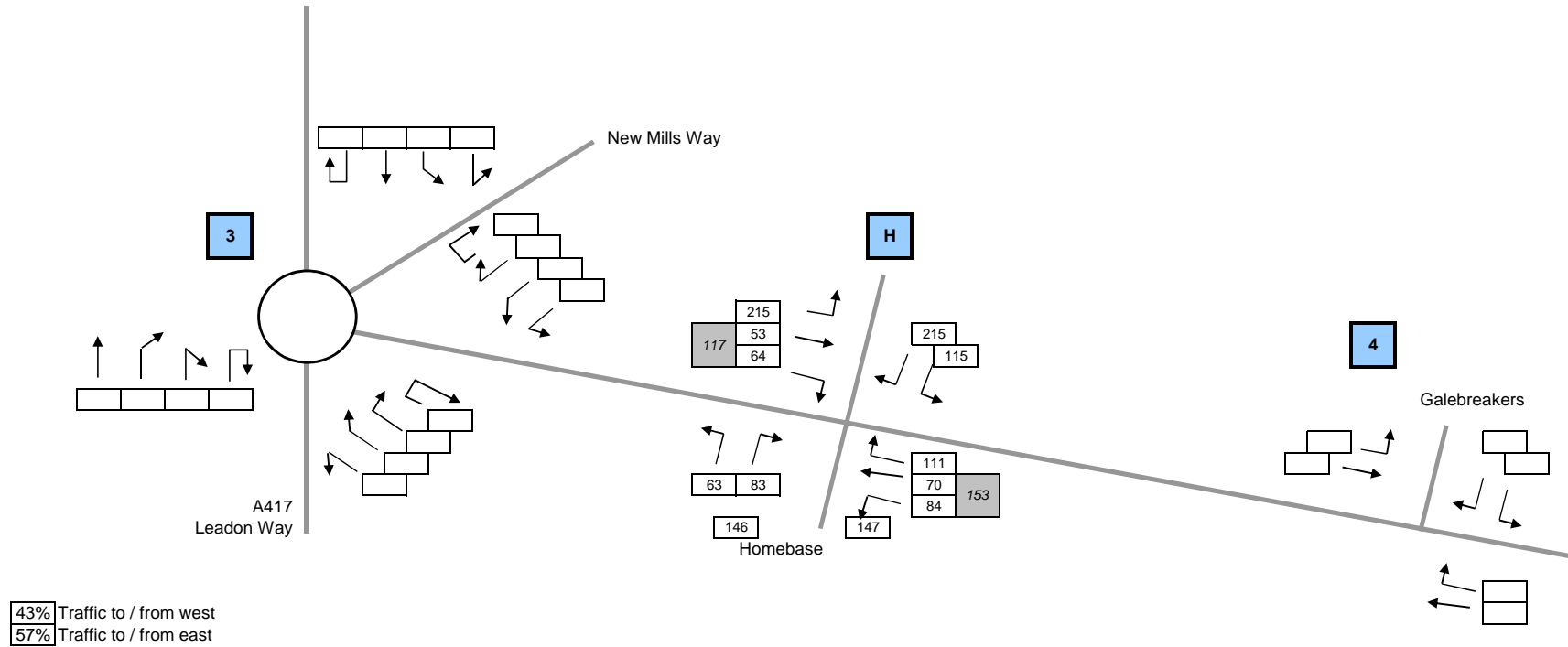
1) All traffic flows are in Passenger Car Units (PCUs)
2)



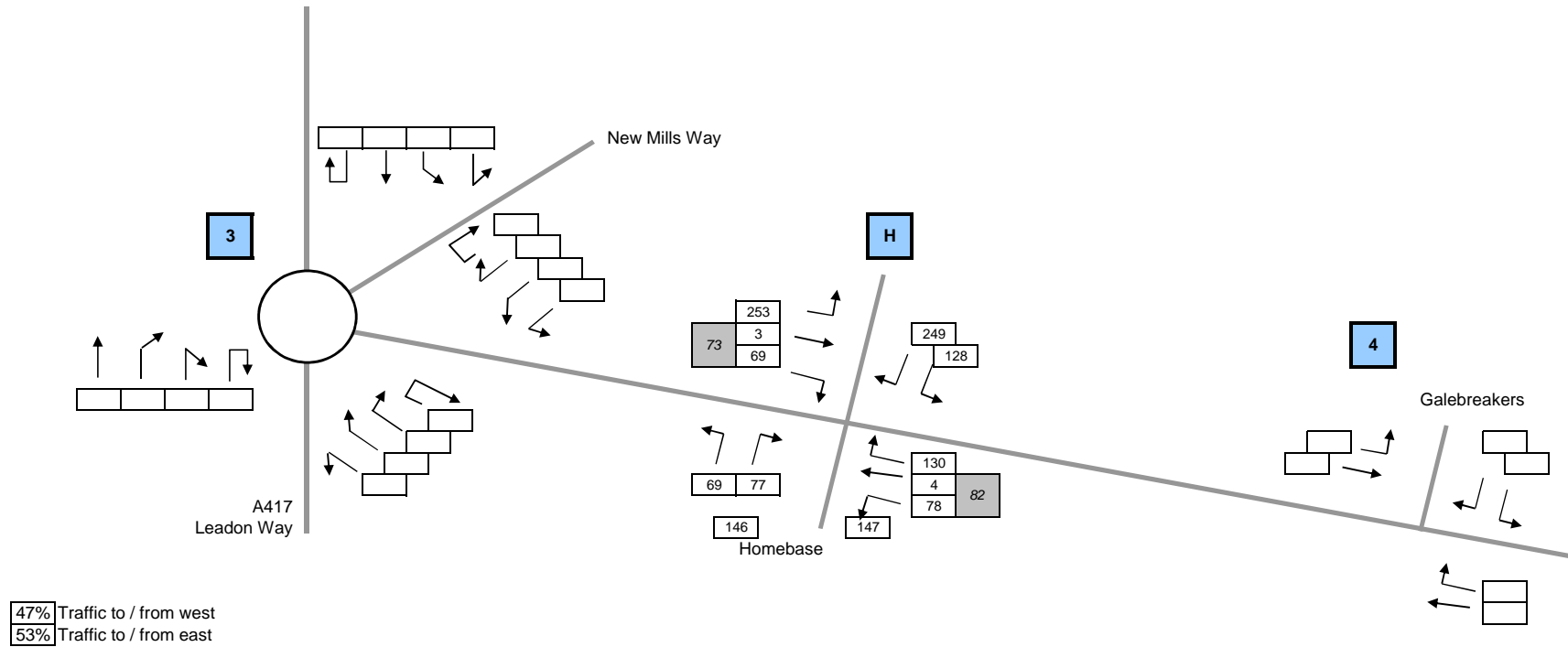
1) All traffic flows are in Passenger Car Units (PCUs)
2)



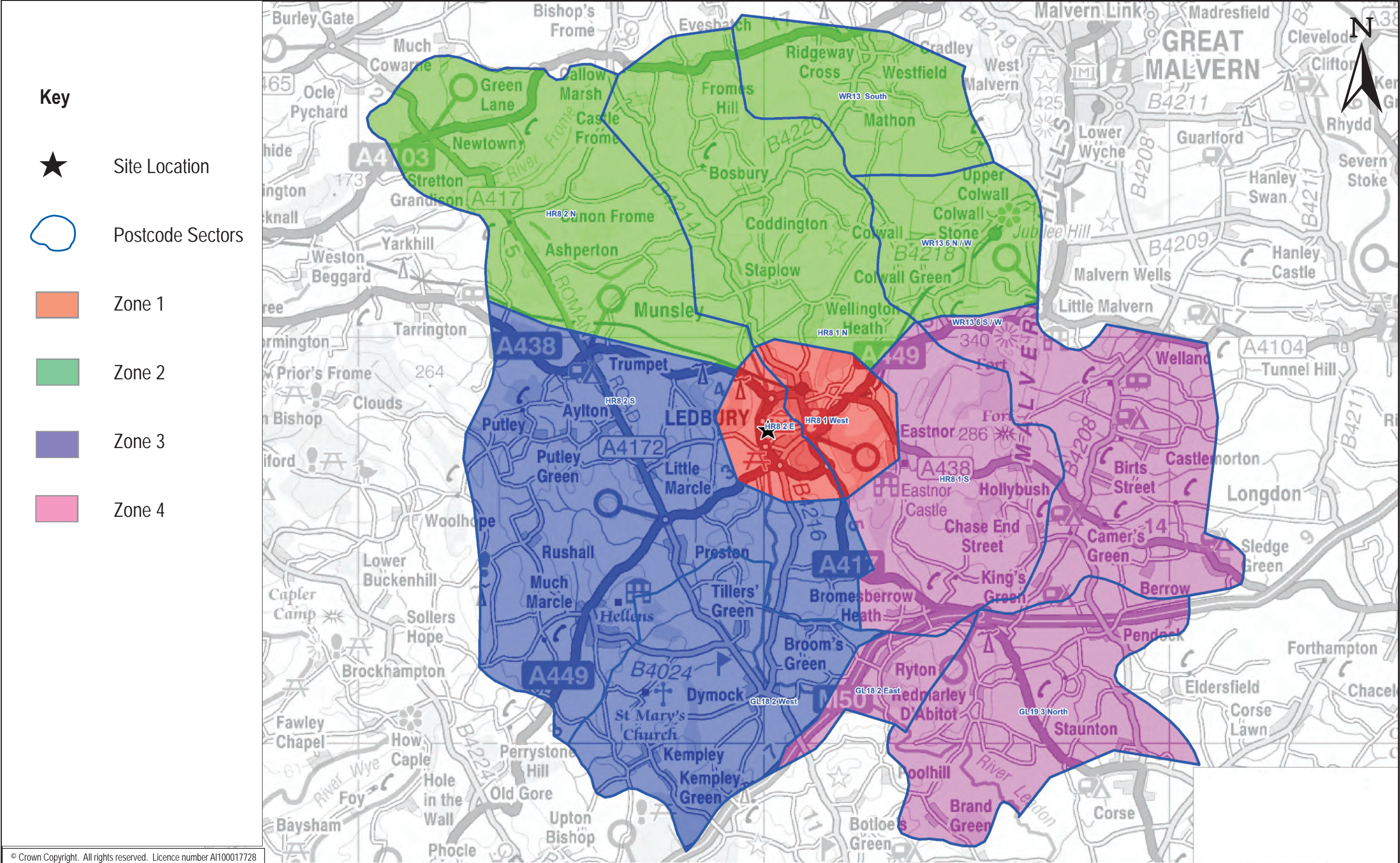
1) All traffic flows are in Passenger Car Units (PCUs)
2)




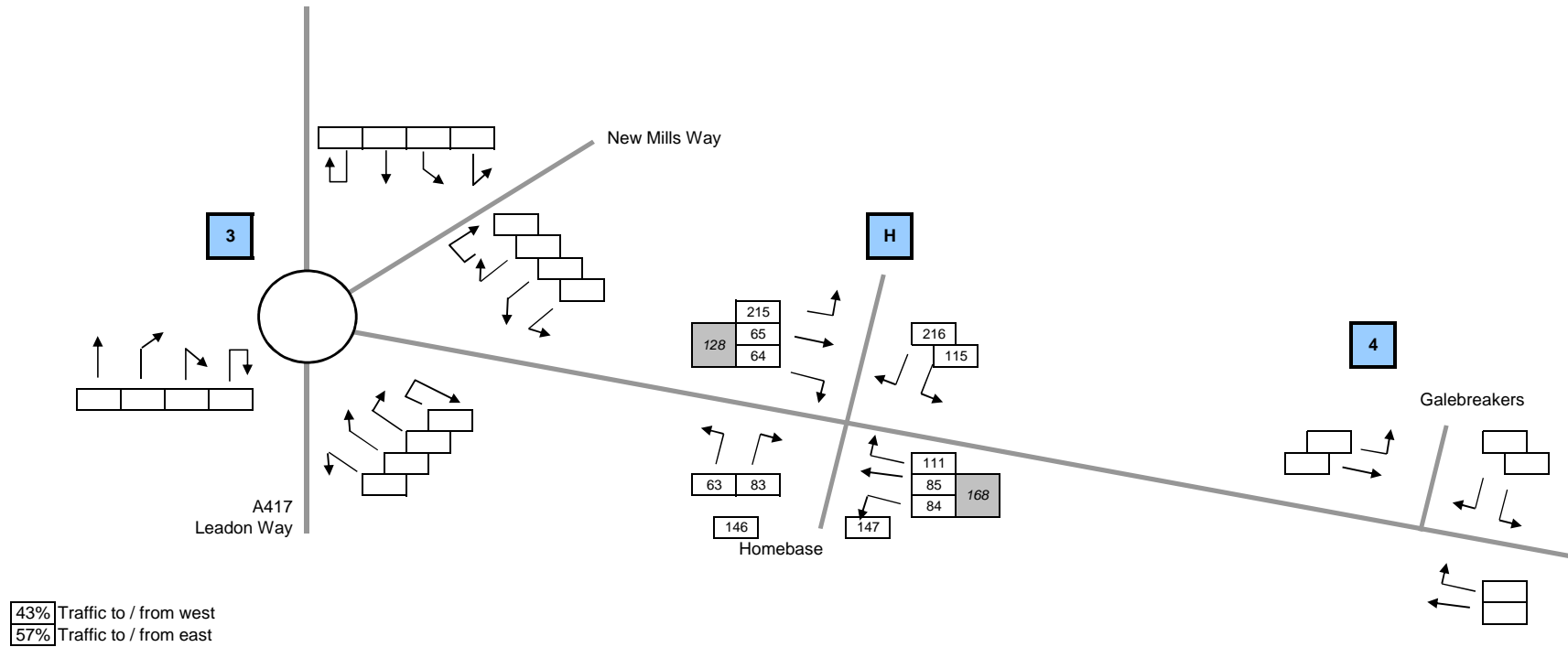
- 1) Junctions 3 & 4 traffic flows obtained from WEEKDAY 16th July 2011 Manual Classified Count
- 2) Junctions H indicates Homebase turning movements based upon difference in flows from Junctions 3 and 4
- 3) All traffic flows are shown in Passenger Car Units (PCU's)



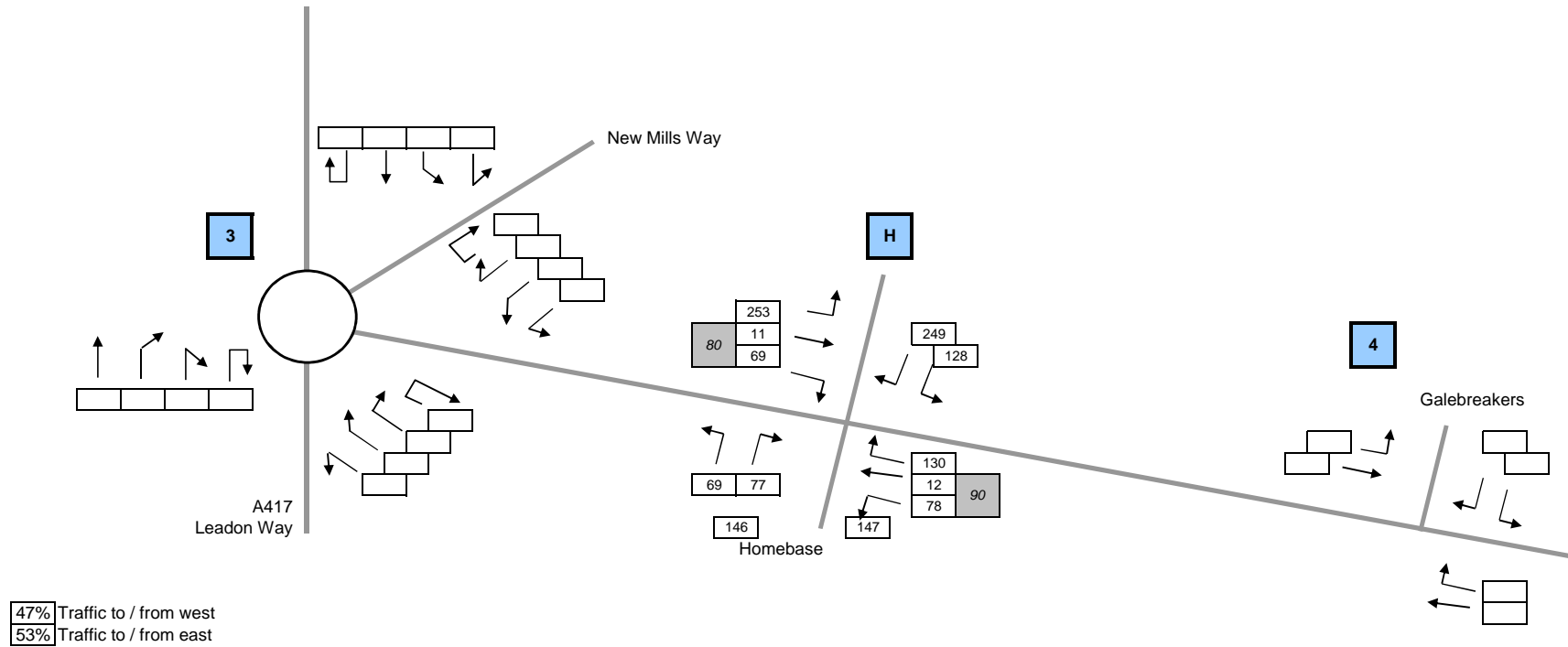
- 1) Junctions 3 & 4 traffic flows obtained from Saturday 16th July 2011 Manual Classified Count
- 2) Junctions H indicates Homebase turning movements based upon difference in flows from Junctions 3 and 4
- 3) All traffic flows are shown in Passenger Car Units (PCU's)



<div>HASKONING UK LTD. Development & Transport</div> <div> ROYAL HASKONING</div>	SCALE: Not to Scale	9V1760 SSL Ledbury Catchment Area Zones with Postcode Sectors	Figure 7.2
	DATE: October 2011		



- 1) Junctions 3 & 4 traffic flows obtained from WEEKDAY 16th July 2011 Manual Classified Count
- 2) Junctions H indicates Homebase turning movements based upon difference in flows from Junctions 3 and 4
- 3) All traffic flows are shown in Passenger Car Units (PCU's)



- 1) Junctions 3 & 4 traffic flows obtained from Saturday 16th July 2011 Manual Classified Count
- 2) Junctions H indicates Homebase turning movements based upon difference in flows from Junctions 3 and 4
- 3) All traffic flows are shown in Passenger Car Units (PCU's)

