

## 1 INTRODUCTION

### 1.1 Preamble

- 1.1.1 The following Technical Note (TN) presents comments raised by Knowsley Council (KC) as the Local Highway Authority (LHA) regarding a full planning application (reference: 25/00344/FUL) for the development of land at Pilch Lane, Huyton. The application is for the following development:

‘ERECTION OF 35 NO. AFFORDABLE RESIDENTIAL DWELLINGS AND ASSOCIATED INFRASTRUCTURE’

- 1.1.2 As outlined in the previously submitted Transport Statement (TS), Pilch Lane, from which the development takes access and along which all vehicles would travel, falls under the jurisdiction of Liverpool City Council (LCC). The KC boundary ends at the back of the Pilch Lane footway and with it any enforcement powers, control, or responsibility held by KC.

- 1.1.3 As such, any highway information or design considerations that would impact beyond the KC boundary, i.e. accessibility from the wider highway network, trip generation, collision study extents, would be for LCC to advise on, with any infrastructure delivery (i.e. site access or off-site improvements) subject to Section 278 agreements approved by LCC. KC has no formal control over the LCC network, nor do they have any responsibilities for its maintenance or safety. This was confirmed through an earlier pre-application scoping response from KC (provided in Appendix I of this TN), summarised below:

*‘KMBC are content with the methodology as set out in your scoping note insofar as it affects Knowsley. I can confirm that no TP would be required according to the Ensuring a Choice of Travel SPD. As you have stated the primary impact will be upon the LCC highway network, so much of the content of your note will need to be approved by them, e.g. accident study extents, trip rates, junction design, etc.’*

- 1.1.4 It was also clarified by the KC Planning Case Officer in an email dated 17<sup>th</sup> July 2025 (provided in Appendix I of this TN), summarised below:

*‘The highway is not within Knowsley but falls within the boundaries of Liverpool City Council, therefore any new or amended access points would need to be approved by Liverpool City Council. Knowsley highway engineers would only comment on the internal layout.’*

- 1.1.5 Aside from the request for a ‘Highway Improvement’ condition, which the applicant is willing to accept, LCC confirmed that they have no objection to the proposals. Consequently, any requests from KC concerning potential impacts beyond the site boundary, within the jurisdiction of LCC, fall outside KC’s control, are not enforceable, and do not constitute a material planning consideration for the Council’s Highways team.
- 1.1.6 The remainder of the report has been structured to include KC comments in *red italics*, with Prime's response to each comment set out beneath in standard black font.

## 2 KC HIGHWAY COMMENTS

### 2.1 Introduction

- 2.1.1 This section presents the KC comment in *red italics*, followed by the Prime response underneath.

#### KC Comment 1

*‘The proposed priority junction onto Pilch Lane (30mph limit) must be supported by a plan demonstrating compliant visibility splays of 2.4m x 43m, measured to the nearside carriageway edge and must remain free from obstruction above 0.6m.*

*Access width and junction radii must accommodate refuse, emergency, and delivery vehicles without encroaching into the opposing traffic lane. Prior to determination, the applicant must submit swept-path drawings, to scale, demonstrating that a 12m refuse vehicle, a fire appliance (10.5m turning circle) and a standard 7.5t delivery vehicle can enter, manoeuvre and exit the site without encroaching into the opposing traffic lane or obstructing the footway. Drawings must show kerb lines, radii, visibility splays, bin collection points and vehicle overhang. If safe manoeuvring cannot be demonstrated the layout must be amended.’*

- 2.1.2 As noted above, any requests concerning the LCC highway network are not enforceable by KC and, as highlighted in KC pre-application comments set out in Section 1, are not a material consideration for the Council. LCC has already confirmed that the proposals affecting their highway, including junction visibility and design, are acceptable. Regardless, the requested information, i.e. visibility, junction width and corner radii has already been highlighted within the information submitted. The visibility splays highlighted on Drawing P25034-001B (submitted with the TS) show a visibility (2.4m x 56m) in excess of the required design speed (2.4m x 43m).
- 2.1.3 Only requests relating to highway within the KC boundary have been addressed, that is, elements internal to the development proposals and separate from the LCC highway network. Accordingly, a 12m length refuse wagon has been swept pathed to demonstrate suitable access and turning within

the development. No other vehicles have been swept pathed, as they are smaller than the 12m refuse wagon; if the largest vehicles can safely manoeuvre, all smaller vehicles will also be able to do so.

- 2.1.4 KC's point regarding large vehicles not encroaching the opposing lane when turning should be disregarded, as this would constitute an over-design that would be detrimental to pedestrian safety and convenience and would be contrary to Manual for Streets (2007) advice regarding over-designing for occasional large vehicle movements. Encroaching into opposing lanes is commonplace for such vehicle movements.
- 2.1.5 Drawing P25034-002C in Appendix II shows the 12m long refuse vehicle, enter, turning and egressing from the development safely and efficiently.

KC Comment 2

*'The submitted Transport Statement uses the TRICS database to estimate trip generation for 35 dwellings. Predicted two-way vehicle trips are 13 in the AM peak (08:00 – 09:00) and 13 in the PM peak (17:00-18:00), with approximately 88 total daily two-way trips. No junction modelling has been undertaken.*

*The proximity of St Margaret Mary's Primary School, immediately adjacent to the site introduces a separate peak demand period associated with school drop-off and pick-up. This period must be assessed for both vehicular movements and pedestrian flows, as it may present a higher conflict risk than standard network peaks.*

*Trip generation and distribution must explicitly account for school-related trips and queuing effects.*

*No off-site mitigation is proposed. While overall volumes are modest, the absence of a school-peak assessment means network and safety impacts cannot be fully determined.'*

- 2.1.6 Pilch Lane, including any traffic associated with the adjacent St Margaret Mary's Primary School, fall within the LCC highway network. As such, KC has no control or responsibility for traffic impacts here.
- 2.1.7 Regardless of the above, KC is reminded that in accordance with the National Planning Policy Framework (NPPF) (2024) Paragraph 116, development should only be refused on transport grounds if it were to result in an 'unacceptable impact on highway safety', or the cumulative impact of a development was considered 'severe'.
- 2.1.8 The two-way traffic movements between 0800-0900 for the development (the typical school drop off period) would result in less than 1 vehicle every 3 minutes either arriving or departing from the site (19 two-way trips). Such a level of traffic cannot reasonably be considered to constitute a 'severe' impact on the network.

- 2.1.9 Any minor increase in traffic during school peak periods is temporary, predictable, low in magnitude and is therefore unlikely to introduce a material risk to either vehicular or pedestrian safety. This is coupled with the fact that visibility from the site access is in excess of the 30mph design speed requirement and several highway improvements have been requested by LCC, which will aid in pedestrian movements.
- 2.1.10 Any requirement for off-site highway mitigation in relation to Pilch Lane or the school access would not meet the statutory CIL tests, as set out in the Community Infrastructure Levy Regulations 2010. The modest scale of the development and low trip generation means that any impacts on the highway network are minimal and predictable, any additional mitigation would not be necessary, directly related, or proportionate to the development.
- 2.1.11 It is worth noting that the development site is brownfield land that has already been cleared for redevelopment, having previously accommodated a large public house. The proposed residential dwellings will have a significantly lower trip-generating potential compared with other land uses, such as the previously proposed petrol filling station on the site (Planning Ref: 21/00829/FUL)

KC Comment 3

*'In accordance with Knowsley policy, shared private driveways should not serve more than 4 dwellings. These must be redesigned or upgraded to adoptable standards under a Section 38 Agreement.'*

- 2.1.12 Please clarify which KC adopted design document or policy this comment relates to and provide the specific wording that limits shared private driveways to a maximum of four dwellings.
- 2.1.13 Regardless, the private drive in question is short and serves only six properties, all of which benefit from appropriate design and suitable visibility. In accordance with national policy, development should only be refused on transport grounds where it would result in an *'unacceptable impact on highway safety'* or where the cumulative impacts are considered *'severe'*. This is clearly not the case in this instance.

KC Comment 4

*'The private drive serving plots 8-11 does not incorporate a turning facility, meaning vehicles would be required to reverse excessive distances to the main carriageway to exit. The layout must be amended to provide a suitable turning area capable of accommodating a car and a light goods vehicle in accordance with Manual for Streets and Knowsley standards.'*

- 2.1.14 Please clarify which KC adopted design document or policy this comment relates to and provide the specific wording that requires the need for light goods vehicle turning requirements.

- 2.1.15 Regarding Manual for Streets, the following is stated for larger vehicles:

*‘On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechicons, need not be fully accommodated – designers could assume that they will have to reverse or undertake multipoint turns to turn around for the relatively small number of times they will require access’*

- 2.1.16 Any instances of a light goods vehicle requiring access would be infrequent. Although driver behaviour can be influenced through design, a reliance is placed on the public to drive and park in a considerate manner. Space is available opposite properties 5 to 7 for a large vehicle to park and wait if necessary, with only a short distance needed to transfer goods or services.

KC Comment 5

*‘At plot 13, the proposed boundary wall exceeds 0.9m in height and the driveway to the rear is set back only 1.5m from the edge of the shared private drive. This does not achieve the required 2.0m x 2.0m pedestrian intervisibility splay between vehicles exiting the driveway and pedestrians using the shared surface. While a 2.0m service strip is shown, this cannot be relied upon to provide visibility, as pedestrians are likely to walk within it and it may be obstructed. The boundary treatment must be repositioned or reduced in height to achieve a clear and unobstructed 2.0m x 2.0m splay in accordance with Manual for Streets and Knowsley standards.’*

- 2.1.17 The driveway for Plot 13 was set back 2m from the shared private drive. While the 2m grassed service strip would be less convenient for pedestrians compared to the smooth surface of the private drive, pedestrians choosing to walk on the service strip would still be visible. The potential for an unidentified obstruction within this service strip is speculative and cannot reasonably be treated as a material consideration in assessing compliance with visibility requirements.

- 2.1.18 Nevertheless, the wall to Plot 13 has been repositioned further from the private drive, now providing a total setback of approximately 4.5m.

KC Comment 6

*‘The concentration of consecutive double-width driveways along primary streets removes almost all potential for safe kerbside visitor or delivery parking. This creates a high risk of parking displacement to indiscriminate and unsafe locations, including on bends, near junctions, and across footways, which would obstruct pedestrian movement and compromise highway safety.’*

- 2.1.19 The submitted layout has previously been reviewed by KC as part of pre-application discussions and no issues were raised in relation to the layout. The Council's Head of Planning has also engaged in extensive correspondence with the applicant regarding parking provision, with the proposals fully compliant with the KC *Ensuring a Choice of Sustainable Travel SPD* and associated parking standards.
- 2.1.20 The proposed layout reflects arrangements consistent with other developments approved within the borough. Comments regarding the potential for indiscriminate parking are anecdotal and are not supported by any adopted policy or design standard, as the KC SPD does not specify visitor parking requirements for C3 developments.
- 2.1.21 The temporary parking by visitors or delivery vehicles across driveways is common practice and does not constitute a policy or highway safety breach. Imposing the measures suggested by KC could result in a material reduction in the number of dwellings deliverable on site, undermining the viability of the development, or would substantially reduce formal parking provision for residents, contrary to adopted parking standards.
- 2.1.22 In the event that KC maintains concerns, the applicant is willing to implement double yellow line waiting restrictions in locations identified by the Council as potentially unsafe. The precise location and extent of such restrictions can be secured through a planning condition and finalised through the detailed design stage or as part of the Section 38 adoption process.

KC Comment 7

*'Three spaces in tandem on a single-width driveway are shown on the submitted plans. This is contrary to the SPD limit of a maximum of two tandem spaces for single-width drives. Layout revisions are required to address this. However, it is acknowledged that reconfiguring these plots to comply strictly with the SPD could further reduce garden frontage and soft landscaping. In such cases, a carefully considered and justified departure from the SPD may be acceptable to maintain green frontage, provided the arrangement does not compromise safe access and usability of spaces.'*

- 2.1.23 Although a document entitled 'Vehicle Crossing Policy' has been provided via a link, this document does not appear on the KC SPD webpage, nor is it stated as adopted within the document history of the report. As such, can it please be clarified when this document has been approved and when it then formed part of KC adopted policy, which is then readily enforced?
- 2.1.24 Regardless of the above, the development proposes only 4 x 4-bed properties and accordingly, only these plots have been provided with triple-length driveways in accordance with KC parking standards.
- 2.1.25 In a similar vein, the parking standards outlined in KC *Ensuring a Choice of Sustainable Travel SPD* are 'maximums'. As per the document:

*'These maximum standards for car parking vary according to the location of a site'*

- 2.1.26 The *Ensuring a Choice of Sustainable Travel SPD* states that ‘*In all areas there may be instances where provision should be less than the maximum specified for example where a site is particularly accessible by modes of transport other than the private car*’. Section 5 of the TS clearly sets out how the development site is accessible and within walking distance of high-frequency bus services. As such, the triple-length driveways could reasonably be reduced to double-length driveways, should this be the preferred option by KC.
- 2.1.27 Regardless, the impact of either maintaining the triple-length driveway or reducing it to a double-length driveway for the two dwellings would be minimal.

KC Comment 8

*‘All parking spaces must demonstrate they comply with Knowsley policy, and minimum required dimensions (3.0m x 5.5m standard driveway and 6.0m x 5.5m double width driveway*

- 2.1.28 The stated dimensions are acknowledged; however, in this case only Plots 7, 8, 11, 12, 13, 17 and 18 are provided with driveway spaces. In each instance, these comprise either double-length or triple-length driveways of appropriate size. All other vehicle spaces are provided as parking bays rather than driveways, with each bay individually proposed at a minimum of 2.5m x 5m, with many exceeding this length. Such a size is compliant with the typical Knowsley standard for parking bay size.

KC Comment 9

*‘The Waste Management Strategy states bin storage areas are within 30m of the adopted highway. Knowsley’s standard is a maximum 25m carry distance from dwelling to collection point, and 10m from collection point to refuse vehicle. It is not clear from the submitted plans that these standards are met for all dwellings, particularly those located furthest from the highway.’*

- 2.1.29 Please note that Manual for Streets states a resident refuse carry distance of no more than 30m and a refuse worker collection distance of no more than 25m. Drawing P25034-002C in Appendix II demonstrates that the properties located furthest from the carriageway conform to the relevant standards, with the walking distances shown accommodating the maximum 12m reversing distance for a refuse vehicle, as set out in the British Standards.
- 2.1.30 The Knowsley standard collection distance of 10m is typically only applied to the wheeling of large commercial four-wheeled bins. In contrast, the British Standard for two-wheeled household bins (BS 5906:2005) allows for a 15m collection distance. On this basis, only one property would exceed the 40m total distance (by only 3m), which is not considered a material planning matter for objection.

KC Comment 10

*'The applicant must confirm footways are to be lit and constructed to adoptable standard.'*

2.1.31 Confirmed.

KC Comment 11

*'Cycle parking details have not been provided other than for maisonette plots; these must be shown on plans and meet SPD standards.'*

2.1.32 The applicant is content to accept a condition for cycling parking to be provided for each property in the form of a cycle store or a shed.

KC Comment 12

*'It is acknowledged that the highway at Pilch Lane falls within Liverpool City Council's jurisdiction. However, it is noted that there are no pedestrian crossing points in the immediate vicinity of the site access, with the nearest formal crossing located approximately 100 m west of the access, outside St Margaret Mary's Primary School. Pedestrians wishing to access the bus stop opposite the site are unlikely to use this crossing due to the detour involved, which may lead to unsafe crossing movements in close proximity to the site access. This safety risk should be addressed in liaison with Liverpool City Council as Highway Authority for Pilch Lane.'*

2.1.33 LCC has provided wording for a condition to include:

*'No development shall commence until a scheme for the design and construction of highway improvement works has been submitted to and approved in writing by Liverpool City Council. For the avoidance of doubt, the works shall include:*

*i. The installation of the priority junction at the site access with Pilch Lane with dropped kerbs and tactile paving installed to both sides of the junction and to the priority junction of Mayfair Avenue with Pilch Lane to both sides.*

*ii. Resurfacing of the Pilch Lane footway contiguous with/along the development site frontage to provide a continuous palette of material.*

*iii. The provision of accessible kerbs to both inbound and outbound bus stops on Pilch Lane that are closest to the development*

*iv. The provision of a traffic regulation order which provides junction protection in the form of No Waiting At Any Time, (double yellow lines) to the proposed site access*

*junction to ensure that the visibility onto Pilch Lane is maintained and the junction is not obstructed with parked vehicles.*

*v. Replacement/upgrade of street lighting necessary as part of the detailed design.*

*vi. Drainage works necessary to facilitate the above highway works.'*

- 2.1.34 As noted above, any requests concerning the LCC highway network are outside of KC's control and are not enforceable by the Council. LCC has confirmed that, subject to the highway improvements identified above being secured by condition, they have no objection to the proposals.

KC Comment 13

*'The adjacent St Margaret Mary's Primary School increases risk to vulnerable road users.*

*A stage 1-2 Road Safety Audit must be submitted covering:*

*Operation of the access junction during school peaks.*

*Interaction between pedestrians, cyclists and vehicles at the site access.*

*Internal layout and crossing points.'*

- 2.1.35 As noted above, any requests concerning the LCC highway network are outside of KC's control and are not enforceable by the Council. A Section 278 agreement will be required to deliver the site access and this agreement will be with LCC, not KC. Should they consider it necessary, LCC may request a Road Safety Audit as part of the Section 278 process.

KC Comment 14

*'A Construction management Plan (CMP) must be secured by condition'*

- 2.1.36 Noted and agreed.

## 2.2 SUMMARY

- 2.2.1 As stated, the development site sits within the KC boundary, with the site access and any subsequent access facilitated from the LCC adopted highway. As such, any highway information or design considerations that would impact beyond the KC boundary, i.e. site access, accessibility from the wider highway network, trip generation, collision study extents, would be for LCC to approve. KC has no control over the LCC network, nor do they have any responsibilities for its maintenance or safety.
- 2.2.2 LCC has confirmed their approval of the proposed development, subject to a highway improvements planning condition. All other concerns raised by KC have been responded to and are considered addressed or able to be suitably mitigated via condition.

- 2.2.3 As the proposal complies with local and national planning policy and guidance with respect to impact on the KC highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we would be happy to consult further with them

## APPENDIX I

## CORRESPONDENCE

## Carrick McClean

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**From:** Parry, Jon <Jon.Parry@knowsley.gov.uk>  
**Sent:** 01 May 2025 14:55  
**To:** Anthony Morley  
**Subject:** RE: Development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton

Good Afternoon Ant,

Thanks for the information regarding this scheme. KMBC are content with the methodology as set out in your scoping note insofar as it affects Knowsley. I can confirm that no TP would be required according to the Ensuring a Choice of Travel SPD. As you have stated the primary impact will be upon the LCC highway network, so much of the content of your note will need to be approved by them, e.g. accident study extents, trip rates, junction design, etc.

I hope this is helpful, but please do get in touch if you have any further queries.

Kind regards  
Jon

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**From:** Anthony Morley  
**Sent:** 01 May 2025 14:30  
**To:** Parry, Jon  
**Subject:** Development comprising of up to 35 dwellings on land situated off Pilch Lane, Huyton

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

**Secured by Check Point**

Afternoon Jon,

Please see attached a brief scoping note for a development site on Pilch Lane.

There is some history to this site, so you may have seen some proposals for this site already, although the attached is the latest iteration and one which will be formally submitted soon. The site will comprise a singular access onto Pilch Lane, for up to 35 dwellings. The site sits within Knowsley, but would require access from the LCC Highway.

I have attached a small note which covers the proposals and also some technical drawings, although I would imagine Knowsley will determine the internals and LCC will need to determine the access and offsite impacts.

Any comments you have at this stage are welcome, although I believe Alan Kilroe has mainly been provided input from a highways perspective so far.

Best Regards,

**From:** Quinn, Mark <[mark.quinn@knowsley.gov.uk](mailto:mark.quinn@knowsley.gov.uk)>  
**Sent:** 17 July 2025 09:17  
**To:** Leon Armstrong <[leon@mosaictownplanning.co.uk](mailto:leon@mosaictownplanning.co.uk)>  
**Subject:** RE: Land off Pilch Lane, Dovecot (Ref: 25/00344/FUL)

Hi Leon

Thanks for your e mail, the contents of which is noted.

Can you please arrange for access to the site at a mutually convenient time so I can undertake a site visit.

Just to clarify I was not asking you to serve notice on Liverpool City Council. The highway is not within Knowsley but falls within the boundaries of Liverpool City Council, therefore any new or amended access points would need to be approved by Liverpool City Council . Knowsley highway engineers would only comment on the internal layout.

In such instances elsewhere in the borough the applicant has submitted a separate planning application to the relevant planning authority for a new / amended access to an adopted highway. The previous planning application on this site for petrol filling station (21/00829/FUL) also resulted in a separate planning application for the site access to Liverpool City Council.  
[Liverpool | Liverpool City Council | Application | 163614](#)

Separately Liverpool City Council have been consulted on this application ( as a neighbouring authority).

I would not advise amending the layout yet until the majority of consultee comments have been provided as further amendments may be required. Please bear in mind that 4 bed properties would require a minimum of 3 off street parking spaces.

I will come back separately on the affordable housing.

Regards

**Mark Quinn**  
**Principal Planner**  
**Planning**

Telephone: [0151 443 2223](tel:01514432223)

Knowsley Council, Huyton Library, Civic Way, Huyton, Knowsley, L36 9FB

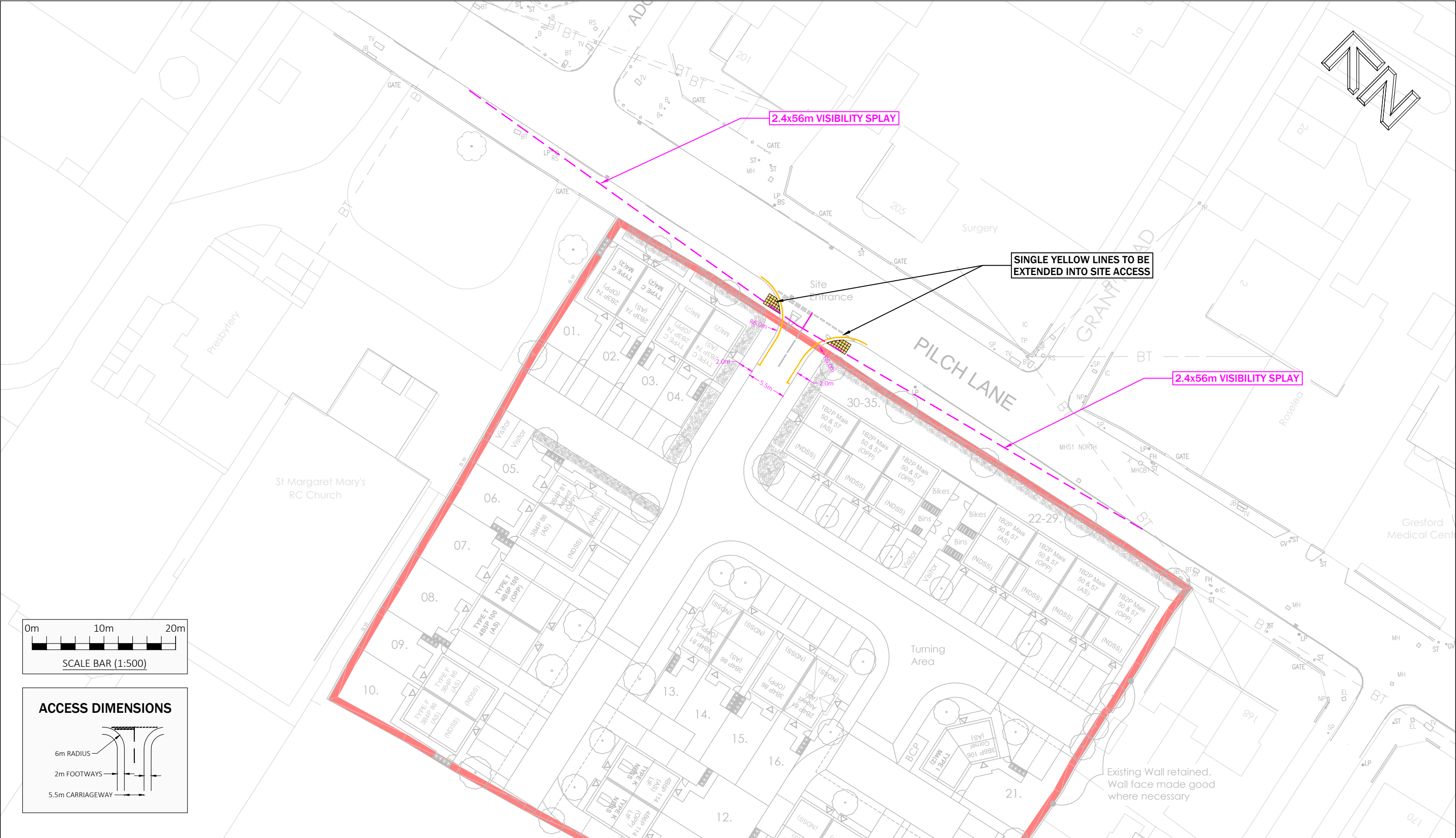


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**From:** Leon Armstrong <[leon@mosaictownplanning.co.uk](mailto:leon@mosaictownplanning.co.uk)>  
**Sent:** 15 July 2025 09:56

## APPENDIX II

### TECHNICAL DRAWING



|                                                                                                                                                                                                                                                 |                                                                                                    |                                                                         |         |  |                    |                |                           |                             |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|---------|--|--------------------|----------------|---------------------------|-----------------------------|--|
| <div><p>9 Hurricane Court<br/>Liverpool International Business Park   Estuary Boulevard   Liverpool   L24 8RL<br/>www.primetp.co.uk   0151 728 1860</p></div> | <div><div><div>B</div><div>A</div></div><div>24/09/25<br/>01/05/25</div><div>VB<br/>RO</div></div> | <div><div>SITE LAYOUT UPDATED</div><div>SITE LAYOUT UPDATED</div></div> | Project |  | PILCH LANE, HUYTON | Drawn by<br>RO | Issue date<br>17 MAR 2025 |                             |  |
|                                                                                                                                                                                                                                                 | <div><div>Rev</div><div>Date</div><div>By</div></div>                                              | Revision notes                                                          |         |  |                    | Scale(s)       | 1:500 @ A3                |                             |  |
|                                                                                                                                                                                                                                                 | Status                                                                                             |                                                                         |         |  |                    | Title          |                           | PROPOSED ACCESS ARRANGEMENT |  |
|                                                                                                                                                                                                                                                 | INFORMATION                                                                                        |                                                                         |         |  |                    |                |                           |                             |  |



**VEHICLE MODEL USED IN SWEEP PATH ANALYSIS**

12m REFUSE VEHICLE  
Overall Length 11.997m  
Overall Width 2.500m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 10.800m



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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------|----|---------------------|---------|---------------------------------------|-------------|------------------------|
| <div><p>9 Hurricane Court<br/>Liverpool International Business Park   Estuary Boulevard   Liverpool   L24 8RL<br/>www.primetp.co.uk   0151 728 1860</p></div> | C   | 24/09/25 | VB | SITE LAYOUT UPDATED | Project | PILCH LANE, HUYTON                    | Drawn by RO | Issue date 17 MAR 2025 |
|                                                                                                                                                                                                                                                 | B   | 30/08/25 | RO | VEHICLE UPDATED     |         |                                       | Scale(s)    | 1:500 @ A3             |
|                                                                                                                                                                                                                                                 | A   | 01/05/25 | RO | SITE LAYOUT UPDATED |         |                                       |             |                        |
|                                                                                                                                                                                                                                                 | Rev | Date     | By | Revision notes      |         |                                       |             |                        |
| Status                                                                                                                                                                                                                                          |     |          |    |                     | Title   | SWEPT PATH ANALYSIS OF REFUSE VEHICLE | Drawing No  | P25034-002C            |
| INFORMATION                                                                                                                                                                                                                                     |     |          |    |                     |         |                                       |             |                        |