TECHNICAL NOTE

Job Name:	Queensbridge Farm, Overton-on-Dee
Job No:	332613092
Note No:	002
Date:	June 2026
Prepared By:	Harry Keech: Assistant Transport Planner
Approved By:	Brian Laird: Technical Director – Transport Planning
Subject:	**Proposal: Change of Use of Land to Create Glamping Site**
	Land South of Queensbridge Farm, Overton, Wrexham, LL13 0LE
	Planning Application Reference: P/2025/0854

1. Introduction

1.1. Stantec UK Ltd (Stantec) has been appointed by Mr S. Heighway (Applicant) to provide transport and highways advice in relation to planning application (Planning Ref; P/2025/0854) for a new glamping development at Queensbridge Farm, Overton, Wrexham.

2. Background

2.1. Further to the submission of the planning application, Wrexham Council prepared a Memorandum dated 8 January 2026 providing the initial highways consultation response. In response, Stantec prepared a Technical Note (001) to address the initial highways consultation response.

2.2. Subsequently, Wrexham Council prepared a second Memorandum, dated 6 May 2026, providing further comments.

2.3. This Technical Note (002) has been produced to address Wrexham Council's 6 May 2026 Memorandum response. For ease of reference, this Technical Note follows the same headings in order as the Memorandum.

3. Access

3.1. The Memorandum states in **bold**:

"***The LHA recommends the applicant provides revised plans indicating the provision of adequate lateral and forward visibility splays in accordance with TAN 18 / DMRB Standards***."

3.2. From this comment, it is evident that the Highway Authority should accept a lateral visibility splay in accordance with Design Manual for Roads and Bridges (DMRB), which is current recognised and accepted standards that are applied to Trunk Roads and Motorways.

3.3. **Drawing 33261309/100/005 P02** shows a visibility splay of 2.4m x 120m in both directions, which is in accordance with DMRB CD 109 'Highway Link Design', one step below the desirable minimum for a Design Speed of 85kph (53.13mph). DMRB CD 109 also states that for roads subject to a 50mph (80kph) speed limit, which the A528 is along the site frontage, the design speed is 85kphA (reference, Table 2.5 of CD 109).

3.4. It has been demonstrated through speed surveys that the southbound 85th percentile speed, north of the proposed site access is 48.3mph (77.28kph) and the northbound 85th percentile speed, south of the proposed site access is 50.8mph (81.28kph). The results of the speed survey demonstrate that the 85th percentile speed is below the design speed of the road.

3.5. Note 1 of DMRB (page 16) states “Relaxations vary according to the type of road – motorway – or all-purpose, and whether the design speed is band A or band B.” The A528 is an all-purpose road.

3.6. With reference to Table 3.5 of CD 109, for all-purpose roads with a design speed in band A, which the A528 is applicable to, the permitted relaxation is two steps. As stated, the proposed site access would provide a visibility splay, one step below the desirable minimum is proposed, which is therefore in accordance with DMRB.

3.7. Aside from the above, it is proposed that the existing field access, located approximately 12m south of the existing private driveway serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge (private driveway), would be permanently closed as part of the development proposals.

4. Existing Shared Private Driveway

4.1. Noted. The proposals would not result in any increase in vehicle movements at the existing shared private driveway.

4.2. As noted in TN001, the extent of the highway betterment delivered by the proposed hedgerow relocation, associated with creatin the new access, is significant. The proposals significantly improve visibility from the existing private accesses serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge.

4.3. This represents an increase in visibility of approximately 325% to the south, providing more than four times the existing visibility available to drivers emerging from the lane. To the north, visibility increases by approximately 120%, more than doubling the existing visibility available.

5. Existing Access (serving existing field)

5.1. As stated in paragraph 3.7, the existing access serving the existing field would be permanently closed as part of the development proposals.

5.2. In addition to the visibility improvements to the existing private drive access, the proposal would remove an existing sub-standard field access from the highway network. The existing agricultural access currently benefits from visibility of approximately 30m in each direction and has historically been used by agricultural vehicles accessing and maintaining the land. The existing arrangement also requires vehicles to stop within the access or on the road, open and close a field gate and, for larger vehicles, manoeuvre in close proximity to the carriageway centreline when entering and leaving the site.

5.3. As part of the proposals, this access would be permanently closed and replaced by a purpose-designed access incorporating visibility splays of 120m in both directions. The proposed access has been specifically designed to accommodate agricultural vehicles, service vehicles and visitor traffic, enabling vehicles to enter and leave the site safely and efficiently without the need to stop and operate a gate and without encroaching into the opposing traffic lane. The proposal therefore not only provides a safer access arrangement for the proposed development but also delivers a significant highway safety improvement for existing agricultural movements that already occur from the site, albeit at a relatively low frequency.

5.4. The Highway Authority’s comments regarding the existing access (serving existing field) are therefore not relevant to the planning application. Although this access was originally proposed, following Wrexham Council’s Memorandum dated 8 January 2026, the proposed access has been relocated approximately 85m south of the existing private driveway.

6. Existing Traffic Generation

6.1. As part of the proposals the existing access serving the field would be closed as part of the development proposals. Zero trips would be generated in future with the closure of this access.

7. Speed Survey

7.1. The response to the ‘’y’ distance of the lateral visibility splay is addressed in Section 3 of this Technical Note. As requested, **Drawing 33261309/100/005 P02** shows the visibility splay measured 0.5m from the carriageway edge, which the Highway Authority confirms would be acceptable.

7.2. **Drawing 33261309/100/005 P02** also shows the long section of the visibility splay from a height of 600mm to 1.05m and 2m, where 600mm is taken as the height of a small child. A height of 600mm above the carriageway surface allows a driver of a vehicle waiting at the give-way line of the proposed site access to view an object approaching the proposed site access at a height of 600mm above the carriageway surface.

7.3. The Highway Authority has stated a height of 260mm. An object height of 260mm is quoted for forward Stopping Sight Distance, whereby a vehicle traveling along a road at the design speed (85kph) can see an object 260mm in height, such as a vehicle tyre, above the carriageway surface in advance to take preventative action.

7.4. In terms of lateral visibility, an object 260mm in height above the carriageway surface will be travelling at a design speed of 85kph towards the proposed site access.

7.5. In conclusion an object height of 600mm above the carriageway surface is appropriate when considering lateral visibility at the minor arm of a major / minor priority junction.

7.6. Aside from the above, **Drawing 33261309/100/005 P02** shows the gradient rising from south to north, which is reflective of the existing situation on site.

8. Proposed Access

8.1. The visibility splay at the proposed site access is addressed in Section 3 and Section 7 of this Technical Note.

8.2. Title Plans showing land ownership are included as **Appendix A**. It can be confirmed that the field to the south of the private driveway and the property to the north of the private driveway are controlled by the Applicant.

8.3. Although the private driveway is not under the control of Mr S. Heighway, it should be noted that:

- The private driveway serves Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. Access to all these residential properties is required at all times and therefore the private driveway can never be blocked/obstructed; and
- Public Right of Way (PROW) Footpath OVE / 34 runs along the private driveway. Unless the PROW is permanently closed, the private driveway cannot be blocked/obstructed.

8.4. It has therefore been demonstrated that the visibility splay shown in **Drawing 33261309/100/005 P02** can be delivered.

8.5. With reference to the site access, as requested, the following would be provided:

- Access road would be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway;

- No gates shall be erected across the access road; and
- An Aco drain or similar will be required where the access falls towards the highway.

8.6. The Proposed Site Layout, as shown in **Appendix B**, shows no gate on the access road. Materials and drainage can be conditioned as part of a planning permission.

8.7. In terms of the proposed site access, **Drawing 33261309/100/007 P03**, the proposed site access has been amended to allow a refuse vehicle to enter the site at the same time an estate car is exiting the site.

9. Proposed Improvements to Existing Shared Access (serving 6 no. dwellings)

9.1. Contrary to the comments provided in the Memorandum in relation the existing private driveway, the Proposed Development would offer a significant improvement to the visibility splay at the existing private driveway, in comparison with the existing situation.

9.2. At present, the visibility splay is severely restricted to the south due to the existing hedge bounding the field to the south of the private driveway.

9.3. It is also relevant to note that visibility for users of Queensbridge Lane and the surrounding accesses is currently dependent upon periodic hedge maintenance undertaken on a voluntary and informal basis. Whilst such maintenance has historically been carried out by the Applicant, often following requests from local residents and road users who have expressed concerns regarding their ability to obtain adequate visibility when emerging from existing accesses, there is currently no formal mechanism, legal agreement, planning condition or highway requirement securing the long-term retention of these visibility benefits.

9.4. If, however, the Proposed Development is permitted, the visibility splay at the existing private driveway will be permanently improved.

9.5. Although it is acknowledged that the visibility splay at the private driveway, with improvements, would not meet DMRB standards, it cannot be disputed that it would provide a significant improvement in comparison to the existing situation.

10. Trip Generation

Existing Field Access

10.1. As noted previously, the existing field access would be permanently closed as part of the Proposed Development. Traffic movements accessing the existing field access is therefore no longer relevant to this planning application.

10.2. The closure of the existing field access would remove any potential conflict with the existing private driveway.

Existing Shared Private Access (serving 6 dwellings)

10.3. Noted that Highway Authority accepts forecast traffic movements for the existing private driveway.

Proposed Glamping Site (7 no. units)

10.4. Noted that Highway Authority accepts ‘in this instance’ forecast traffic movements for the Proposed Development.

11. Parking and Turning Provision

11.1. As shown in the Proposed Site Layout, included as **Appendix B**, a car parking provision of 12 spaces, including one Electrical Vehicle Charging Point, and 14 cycle spaces, covered and secured would be provided.

11.2. The proposed parking provision is therefore now more than the Highway Authority has requested an therefore should be acceptable.

11.3. **Drawing 33261309/100/007 P03** also shows a refuse vehicle entering the site in forward gear, turning within the site and exiting in forward gear.

12. Waste / Recycling

12.1. Waste / recycling will be carried out be a private collection company. Details of the refuse vehicles to be used are included as **Appendix C**.

12.2. The swept path analysis of a refuse vehicle, shown in **Drawing 33261309/100/007 P03** is based on the refuse vehicle details provided.

13. Construction Traffic Management Plan

13.1. If the Proposed Development is granted planning permission, a condition requiring a CTMP would be acceptable.

14. Summary and Conclusion

Summary

14.1. Stantec UK Ltd has been appointed by Mr S. Heighway (Applicant) to provide transport and highways advice in relation to planning application (Planning Ref; P/2025/0854) for a new glamping development at Queensbridge Farm, Overton, Wrexham.

14.2. This Technical Note (002) has been produced to address Wrexham Council's 6 May 2026 Memorandum response. For ease of reference, this Technical Note follows the same headings in order as the Memorandum.

14.3. Further information has been provided to address comments on:

- Lateral visibility at proposed site access is in accordance with Design Manual for Roads and Bridges standards, which are applicable to Trunk Roads and Motorways;
- The proposals would significantly improve the visibility splay at the existing private drive access serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge;
- The proposals would also offer a significantly benefit by the closure of the existing sub-standard field access;
- Information has been provided to demonstrate that the visibility splay at the proposed site access can be delivered within the Applicant's land and reasons why the existing private drive, which also operates as a Public Right of Way can never be obstructed;
- The Proposed Site Layout has been updated to shows an increased parking provision of 12 spaces;

- Swept path analysis has been carried out to demonstrate that a refuse vehicle could enter the site at the same time that a visitor vehicle is exiting the site; and

- Confirmation that the requirement for a Construction Traffic Management Plan can be conditioned as part of a planning permission.

Conclusion

14.4. The proposal therefore replaces an informal arrangement, reliant upon periodic intervention and goodwill, with a permanent, measurable and enforceable highway improvement.

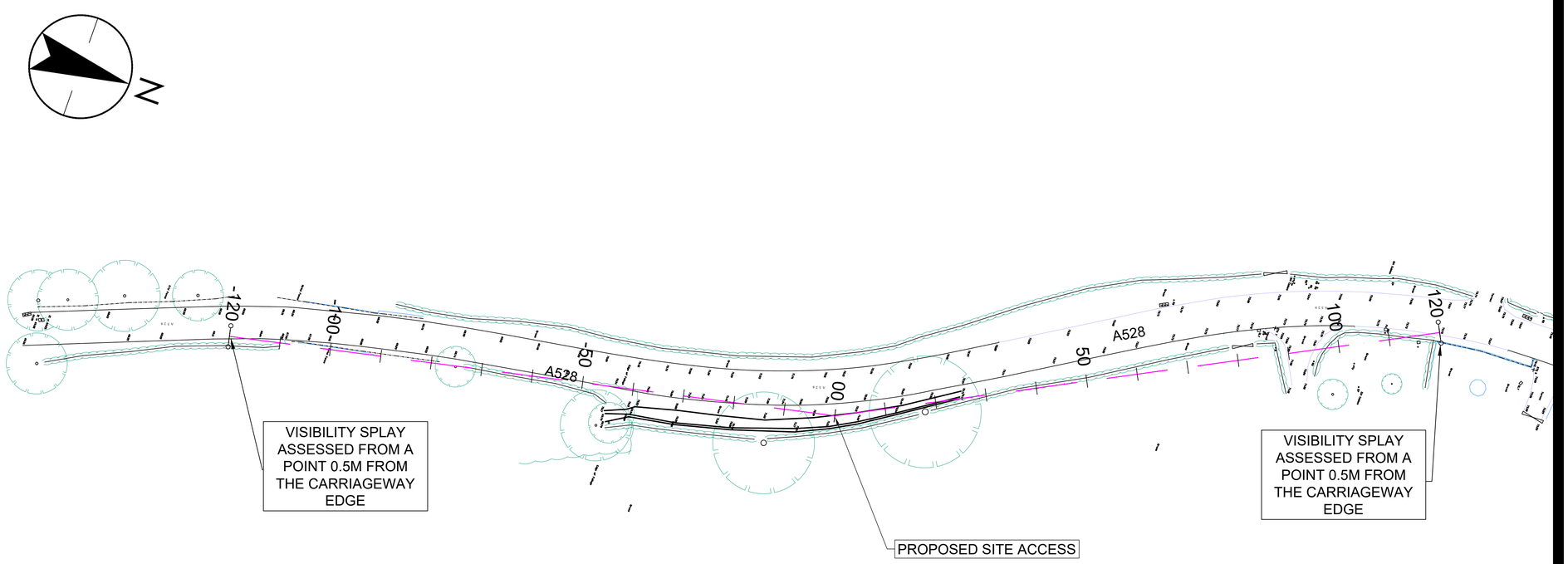
14.5. It removes an existing substandard access, substantially improves visibility for a number of existing accesses, formalises the long-term maintenance of visibility splays and provides a safer access arrangement for both existing and proposed vehicle movements.

14.6. When assessed against the existing baseline conditions, the proposal delivers a clear and substantial net gain in highway safety, benefiting users of the proposed access, existing local accesses and the wider travelling public. This highway betterment should therefore be afforded significant weight in the overall planning balance.

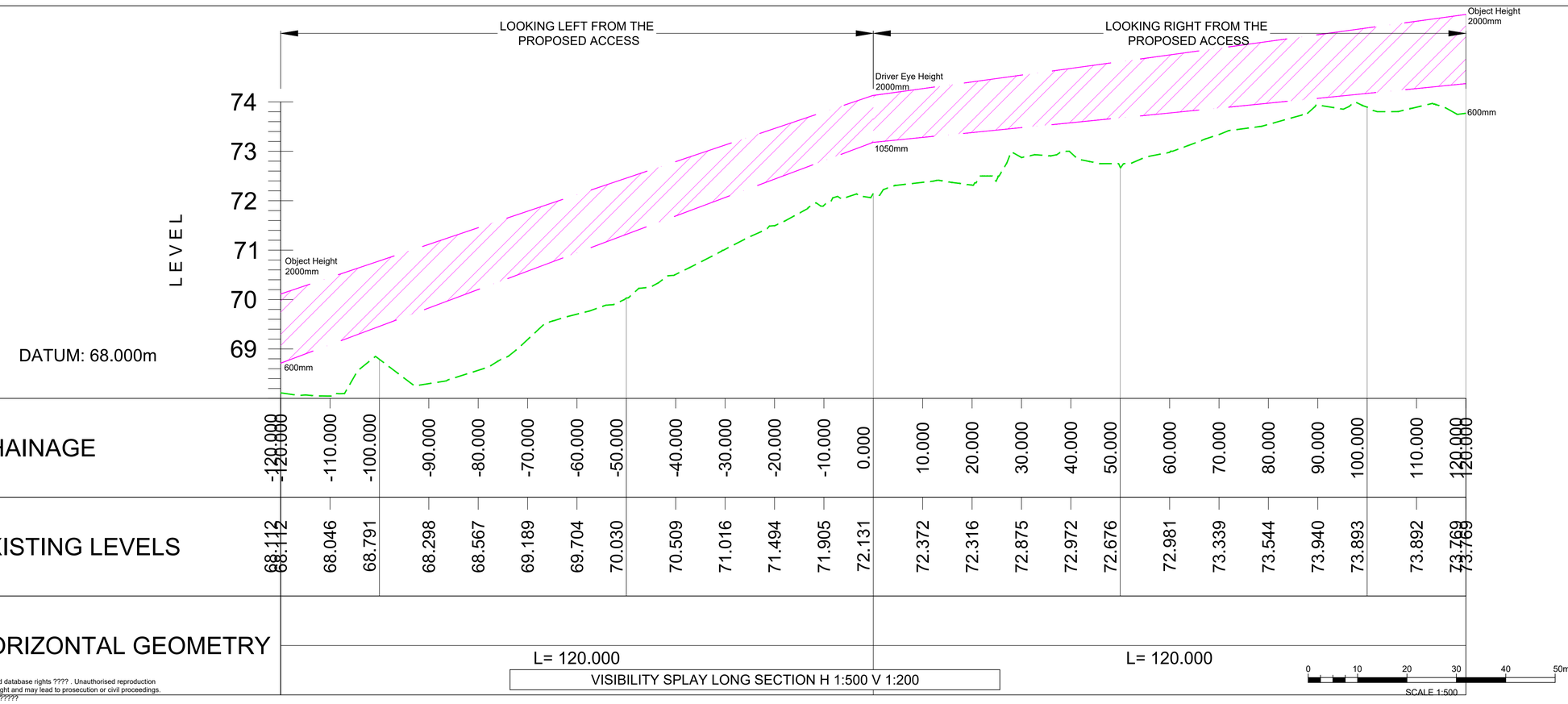
14.7. In conclusion, Stantec considers that it has been demonstrated that the proposed development is acceptable in transport and highways terms.

TECHNICAL NOTE

Drawings



VISIBILITY SPLAY SCALE1:500



VISIBILITY SPLAY LONG SECTION H 1:500 V 1:200

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File Name: \\global.ad.stantec.com\ca\hfx\projects\332613092\100 transport\dgn\maps\graphics\ccd\dwgs\332613092_100_005.ctb

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1. DRAWING BASED ON TOPOGRAPHICAL SURVEY
2. DRAWING BASED ON "168-DAC-PL-002-P1" PROVIDED AUGUST 2025

KEY

2.4M X 120M VISIBILITY SPLAY

EXISTING GROUND

Issued/Revision	By	Appd	YYYY.MM.DD
P03 UPDATES	NC	BL	2026.05.29
P02 COMMENTS FROM HIGHWAY AUTHORITY	-	-	-
P01 FIRST ISSUE	-	-	-

	Dwn.	Dsgn.	Chkd.	
	-	-	-	2026.05.29

Issue Status

S1 - FOR COORDINATION

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MR S.HEIGHWAY

QUEENSBRIDGE FARM, OVERTON-ON-DEE

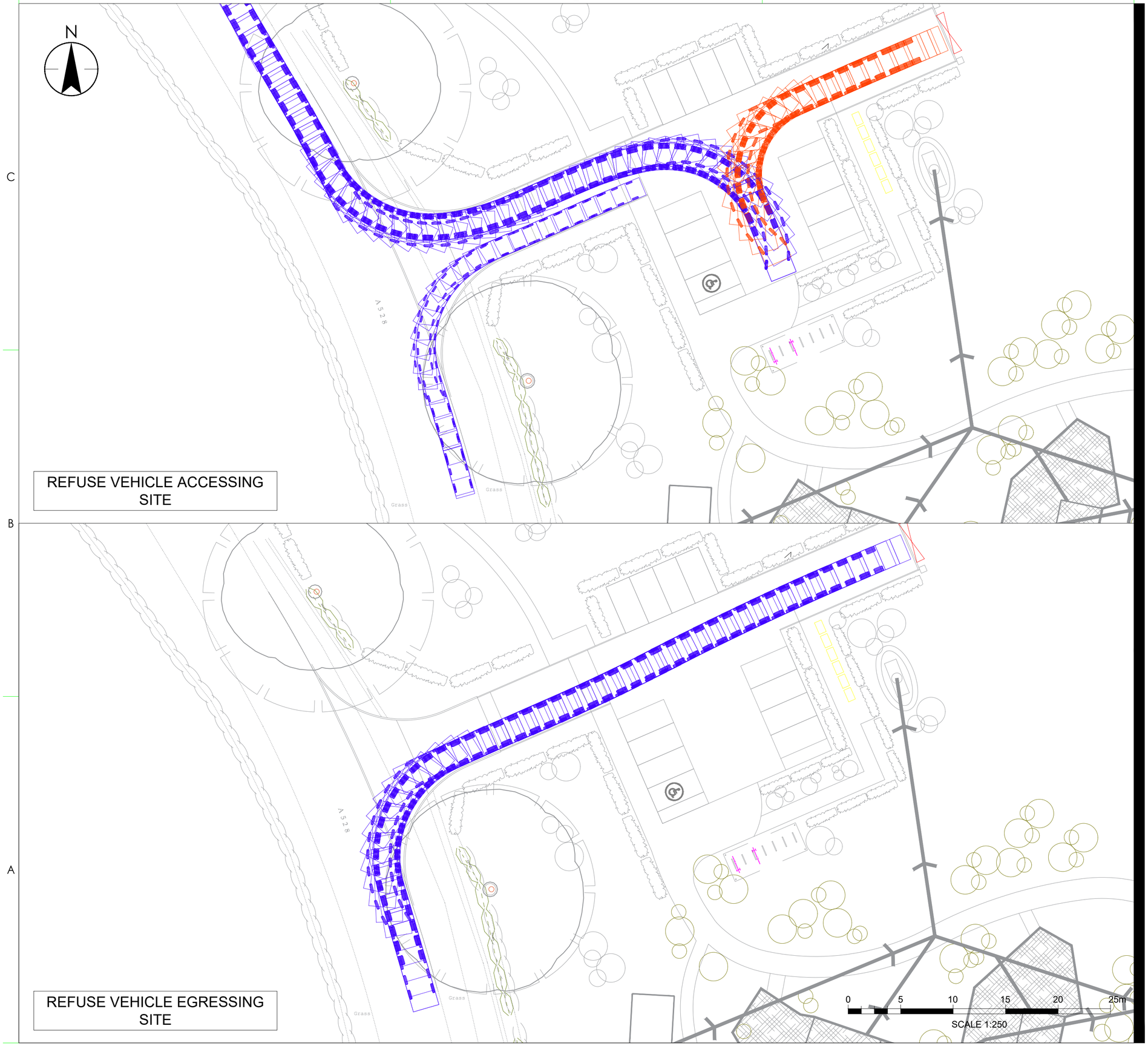
Title
SITE ACCESS VISIBILITY SPLAY

Project No.
332613092

A1 Scale
1:500

Revision
P03

Drawing No.
332613092-100-005-P03



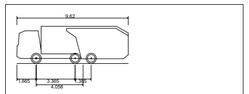
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Phoenix 2-18W (with Elite 2 6x4 chassis)	
Overall Length	9.620m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.250m



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Issued/Revision		By	Appd	
P03 UPDATES		NC	BL	2026.05.29
P02 UPDATES		NC	BL	2026.05.28
P01 FIRST ISSUE		HK	BL	2026.03.27
	HK	HK	BL	2026.03.27
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

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S2 - FOR INFORMATION

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QUEENSBRIDGE FARM, OVERTON-ON-DEE

Title
SWEPT PATH ANALYSIS: REFUSE VEHICLE AND ESTATE CAR

Project No.	A2 Scale
332613092	1:250
Revision	Drawing No.
P03	**332613092/100/007**

Plotted: 29.05.2026 2026.05.29 3:20:38 PM By: Caines, Nathan
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TECHNICAL NOTE

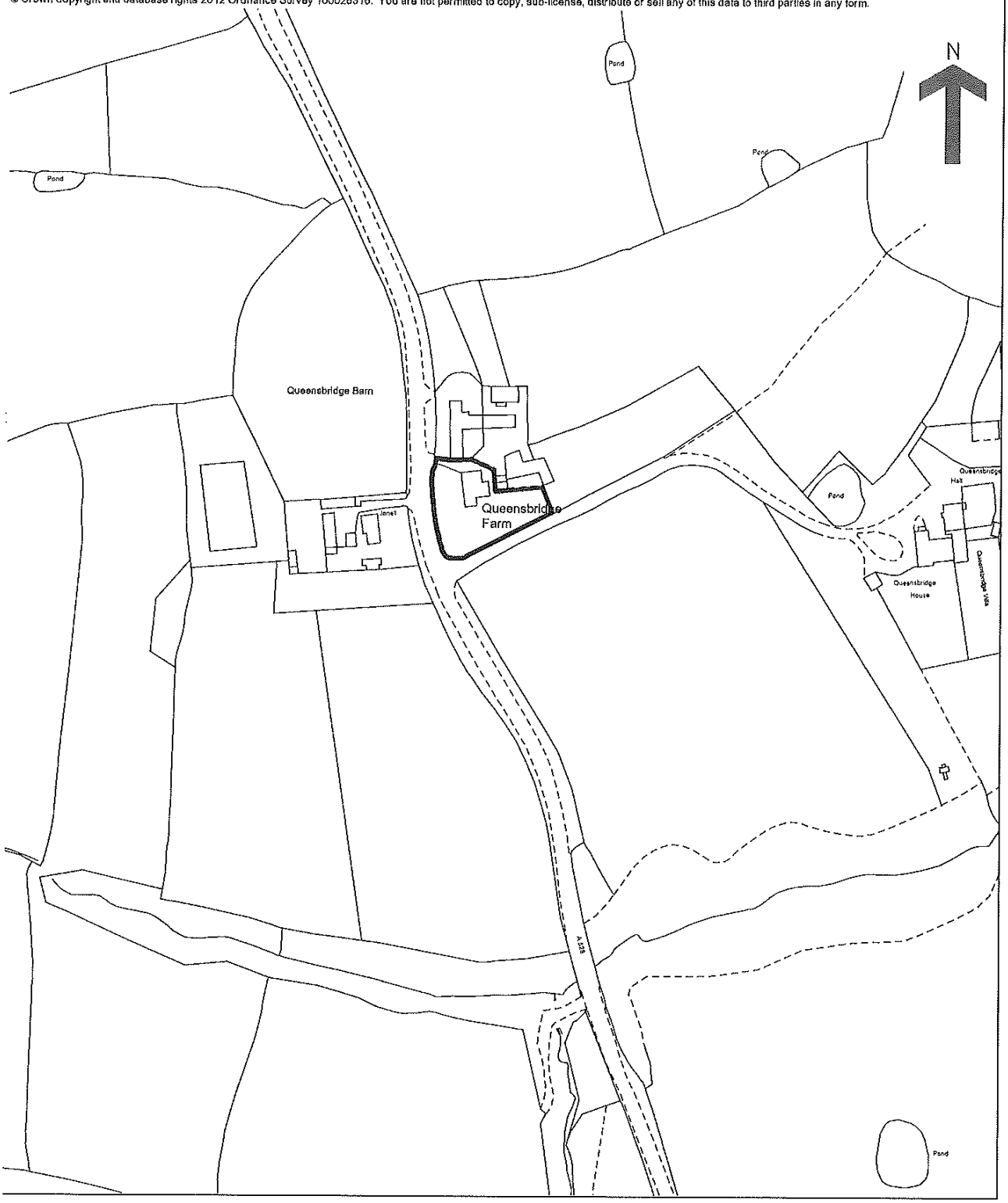
Appendices

Appendix A Title Plans

HM Land Registry
Current title plan

Title number **CYM566335**
Ordnance Survey map reference **SJ3740SW**
Scale **1:2500**
Administrative area **Wrexham / Wrecsam**

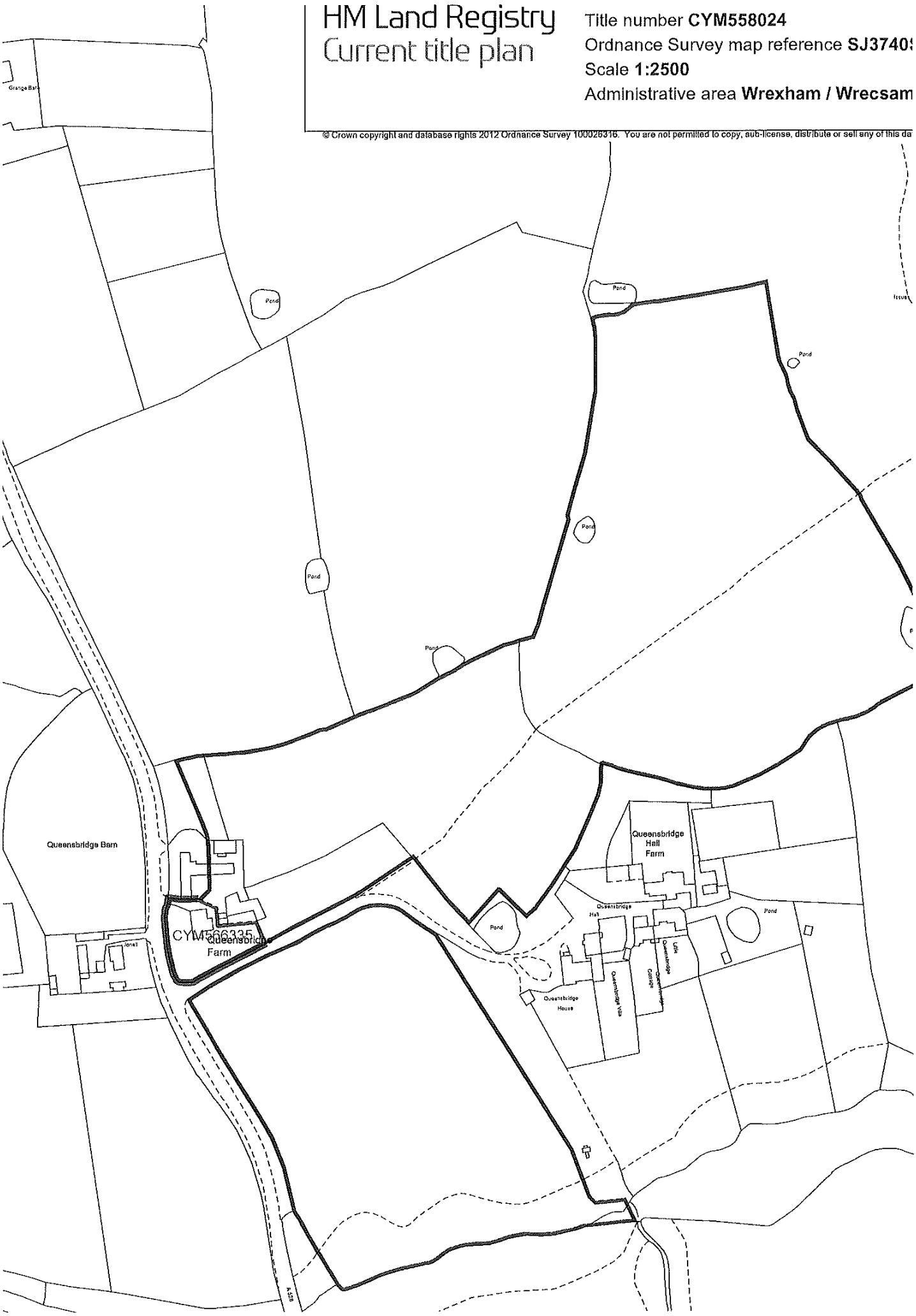
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HM Land Registry
Current title plan

Title number **CYM558024**
Ordnance Survey map reference **SJ3740**
Scale **1:2500**
Administrative area **Wrexham / Wrecsam**

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Appendix B Proposed Site Layout

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NOTES:

*Refer to drawing 360MWT01-03 for detailed car park and accommodation site layout.
*Refer to Highways Consultant for visibility splays.
*Refer to Arbtech Ltd plans + reports for arboricultural information.
*Refer to HT Drainage Consultancy Ltd plans for detailed drainage design.
*Refer to DAC Landscape Architecture plans for planting + landscape design



0 10 20 30 40 50m
Scale = 1:1000

project: Glamping site @ Queensbridge Farm, Overton-on-Dee
client: Mr S. Heighway
drawing title: Proposed Site Layout Plan
scale @ A3: 1:1000
date: Mar2026
drawn by: MW
checked by: MW
drawing number: 360MWT01-02
revision: K
purpose of issue: PLANNING

rev date by description
K 22/05/2026 MW Site entrance. Planning amendments.

matt wood architect
mail@mattwood-architect.co.uk
www.mattwood-architect.co.uk

Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

Appendix C Refuse Vehicle Details

EC CERTIFICATE OF CONFORMITY / CERTIFICAT DE CONFORMITE CE

FOR COMPLETED VEHICLES / VEHICULES COMPLÉTÉS

Le soussigné, Duncan John Curtlin - Manufacturing Quality Manager — The undersigned, on Behalf of Dennis Eagle

certifie par la présente que le vehicle / hereby certifies that the vehicle :

0.1.	Make / Marque : (Trade name of manufacturer / Raison sociale du constructeur) :	
0.2.	Type:	OLYMPUS 31
	Variant / Variante:	1
	Version:	1
0.2.1.	Commercial name / Nom commercial:	Dennis Eagle Olympus RCV/ Volvo FM
0.2.2.	Type-approval information of the base vehicle / Informations de réception par type du véhicule de base:	
	Type:	VT43R
	Variant / Variante:	U3FMA3
	Version:	N5BB3L61619753CxxUUU
	Type-approval number, including extension number / Numéro de réception, y compris le numéro de poste:	
0.4.	Vehicle category / Catégorie de véhicule :	N3-SG
0.5.	Name and address of manufacturer / Nom et adresse du constructeur:	Dennis Eagle Ltd, Heathcote Way, Warwick, CV34 6TE, UK
0.5.1.	Name and address of manufacturer of the base vehicle / Nom et adresse du constructeur du véhicule de base :	Volvo Truck Corporation SE-405 Gothenberg, Sweden
0.6.	Location and method of attachment of the statutory plates / Emplacement et méthode de fixation des plaques réglementaires:	Front Face of Body & Inside Cab by Drivers Door
	Location of the vehicle identification number / Emplacement du numéro d'identification du véhicule :	Outside of Right Hand Chassis Rail, Adjacent to Front Wheel
0.9.	Name and address of the manufacturer's representative (if any) / Nom et adresse du mandataire du constructeur (le cas échéant):	N/A
0.10.	Vehicle identification number / Numéro d'identification du véhicule :	YV2XTW0F3JB856174

(a) Has been completed and altered as follows:..... and / a été complété et modifié comme suit: ..... et	Body Mounted to Volvo Guidelines
(b) Conforms in all respects to the type described in approval ..... / Est conforme à tous égards au type décrit dans la reception y compris le numéro de poste:	e11*2007/46*4401*00
Issued on / délivrée le :	04/12/2015

And (c) can be permanently registered in Member States having ~~right~~/left hand traffic and using ~~metric~~/imperial units for the speedometer. / Et peut être immatriculé à titre permanent dans les États membres dans lesquels la conduite est à droite/ à gauche et qui utilisant les unités métriques/britanniques pour l'indicateur de vitesse.

Place, Date	Warwick, UK 21/06/2018
Signature	

Attachments: Certificate of conformity delivered at each previous stage / Annexes: certificat de conformité délivré à chaque étape précédente

Date of CoC 21/06/2018 05/07/2018 07:24:32 Serial Number 911130945

Keysheet 24777

General construction characteristics / Constitution générale du véhicule					
1.	Number of axles and wheels / Nombre d'essieux et de roués:	4 Axles			10 Wheels
1.1	Number & position of axles with twin wheels / Nombres et emplacement des essieux à roués jumelées:	1, Axle 3			
2.	Steered axles (number, position) / Essieux directuers (nombre, emplacement):	3, Axle 1 Axle 2 & 4			
3.	Powered axles (number, position, interconnection) / Essieux motuers (nombre, emplacement, crabotage d'un autre essieu):	1, Axle 3, N/A			
Main dimensions / Dimensions principales					
4.	Wheelbase / Empattement:	6770			
4.1	Axle spacing / Ecartement de essieux:	6770	0	0	
5	Length / Longueur:	10620			
6	Width / Largeur:	2550			
8.	Fifth wheel lead for semi-trailer towing vehicle (maximum and minimum) / Avancée de la sellette d'attelage pour un véhicule tracteur pour semi-remorque (maximale et minimale:	N/A			
9.	Distance between the front end of the vehicle and the centre of the coupling device / Distance entre l'extremité avant du véhicule et le centre du dispositif d'attelage:	N/A			
11.	Length of the loading area / Longueur de la zone de chargement:	6360			
12	Rear overhang / Porte-à-faux arrière:	2185			
Masses					
13.	Mass in running order / Masse du vehicule en état de marche:	16190			
13.1	Distribution of this mass amongst the axles / Répartition de cette masse entre les essieux:	2790	3800	6250	3250
13.2	Actual mass of the vehicle / La masse réelle du véhicule :	16190			
16.	**Technically permissible maximum masses**				
16.1	Technically permissible maximum laden mass / Masse en charge maximale techniquement admissible:	35000			
16.2	Technically permissible mass on each axle / Masse techniquement admissible sur chaque essieu:	8000	8000	11500	7500
16.3	Technically permissible mass on each axle group / Masse techniquement admissible sur chaque groupe d'essieux :	16000	19000		
16.4	Technically permissible maximum mass of the combination / Masse maximale techniquement admissible de l'ensemble :	38500			
17.	Intended registration/in service maximum permissible masses in national/international traffic / Masse maximale admissibles du véhicule immatriculé/en service prévues pour le trafic national/international				
17.1	Intended registration/in service maximum permissible laden mass / Masse en charge maximale admissible du véhicule immatriculé/en service prévue :	32000			
17.2	Intended registration/in service maximum permissible laden mass on each axle / Masse en charge maximale admissible du véhicule immatriculé/en service prévue sur chaque essieu :	8000	8000	11500	7500
17.3	Intended registration/in service maximum permissible laden mass on each axle group / Masse en charge maximale admissible du véhicule immatriculé/en service prévue sur chaque groupe d'essieu :	16000	19000		
17.4	Intended registration/in service maximum permissible mass of the combination / Masse en charge maximale admissible du véhicule immatriculé/en service prévue de l'ensemble :	35500			
18.	Technically permissible maximum towable mass in case of / Masse tractable maximale techniquement admissible en cas de:				
18.1	Drawbar trailer / Remorque à timon d'attelage:	0	18.2	Semi-trailer / Semi-remorque:	0
18.3	Centre-axle trailer / Remorque à essieu central :	0	18.4	Unbraked trailer / Remorque non freinée :	0
19.	Technically permissible maximum static mass at the coupling point / Masse statique maximale techniquement admissible au point d'attelage:	N/A			
Power Plant / Propulsion					
20.	Manufacturer of the engine / Constructeur du moteur:	Volvo D13K420 EUVI	21.	Engine code as marked on the engine / Code de moteur inscrit sur le moteur:	D13K420 EUVI
22.	Working principle / Principe de fonctionnement:	4 Stroke / Compression	23.	Pure electric: / Electrique pur: Y/N	No
23.1	Hybrid (electric) vehicle Y/N Véhicule hybride:	No	24.	Number and arrangement of cylinders / Nombre et disposition des cylindres:	6 In-line
25.	Engine capacity / Capacité du moteur:	12777 cm2			
26.	Fuel: Diesel/petrol/LPG/NG — Biomethane/Ethanol/Biodiesel/Hydrogen Carburant: Gazole/essence/GPL/GN – Biométhane/ethanol/biodiesel/hydrogène	Diesel / Gazole			
26.1	Mono fuel/Bi fuel/Flex fuel / Monocarburant/Bicarburant/Carburant Modulable:	Mono			

27.	Maximum net power at RPM / Puissance maximale nette tr/min:	315 kW	1800 min-1					
28.	Gearbox / Boîte de vitesses (type) :	Automatic						
Maximum speed / Vitesse maximale								
29.	Maximum speed / Vitesse Maximale	90 km/h						
Axles and suspension / Essieux et suspension								
31.	Position of retractable axle(s) / Position du ou des essieux relevables :	Axle 4						
32.	Position of loadable axle(s) / Position du ou des essieux délestables :	Axle 4						
33.	Drive axle(s) fitted with air suspension or equivalent / Essieu(x) moteur(s) équipé(s) d'une suspension pneumatique ou équivalente: Y/N	Yes						
35.	Tyre/wheel combination / Combinaison pneumatiques / roués:							
		Axle 1 / Essieu 1		Axle 2 / Essieu 2		Axle 3 / Essieu 3		Axle 4 / Essieu 4
	Tyre size (single or twin) Tyre (simple ou double)	315/80R22.5 - 22.5 x 9.00		315/80R22.5 - 22.5 x 9.00		315/80R22.5 - 22.5 x 9.00		315/80R22.5 - 22.5 x 9.00
	Load speed index / Indice de vitesse de charge	156/150	L	156/150	L	150	K /	156/150 L
Brakes / Dispotifs de freinage								
36.	Trailer brake connections mechanical/electric/pneumatic/hydraulic / Connexions pour le freinage de la remorque:	N/A						
37.	Pressure in feed line for trailer braking system / Pression dans la conduite d'alimentation du système de freinage de la remorque:	N/A						
Bodywork / Carrosserie								
38.	Code for bodywork / Code de la carrosserie:	BA18						
41.	Number and configuration of doors / Nombre et configuration des portes:	1 hinged door on RHS - 1 hinged door on LHS						
42.	Number of seating positions (including the driver) / Nombre de places assises (y compris celle du conducteur)	2						
Coupling device / Dispotifs d'attelage								
44.	Approval number or approval mark of coupling device (if fitted) / Marque ou numéro de reception du dispotif d'attelage, le cas échéant:	N/A						
45.1	Characteristics values / Valeurs caractéristiques :	D: N/A	V: N/A	S: N/A	U: N/A			
Environmental performances / Performances environnementales								
46.	Sound level / Niveau sonore:							
	Stationary / A l'arrêt (dB(A) - at engine speed / à un régime de) :	80 dB(A) 1350 min-1						
	Drive-by / En marche (dB(A)):	75 dB(A)						
47.	Exhaust emission level / Niveau des emissions d'echappement:	Euro VI-C						
48.	Exhaust emissions / Emissions d'echappement							
	Number of the base regulatory act and latest amending regulatory act applicable / Numéro de l'acte réglementalre de base et du dernier acte réglementaire modificatif applicable :	595/2009+627/2014C						
	1.2 test procedure: Type WHSC (Euro VI) Procédure d'essai: Type WHSC: (mg/kWh unless otherwise stated) (mg/kWh sauf indication contraire)	CO 41.7		THC 1.8				
		NO x 77.9		NH_3 (ppm) 4.8				
		PT 2.7		PN (N/kWh) 0.919 E+11				
	2.2 test procedure: WHTC (Euro VI) Procédure d'essai: WHTC (mg/kWh unless otherwise stated) (mg/kWh sauf indication contraire)	CO 305.7		THC 1.3				
		NO x 244		NH_3 (ppm) 0.6				
		PT 4.7		PN (N/kWh) 0.545 E+11				
48.1	Smoke corrected absorption coefficient / Fumées, valeur corrigée du coefficient d'absorption : (m -1)	0.5 m-1						
Miscellaneous / Divers								
50.	Type-approved according to the design requirements for transporting dangerous goods: yes/class(es)/no: / Réceptionné selon les exigences en matière de conception applicables pour le transport de matières dangereuses: oui/classe(s)/non:	No						
51.	For special purpose vehicles: designation in accordance with Annex II Section 5: / Véhicules à usage special : designation conformément à l'annexe II, partie 5 :	N3-SG						
52.	Remarks / Remarques:							

Keysheet No (DE Ref only) **24777** Registration No **Unknown**