



Land at Green Lane, Ashwell

Transport Statement

Client: Osprey Homes

i-Transport Ref: JCB/JG/ITL16680-004B

Date: 24 September 2024

Land at Green Lane, Ashwell

Transport Statement

Client: Osprey Homes

i-Transport Ref: JCB/JG/ITL16680-004B

Date: 24 September 2024

i-Transport LLP

33 Queen Street
London
EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

If this report is to be placed on any approved website for planning purposes, this should comply with data protection principles, please seek our permission and you must ensure that all the private and personal information and data within this report is redacted.

Quality Management

Report No.	Comments	Date	Author	Authorised
ITL16680-004	Draft	27/06/2024	JG/JCB	JCB
ITL16680-004A	Draft	22/07/2024	JG/JCB	JCB
ITL16680-004A	Final – new boundary	24/09/2024	JG/JCB	JCB

File Ref: ITL16680-004B Transport Statement

Contents

SECTION 1	Introduction	1
SECTION 2	Will the opportunities for sustainable travel be appropriately taken up?	5
SECTION 3	Will safe and suitable access be provided?	11
SECTION 4	Will the development be designed in accordance with relevant design guidance?	12
SECTION 5	Will the traffic impacts be acceptable?	15
SECTION 6	Summary and Conclusion	18

Figure

Figure 1	Local Facilities Plan
----------	-----------------------

Drawings

ITL16680-GA-011F	Swept Path Analysis - Refuse Vehicle
ITL16680-GA-014B	Site Access Arrangements and Green Lane Improvements
ITL16680-GA-015A	Swept Path Analysis – Estate
ITL16680-GA-016A	Swept Path Analysis - Supermarket Delivery
ITL16680-GA-017	Station Road Junction With Lucas Lane and Green Lane Junction Visibility
ITL16680-GA-019	Swept Path Analysis – Fire Tender

Appendices

APPENDIX A.	Site Layout
APPENDIX B.	Pre-Application Scoping Meeting Notes
APPENDIX C.	TRICS Data
APPENDIX D.	Traffic Survey Data

SECTION 1 Introduction

1.1 Overview

- 1.1.1 This report provides a transport and highways assessment of Osprey Homes' proposal for seven new homes to the west of Green Lane, Ashwell.

Image 1.1: Site Location



Source: Consultant

- 1.2 A plan showing the proposed site layout is included in Appendix A, with an extract provided as Image 1.2 overleaf.

Image 1.2: Proposed Scheme



Source: ADTC

1.3 Background

1.3.1 There have been two unsuccessful planning applications for a separate site on the opposite side of Green Lane. Both of those applications were for different and larger schemes. Nevertheless, the Osprey Homes' proposal has been mindful of the transport issues raised for those schemes, which are summarised below.

First Scheme (ref: 15/00691/1)

1.3.2 A 14-dwelling scheme was refused by North Hertfordshire District Council (NHDC) in 2015 with an appeal dismissed in 2016. The reasons for refusal relating to highway matters were as follows:

- Green Lane is of inadequate width for two-way traffic; and
- The narrow width of Green Lane is inadequate to accommodate large vehicles (e.g. delivery and refuse vehicle) satisfactorily.

1.3.3 That scheme proposed re-marking Green Lane to provide 'give-way' markings and provision of a passing/waiting area on Green Lane adjacent to the access to the site. However, the Inspector was concerned about:

- The distance that vehicles would need to reverse if they met on the single-track part of Green Lane;
- The absence of pedestrian provision on Green Lane; and
- The single-track section impeding access by emergency vehicles.

Second Scheme (ref: 16/02863/1)

1.3.4 A subsequent 9-dwelling scheme was refused by the council in 2017 with an appeal dismissed in 2018. It proposed the same access arrangements / works as the 14-dwelling scheme but was refused for the same highway reasons as before. Additional safety concerns regarding vehicles parking near the Green Lane, Station Road T-junction were raised.

1.3.5 The inspector remained concerned about highway safety, specifically:

"This would pose a significant safety risk to drivers, as well as pedestrians using Green Lane, which acts as a shared surface. Access to the site by an emergency vehicle would also be significantly compromised as they could be delayed in reaching an incident."

"I still consider that the development would be likely to entail a not insignificant number of manoeuvres out onto Station Road, which would pose a significant safety risk".

1.4 Scoping

1.4.1 Against this background, detailed pre-application discussions have been held with the highway authority, Hertfordshire County Council (HCC). A scoping note was prepared and informed a meeting on 12 March 2024. Notes of that meeting are included in Appendix B. In summary:

- i Green Lane meets the technical criteria for where shared surfaces¹ work well and has an unblemished safety record.
- ii The development proposal will have modest impacts and will not change this.
- iii HCC's focus for the application will be sustainable transport, particularly providing for vulnerable road users and prioritising pedestrians.

¹ As set out in the Manual for Streets. A shared surface is a street where all users share the same space, e.g. pedestrians, cyclists and vehicles.

- iv The scheme should include the provision of pedestrian refuge areas to provide areas for pedestrians to wait clear of Green Lane when occasional vehicles want to pass.
- v With these refuge areas, HCC would be supportive of a scheme of circa 7 new homes² in transport and highways terms.

1.4.2 The planning application for the development proposal has taken on board this helpful input.

1.5 Policy Tests

1.5.1 This Transport Statement assesses the development proposal against the *key transport tests* set out in paragraph 114 of the NPPF, which can be summarised as follows:

- 1 Will the opportunities for sustainable travel be appropriately taken up?
- 2 Will safe and suitable access be provided?
- 3 Will the development be designed in accordance with relevant design guidance?
- 4 Will the traffic impacts be acceptable?

1.5.2 These tests are reflected in local planning policy including: Hertfordshire Local Transport Plan 4 2018-2031 (2018); North Herts Local Plan 2011-2031 (November 2022); and the Ashwell Neighbourhood Plan (December 2018).

1.5.3 Paragraph 115 of the NPPF sets a *high bar* for preventing development from coming forward for transport reasons:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

1.5.4 This matter has been tested at numerous appeals. Development can have very significant adverse impacts without being considered unacceptable. In this case the development will have vanishingly small impacts and will provide an improvement scheme to Green Lane that will provide improved provision for pedestrians and for vehicles passing and manoeuvring. It offers a net benefit in transport terms and therefore passes well below this high bar.

² The scoping exercise was undertaken on the basis of 5 new homes and has been increased following HCC's advice.

SECTION 2 Will the opportunities for sustainable travel be appropriately taken up?

2.1 Site Location

2.1.1 The site is located to the east of Ashwell, a circa 750m walk from the centre of the village. The site is therefore located within a 'walkable neighbourhood'³ to most facilities and services in Ashwell:

Table 2.1: Local Facilities

Destination	Approx. Distance from Site (m)	Walking Time	Cycling Time
Retail			
Days Bakery	750	9	3
Ashwell Stores	800	10	3
Education			
Ashwell Primary School	800	10	3
Ashwell Playgroup	1300	15	5
Leisure			
Ashwell Recreational Playground	230	3	1
The Three Tuns Pub	550	7	2
Ashwell Tennis Club	700	8	3
Ashwell Village Museum	800	10	3
Rose & Crown Pub	800	10	3
Ashwell Gallery	900	11	3
Bushel & Strike Pub	1000	12	4
Health			
Ashwell Pharmacy	600	7	2
Ashwell Dental Surgery	700	8	3
Ashwell Surgery	1100	13	4

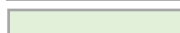
Source: Consultant's Estimates

Note: Distanced measured from proposed access.

Key:

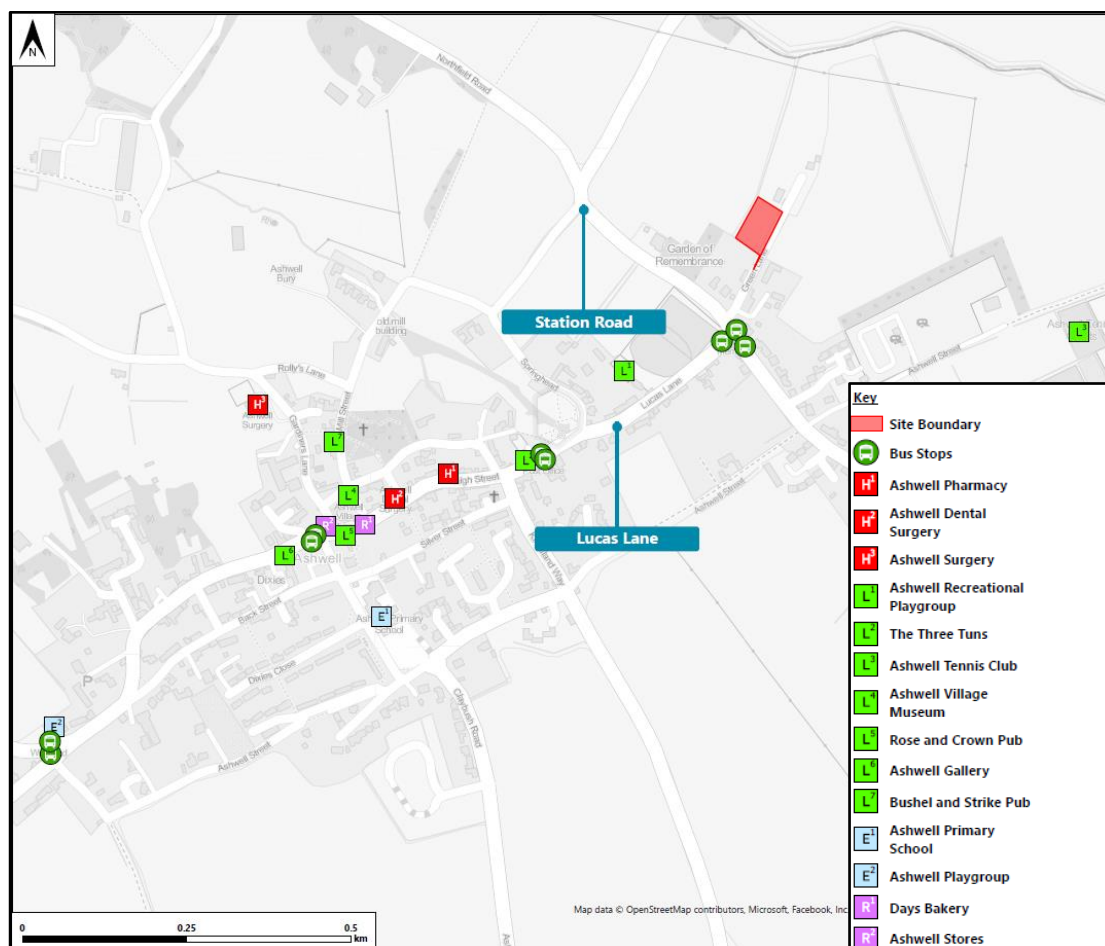
 Within a 'walkable neighborhood' distance where most people will walk (800m)

³ The Government's National Design Guide defines "walkable" well-designed places as having local facilities within 800m.

	Within a 'comfortable' walking distance which some people are still prepared to walk (1,600m)
	Within a 'maximum' 3,200m walking distance.

2.1.2 **Figure 1** at the end of this report shows the location of these facilities and an extract is provided below:

Image 2.1 – Location of local facilities



Source: Consultant

2.2 Active travel

Green Lane

2.2.1 Pedestrians accessing these nearby facilities will initially use Green Lane for their journey.

2.2.2 Green Lane currently serves a total of 28 dwellings, including 22 flats at 'The Maltings,' a historic converted former maltings building which is positioned close to the junction of Green Lane with Station Road.

2.2.3 The first 40m of Green Lane is surfaced with road markings and is wide enough for two vehicles to pass. Beyond this Green Lane becomes an informally surfaced/gravelled track which varies in width from between circa 3m to 3.7m, with a grassed verge to each side. The gravelled part of Green Lane serves 6 dwellings, as well as agricultural land.

2.2.4 Paragraph 7.2.14 of the DfT's Manual for Streets identifies that shared surfaces work well:

- i Over short lengths or in cul-de-sacs. Green Lane is a cul-de-sac and meets this criterion.
- ii Where parking is controlled or specifically provided for. All of the properties have curtilage and/or marked parking spaces.
- iii Where traffic volumes are less than 100 vehicles per hour (vph). 28 dwellings will generate circa 14 vehicle movements in the peak hours. Green Lane therefore falls well within this criterion.

2.2.5 The development proposal will not change any of these matters – Green Lane will continue to meet these criteria. As set out in Section 3 of this statement, the scheme will bring forward measures on Green Lane that will offer improved arrangements for pedestrians.

2.3 Route into central Ashwell

2.3.1 As its southern end, Green Lane includes a footway on its eastern side. This connects with the wider footway network within Ashwell, which includes:

- a A footway initially on the eastern side of Station Road and then on both sides.
- b A footway along the southern side of Lucas Lane towards the centre of Ashwell.
- c Lucas Lane becomes High Street, which has footways on both sides of the road.

2.3.2 These footways are formally surfaced and are lit. The walk into central Ashwell is pleasant in terms of: a) passing buildings of architectural/heritage interest; b) having unchallenging gradients; c) being well overlooked by adjacent properties; and d) being lightly trafficked and relatively slow speed. It is an attractive route that will encourage new residents to make walking journeys.

2.3.3 It will also be an attractive route for local cycling journeys within the carriageway.

2.4 Bus services

2.4.1 The nearest bus stops are located on Station Road:

- Southbound buses serve a stop at the Green Lane junction, a circa 140 metre walk south of the site. The bus stop includes a well-maintained shelter.

- Northbound buses serve an informal stop on Station Road. The distance to the bus stop location shown on the bus operator website (and Google Maps) is less than 250m from the site.

2.4.2 These bus stops are within easy walking distance of the site.

2.4.3 Bus services 90 and 91 use these stops. These services provide five buses per day in both directions between Royston, Baldock and Letchworth. The timetabled journey time to/from these locations is:

- Circa 30 minutes to Letchworth
- Circa 20 minutes to Baldock
- Circa 5 minutes to Ashwell and Morden Station
- Circa 15 minutes to Royston

2.4.4 These buses provide the opportunity for non-car travel further afield. Whilst the development proposal is modest in scale, additional homes in Ashwell will provide additional patronage and revenue to these buses, which will assist their long-term commercial viability.

2.5 Rail services

2.5.1 Ashwell and Morden Rail Station is located 2.8 kilometres to the south-east of the site. This is accessible in a circa 12-minute cycle or 5-minute bus journey.

2.5.2 The typical off-peak frequency is two trains per hour in each direction between Cambridge and Brighton via London Bridge. In the peak, there are an additional two services per hour to both London Kings Cross and Cambridge.

2.5.3 The typical journey time to key destinations is as follows:

- Cambridge – 22 minutes
- Royston – 5 minutes
- Baldock – 5 minutes
- Letchworth – 8 minutes
- Hitchin – 14 minutes
- Stevenage – 19 minutes
- London St Pancras – 47 minutes
- London Blackfriars – 55 minutes

- London Bridge – one hour
- East Croydon – one hour and 15 minutes
- Gatwick Airport – one and half hours
- Three Bridges – 1 hour and 40 minutes
- Brighton – 2 hours and 5 minutes

2.6 Taking up the opportunities

2.6.1 The site is therefore well located for new residents to travel by non-car modes. There is a good range of local facilities, which are all within easy walking distance using an attractive route that will encourage local journeys to be made on foot. Journeys further afield can be accommodated by nearby buses and good train services at Ashwell and Morden Rail Station.

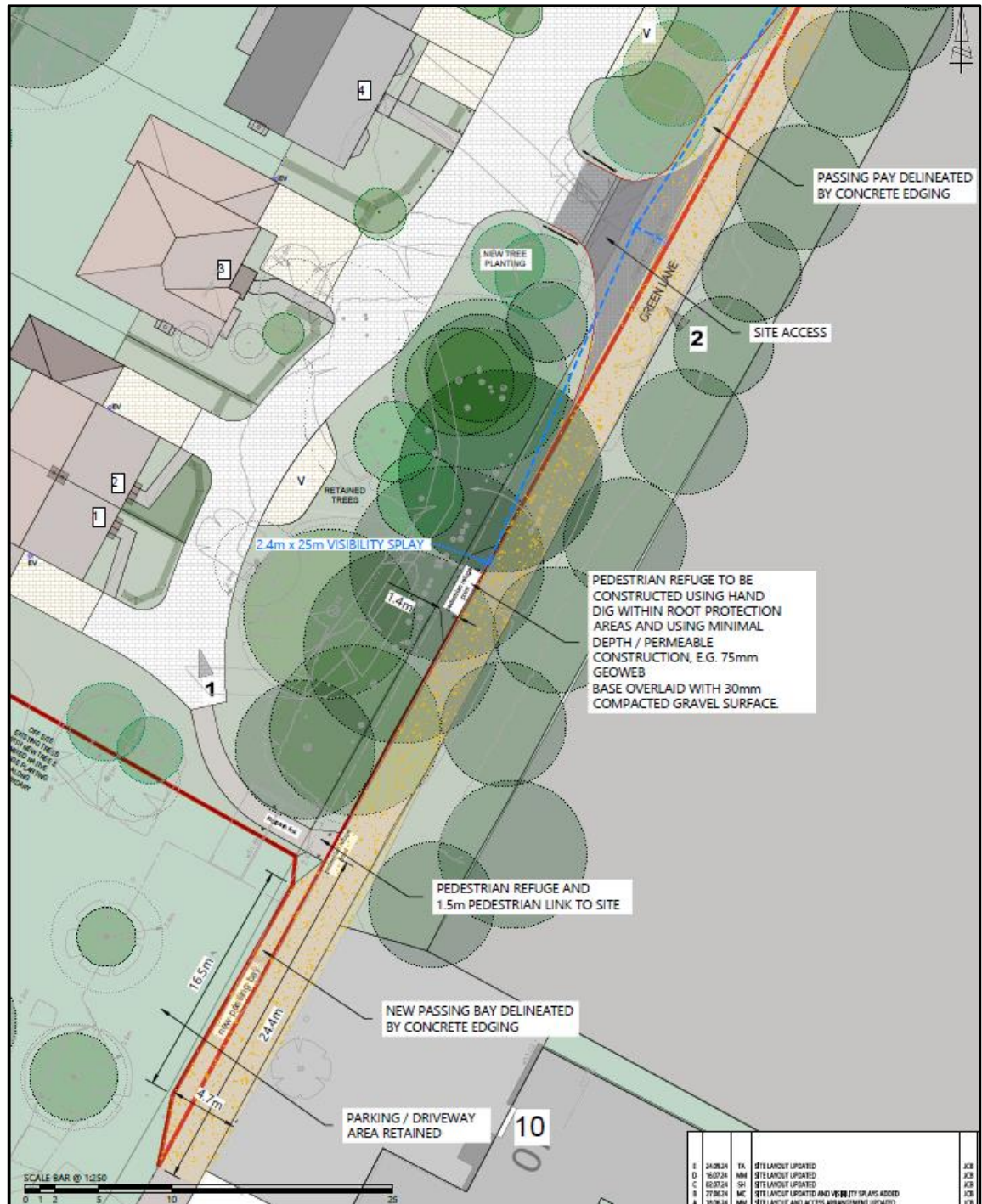
2.6.2 Whilst the two appeal decisions raise issues around the operation of Green Lane, they do not raise any issue with this location being unsuitable or unsustainable for a modest level of residential development.

2.6.3 The proposed access arrangements set out in Section 3 of this Transport Statement include the following measures to improve pedestrian provision on Green Lane:

- Localised widening at two locations so that larger vehicles (e.g. the weekly refuse vehicle) can pass cars without either needing to reverse back.
- A site access design that enables the refuse vehicle to turn around – there is no existing turning arrangement so the refuse vehicle currently needs to reverse. British Standards recommends a reversing distance of no more than 12m primarily for pedestrian safety reasons and the existing reversing distance on Green Lane greatly exceeds this.
- Two pedestrian refuge areas so that pedestrians can (if they want to⁴) step off Green Lane to a separate designated area protected by a pair of wooden bollards whilst vehicles pass. Green Lane has good lines of visibility so that pedestrians will be able to see an approaching vehicle and decide if they want to use this refuge area.

⁴ Much of Green Lane is wide enough for a vehicle to pass a pedestrian and there are adjacent verge areas so there is ample opportunity for pedestrians and vehicles to safely pass each other.

Image 2.2: Proposed Passing and Refuge Areas



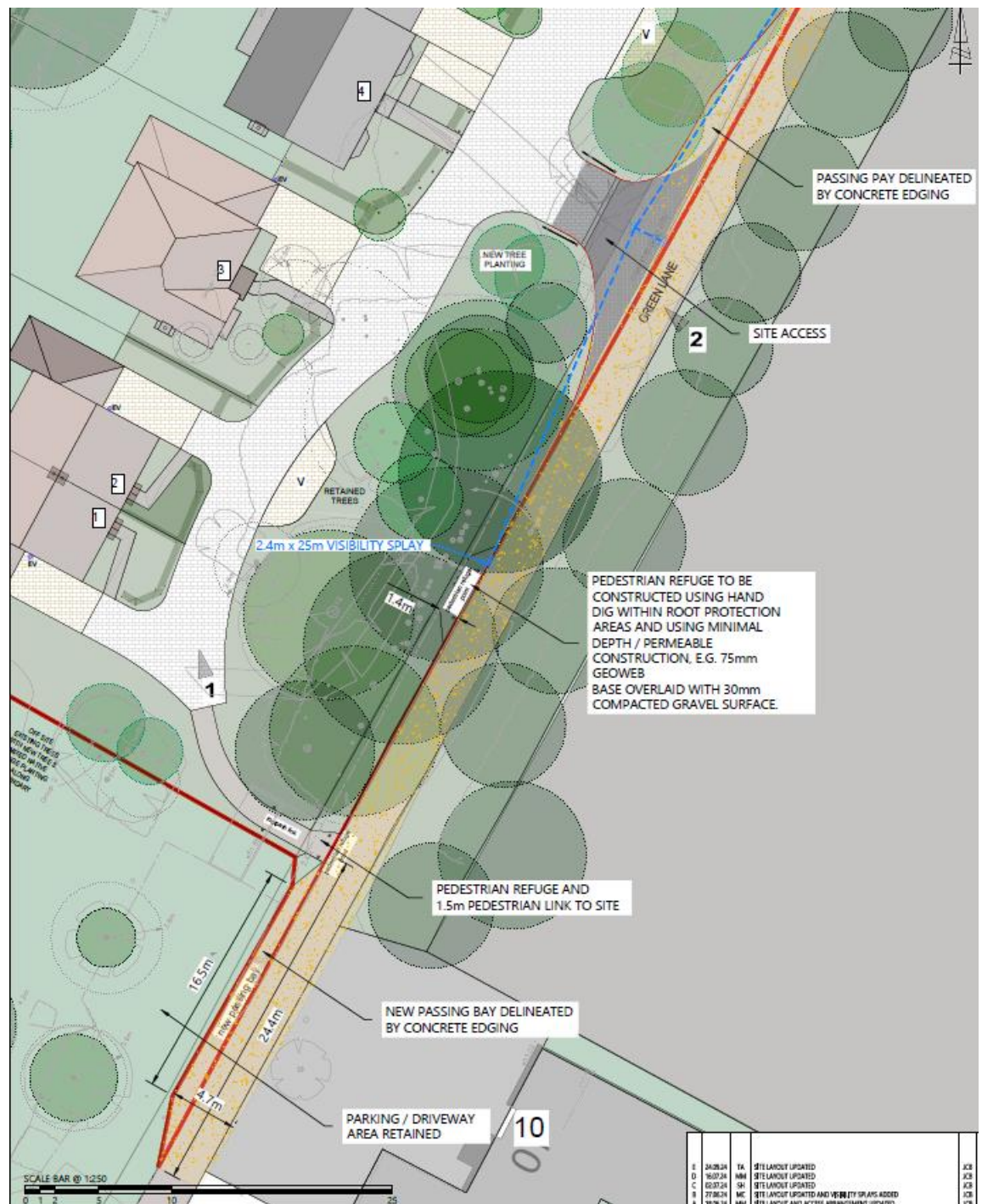
Source: Consultant

SECTION 3 Will safe and suitable access be provided?

3.1 Proposed Access

- 3.1.1 The proposed access arrangements are shown on drawing number ITL16680-GA-014 Revision D, which is provided at the end of this note (extract below).

Image 3.1: Proposed Site Access Arrangements



Source: Consultant

3.1.2 The proposed access arrangements include the following:

- 2.4m by 25m visibility splays – suitable for a 20mph design speed and in line with Manual for Streets / HCC guidance.
- Closure of the existing gated site access and a new access provided slightly to the north (for tree impact reasons), which will serve all seven new homes.
- Localised widening of Green Lane in the vicinity of the access to allow a car and refuse/emergency vehicle to pass.
- Localised widening of Green Lane is also proposed towards the southern end of the site frontage. Again, this will allow a car and refuse/emergency vehicle to pass.
- The provision of two pedestrian refuge areas (see Section 2 of this Transport Statement).
- The access designed so that it provides a turning head for the large refuse vehicle used in the local area – there is currently no turning provision on Green Lane.

3.1.3 Swept paths of the proposed access and Green Lane improvements are shown on drawing number ITL16680-GA-011 Revision H.

3.1.4 The localised widenings of Green Lane should eliminate the occasions when two vehicles meet, and therefore any need for reversing to allow passing.

3.1.5 Safe and suitable access will therefore be provided. The proposed site access complies with design standards and makes adequate provision for visibility and vehicle turning. The improvements to Green Lane will more than off-set the modest traffic impacts (see Section 6) by providing space for vehicles to pass, turning for refuse vehicles and refuge areas for those pedestrians that want them.

SECTION 4 Will the development be designed in accordance with relevant design guidance?

4.1 Proposed scheme

4.1.1 The proposed site layout is provided in Appendix A with an extract below. Seven new homes are proposed:

- 2 x 2-bedroom homes
- 3 x 3-bedroom homes

- 2 x 4-bedroom homes

Image 4.1: Proposed Site Layout



Source: ADTC

4.2 **Parking**

Cycle parking

4.3 The North Hertfordshire SPD document states that no cycle parking is required if a house has a garage or an in curtilage secure area.

4.4 Five of the seven dwellings will have appropriately sized garages. The remaining two dwellings will include a secure cycle store – see Table 4.1 below.

Car parking

4.5 The North Hertfordshire SPD document states that a minimum of 2 car parking spaces per dwelling is required. The proposal meets this requirement as follows:

Table 4.1: Proposed Parking Provision

Plot	Size	Parking Spaces	Cycle Parking
1	3 bedrooms	1 driveway space + 1 garage = 2 spaces	In garage
2	3 bedrooms	1 driveway space + 1 garage space = 2 spaces	In garage
3	4 bedrooms	2 driveway spaces + 1 garage = 3 spaces	In garage
4	4 bedrooms	2 driveway spaces + 1 garage = 3 spaces	In garage
5	3 bedrooms	1 driveway space + 1 garage = 2 spaces	In garage
6	2 bedrooms	2 spaces	Secure store at northern end of new access road
7	2 bedrooms	2 spaces	Secure store in back garden
Visitor parking		3 spaces	-

4.6 Manoeuvring

4.6.1 The proposed site layout has been designed to make appropriate provision for vehicle manoeuvring. The following drawings are provided at the end of this Transport Statement:

- ITL16680-GA-011 Revision H shows the swept path of a refuse vehicle using the proposed site access.

- ITL16680-GA-015 Revision C shows the swept path of cars accessing the most constrained parking spaces.
- ITL16680-GA-016 Revision C shows a delivery vehicle turning in the site access.
- ITL16680-GA-019 shows the swept path of a fire tender turning within the site and within an acceptable distance⁵ of the proposed dwellings.

4.7 Summary

- 4.7.1 The proposed site layout provides adequate car and cycle parking in line with local standards. It has been designed to make appropriate provision for manoeuvring by cars, delivery vehicles and refuse vehicles.

SECTION 5 Will the traffic impacts be acceptable?

5.1 Traffic impact

- 5.1.1 To estimate the traffic generation of the proposed development, trip rates have been derived from surveys of similar developments in similar locations contained within the TRICS database. The sites have been filtered based on the following parameters:

- Type: Houses Privately Owned
- Region: England (Excluding Greater London)
- Size Range: 1 to 10 units; and
- Location: Neighbourhood Centre, Suburban Area and Edge of Town.

- 5.1.2 The full TRICS report is provided at Appendix C. Table 5.1 summarises the resulting traffic generation the proposed new homes.

⁵ i.e. less than 45m to the back of any new home in line with Building Regulations.

Table 5.1: Proposed Trip Generation

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles						
<i>Trip Rate (per unit)</i>	0.183	0.280	0.463	0.317	0.146	0.463
Trip Generation (7 units)	1	2	3	2	1	3

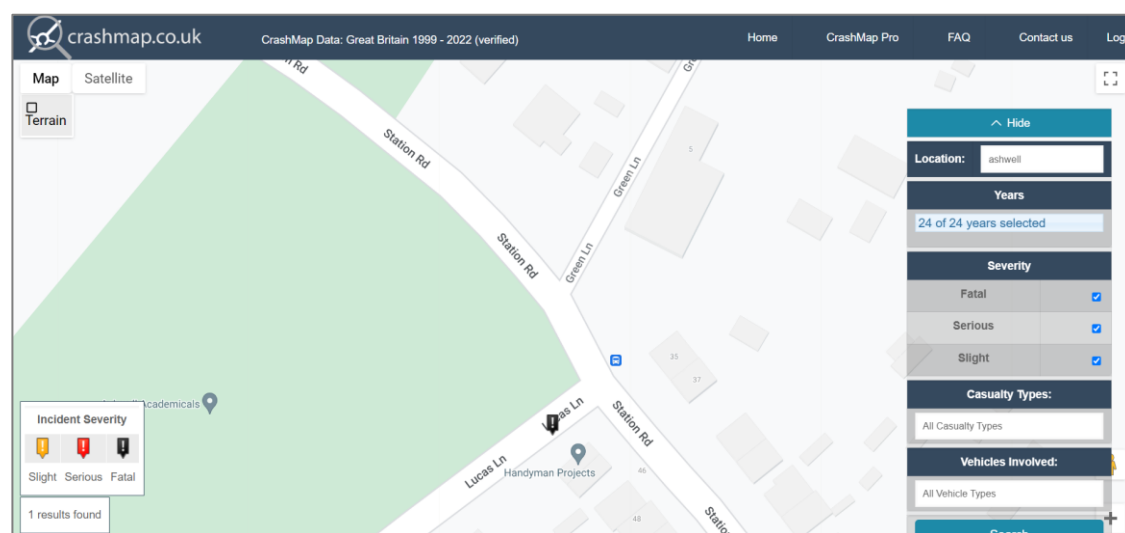
Source: TRICS and Consultant's Estimates

- 5.1.3 On average, the traffic generation of the scheme will be circa one vehicle movement every 20-minutes in the busiest hours of the day. This is a very modest level of additional traffic that will not have a noticeable impact.

5.2 Station Road / Green Lane Junction

Accident Data

- 5.2.1 Crash Map data shows that the Green Lane / Station Road junction has an unblemished safety record⁶, with no recorded injury accidents over the most recently available 24-year period:

Image 5.1: Crash Map Data


Source: Crash Map

⁶ There was however a fatal accident on Lucas Lane in May 2007 involving a car and a bike (Crash Map ref: 20074100G0323). This did not occur at the Green Lane junction and appears to be a tragic 'one-off' – there have been no recorded injury accidents since then, a period of more than 15 years.

5.3 Speed Survey Data

5.3.1 A traffic count on Station Road was undertaken between 15 and 21 June 2024. This measured vehicle volumes and speeds and the survey data is included in Appendix D. Measurements were undertaken in dry weather conditions⁷.

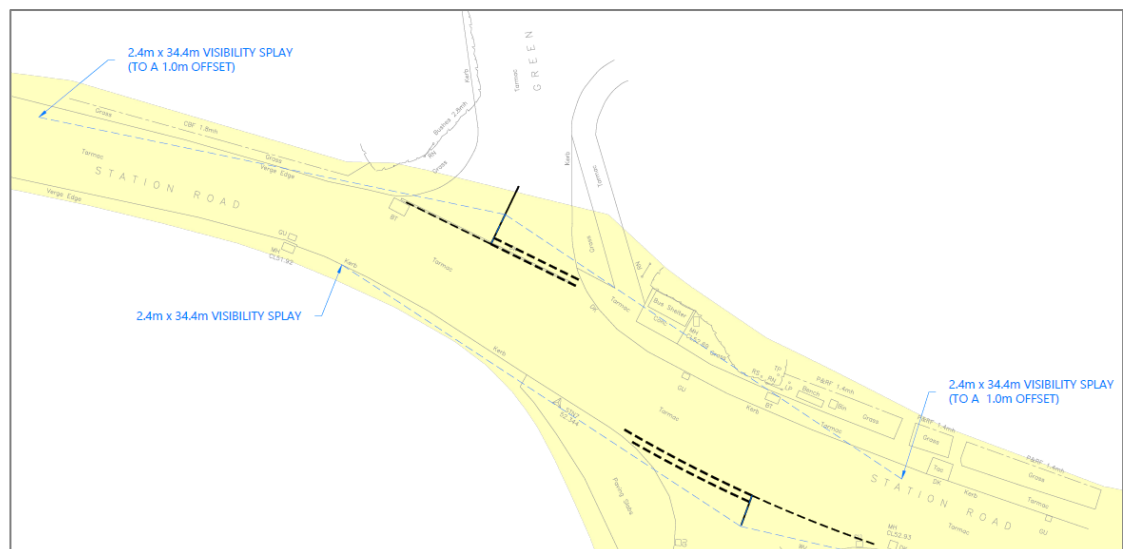
Table 5.2: 85th Percentile Design Speed of Station Road

	Eastbound (mph)				Westbound (mph)			
	10 am to 11 am	11 am to 12pm	2pm to 3pm	3pm to 4pm	10 am to 11 am	11 am to 12pm	2pm to 3pm	3pm to 4pm
Monday 17 June	26.2	23.2	26.7	25.4	24.6	23.5	26.4	26.7
Tuesday 18 June	24.1	24.2	24.3	25.1	24.8	23.8	25.8	24.7
Wednesday 19 June	23.3	25	26.1	27.2	25.1	25.5	26.7	25.1
Thursday 20 June	26.6	26.2	25.8	28	26.1	25.1	26.6	25.4
Friday 21 June	27.3	25.3	25.6	26.6	26.1	25.8	27.9	26.8
Overall 85th percentile	25.6				25.6			

Source: Traffic survey data

5.3.2 This design speed requires a 2.4m x 34.4m visibility splay in both directions. These splays are shown on drawing number ITL16680-GA-017, with an extract provided below.

Image 5.2: Station Road / Green Lane visibility splays



Source: Consultant

⁷ Source: <https://www.timeanddate.com/weather/@2656911/historic>

5.3.3 Vehicles approaching on Station Road can therefore safely see and be seen by a vehicle emerging from Green Lane⁸. This may help to explain the unblemished safety record of the Station Road / Green Lane junction.

5.4 Summary

5.4.1 On average, the traffic impact of the development proposal will be circa one vehicle movement every 20-minutes, which is a negligible increase that will not have a noticeable impact on the local highway network. Whilst concerns were raised regarding the Station Road / Green Lane junction for one of the previous appeals for the site opposite, accident and speed survey data has been collected, which shows that the junction has an unblemished safety record for a 24-year period and that vehicles approaching on Station Road can safely see and be seen.

SECTION 6 Summary and Conclusion

6.1 Summary

6.1.1 Osprey Homes propose to provide seven new homes to the west of Green Lane, Ashwell.

6.1.2 This Transport Statement assesses that scheme and has been informed by a review of transport issues for two larger, different and historic schemes on the eastern side of Green Lane. Those matters have been discussed in detail with HCC through their pre-application process and an agreed way forward has been identified.

6.1.3 This Transport Statement demonstrates that the proposal complies with the *key transport tests* set out in paragraph 114 of the NPPF:

Will the opportunities for sustainable travel be appropriately taken up?

6.1.4 The site is well located for new residents to travel by non-car modes. There is a good range of local facilities, which are all within easy walking distance using an attractive route that will encourage local journeys to be made on foot. Journeys further afield can be accommodated by nearby buses and good train services at Ashwell and Morden Rail Station.

⁸ Visibility splays have been taken to a 1m offset from the carriageway edge, i.e. where vehicles 'track', in accordance with paragraph 10.5.3 of Manual for Streets 2.

- 6.1.5 Whilst the two appeal decisions raise issues around the operation of Green Lane, they do not raise any issue with this location being unsuitable or unsustainable for a modest level of residential development.
- 6.1.6 The proposed access arrangements include the following measures to improve pedestrian provision on Green Lane:
- Localised widening at two locations so that larger vehicles (e.g. the weekly refuse vehicle) can pass cars without either needing to reverse back.
 - A site access design that enables the refuse vehicle to turn around – there is no existing turning arrangement so the refuse vehicle currently needs to reverse. British Standards recommends a reversing distance of no more than 12m primarily for pedestrian safety reasons and the existing reversing distance on Green Lane greatly exceeds this.
 - Two pedestrian refuge areas so that pedestrians can step off Green Lane to a separate designated area protected by a pair of wooden bollards whilst vehicles pass. Green Lane has good lines of visibility so that pedestrians will be able to see an approaching vehicle and decide if they want to use this refuge area.

Will safe and suitable access be provided?

- 6.1.7 The proposed site access complies with design standards and makes adequate provision for visibility and vehicle turning. The improvements to Green Lane will more than off-set the modest traffic impacts by providing space for vehicles to pass, turning for refuse vehicles and refuge areas for those pedestrians that want them.

Will the development be designed in accordance with relevant design guidance?

- 6.1.8 The proposed site layout provides adequate car and cycle parking in line with local standards. It has been designed to make appropriate provision for manoeuvring by cars, delivery vehicles and refuse vehicles.

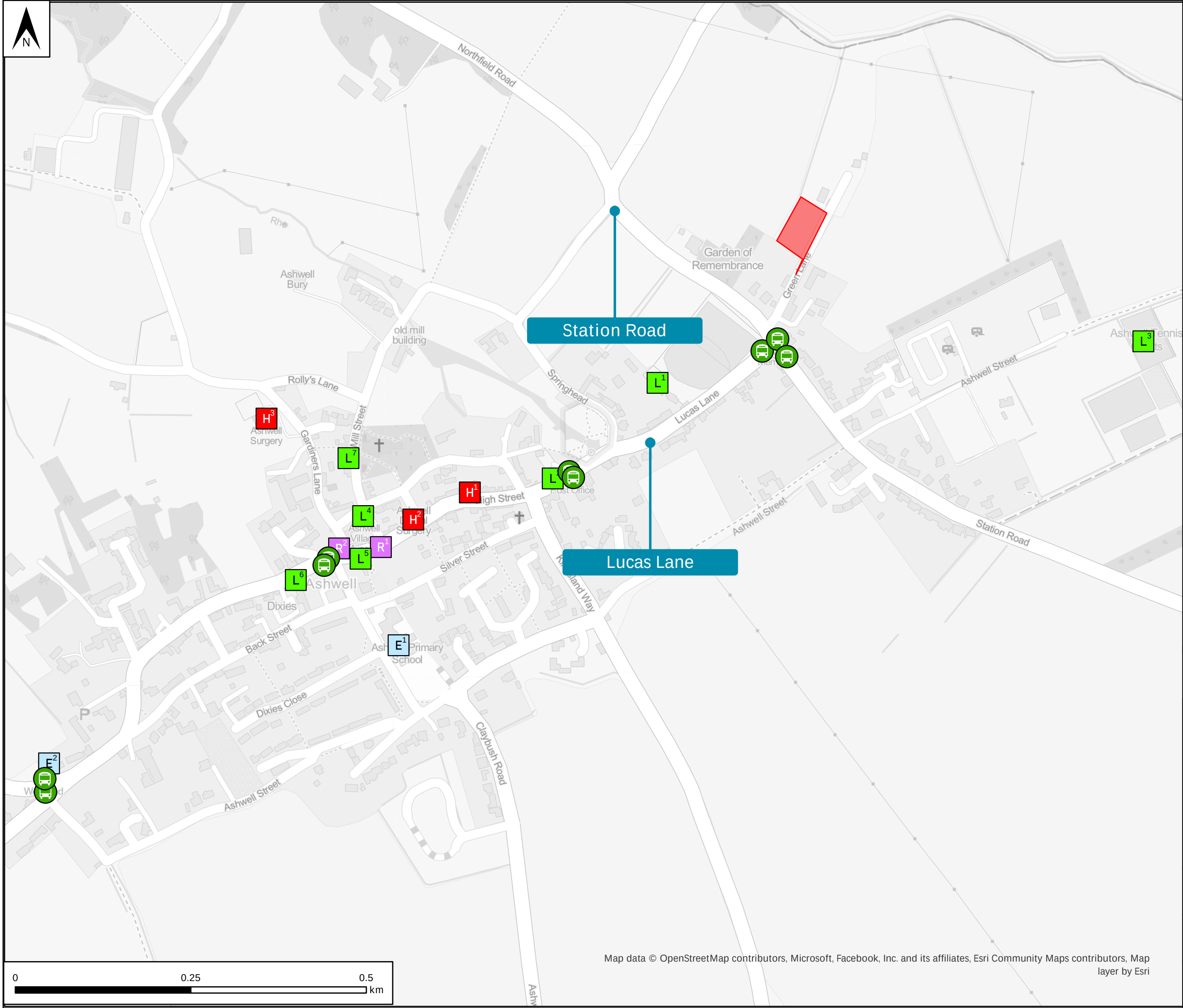
Will the traffic impacts be acceptable?

- 6.1.9 On average, the traffic impact of the development proposal will be circa one vehicle movement every 20-minutes, which is a negligible increase that will not have a noticeable impact on the local highway network. Whilst concerns were raised regarding the Station Road / Green Lane junction for one of the previous appeals for the site opposite, accident and speed survey data has been collected, which shows that the junction has an unblemished safety record for a 24-year period and that vehicles approaching on Station Road can safely see and be seen.

6.2 Conclusion

- 6.2.1 The development proposal is acceptable in transport terms. It passes easily beneath the NPPF paragraph 115 'severe impact' test – the impact is vanishingly small and more than mitigated by the proposed improvements to Green Lane that have been subject to detailed pre-application discussions with HCC.

FIGURES



Key

- Site Boundary
- Bus Stops
- Ashwell Pharmacy
- Ashwell Dental Surgery
- Ashwell Surgery
- Ashwell Recreational Playgroup
- The Three Tuns
- Ashwell Tennis Club
- Ashwell Village Museum
- Rose and Crown Pub
- Ashwell Gallery
- Bushel and Strike Pub
- Ashwell Primary School
- Ashwell Playgroup
- Days Bakery
- Ashwell Stores

Contains OS data © Crown copyright and database right 2022
Contains public sector information licensed under the
Open Government Licence v3.0
© Crown copyright 2022 OS 100044286.

Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 0204 531 3660
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

Title:

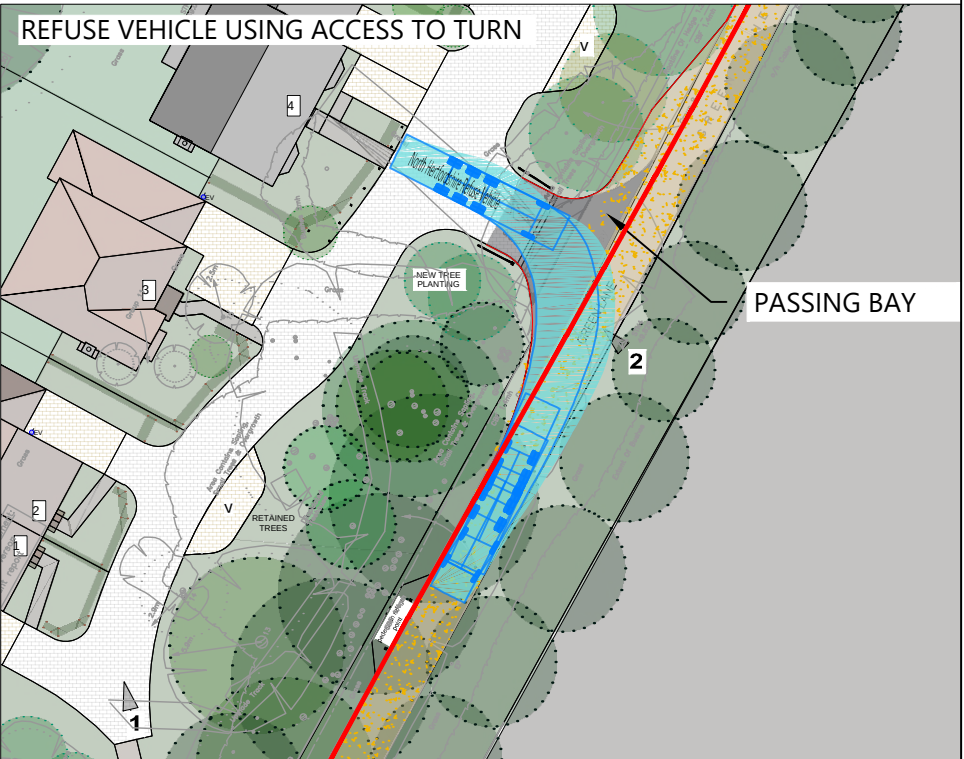
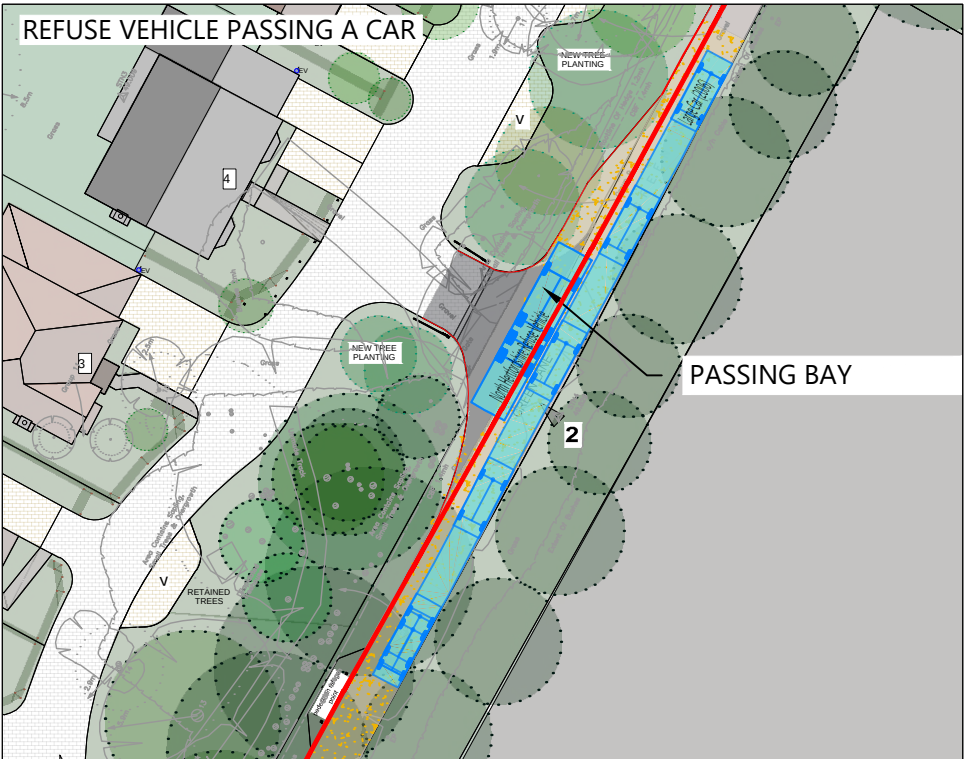
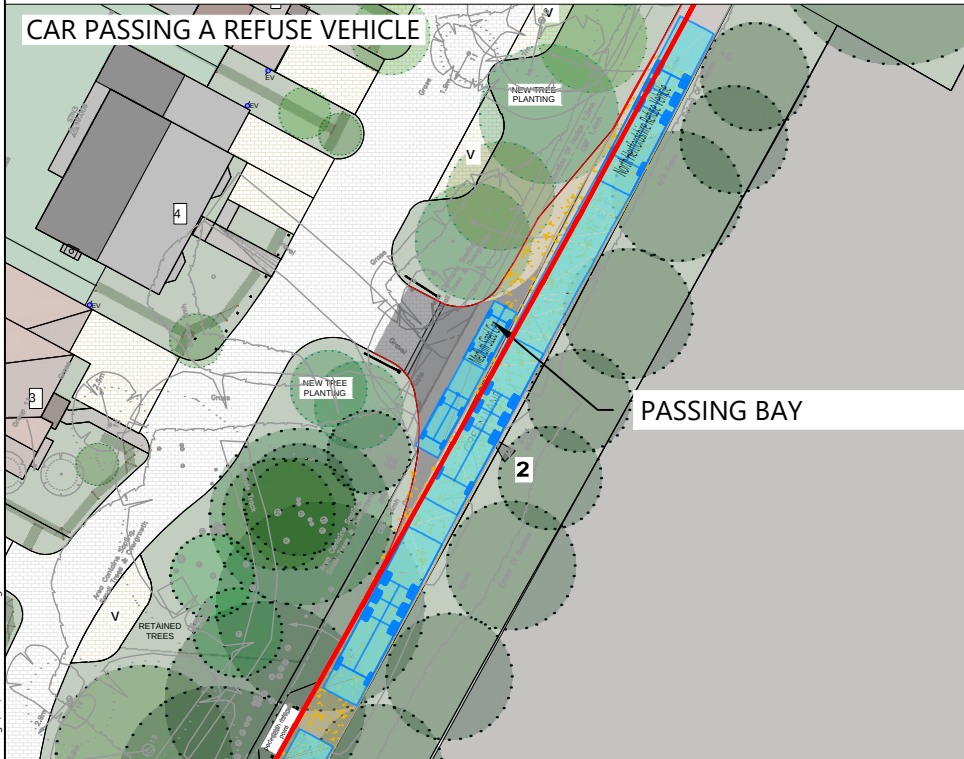
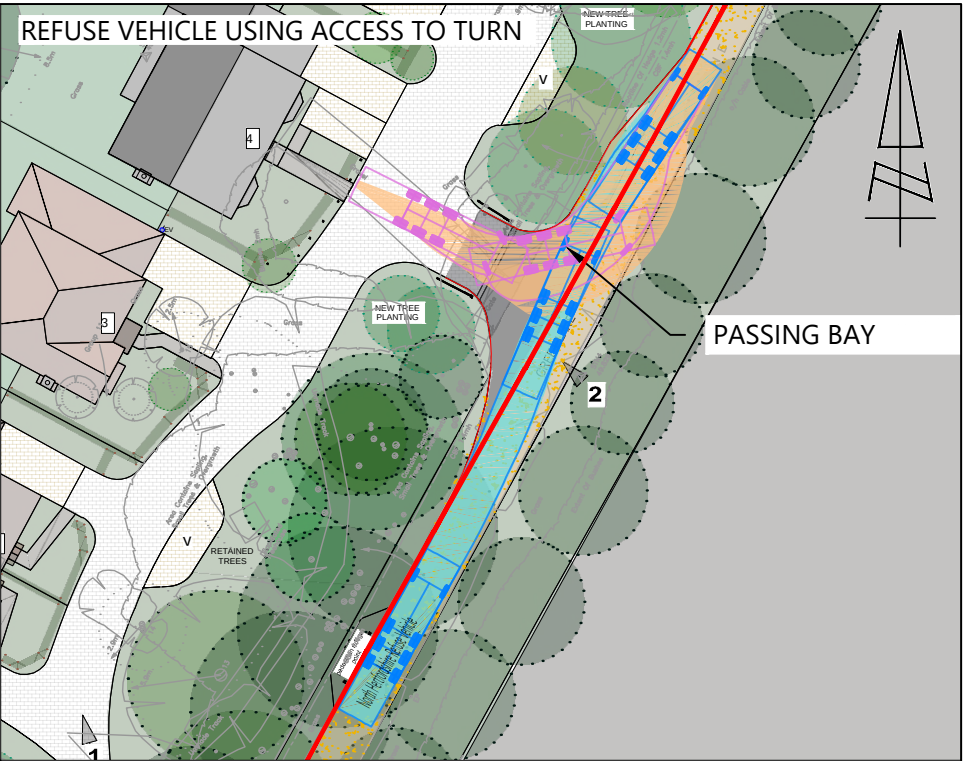
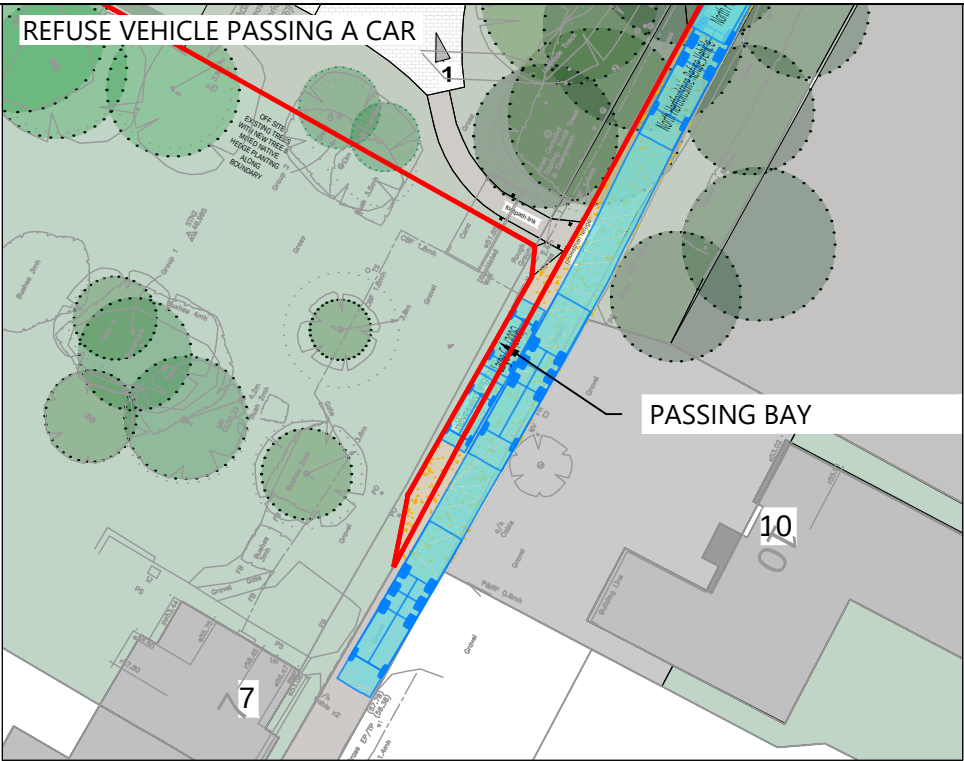
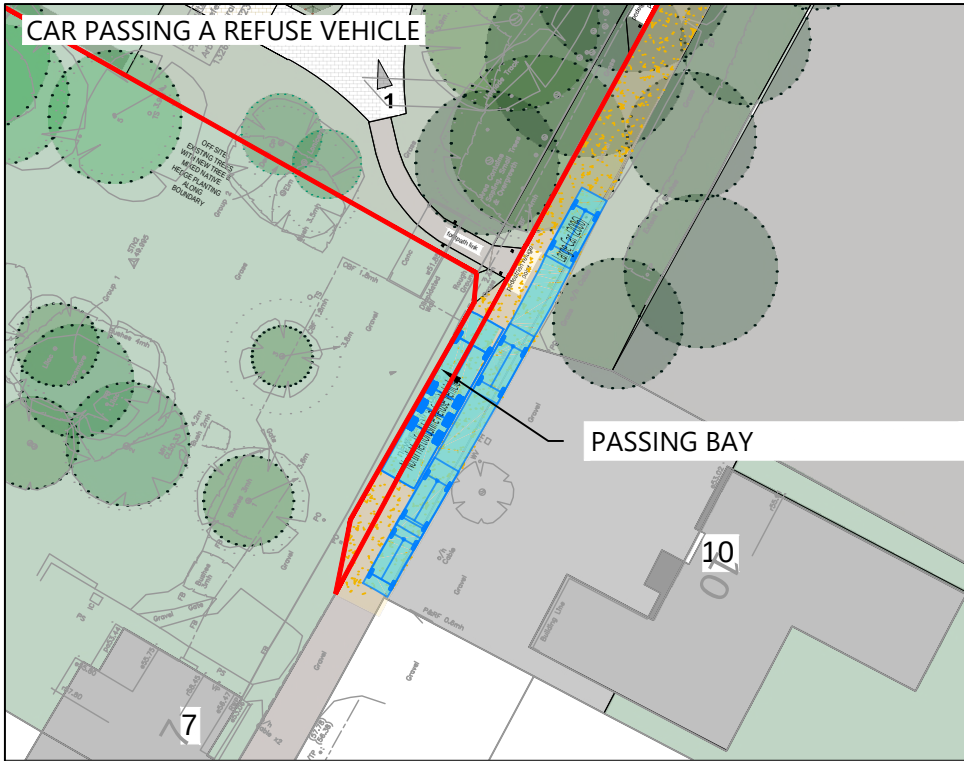
Local Facilities Plan

Project:

Green Lane, Ashwell

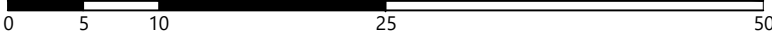
Project Number:	Figure Number:	Revision:
ITL16680	Figure 2.1	-

DRAWINGS



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2022 OS LICENCE No. 100044286.

SCALE BAR @ 1:500



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

I	24.09.24	TA	SITE LAYOUT UPDATED	JCB	JCB
H	16.07.24	MM	SITE LAYOUT UPDATED	JCB	JCB
G	02.07.24	SH	SITE LAYOUT ADDED AND SWEEP PATHS UPDATED	JCB	JCB
F	27.06.24	MC	SITE LAYOUT ADDED AND SWEEP PATHS UPDATED	JCB	JCB
E	21.06.24	MM	SITE LAYOUT ADDED AND SWEEP PATHS UPDATED	JCB	JCB
D	18.06.24	MM	SITE ACCESS AND SWEEP PATHS UPDATED	JCB	JCB
C	19.03.24	JMc	UPDATED SWEEP PATH ANALYSIS	JCB	JCB
B	18.12.23	AH	ADDITIONAL LABELS	JCB	JCB

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

STATUS: FOR INFORMATION

TITLE: SWEEP PATH ANALYSIS - REFUSE VEHICLE

PROJECT: GREEN LANE, ASHWELL

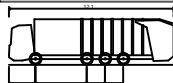
CLIENT: OSPREY HOMES

DRAWN: SH
PROJECT No: ITL16680
DRAWING No: ITL16680-GA-011

CHECKED: JCB
SCALE @ A3: 1:500
DATE: 06.12.23

APPROVED: JCB

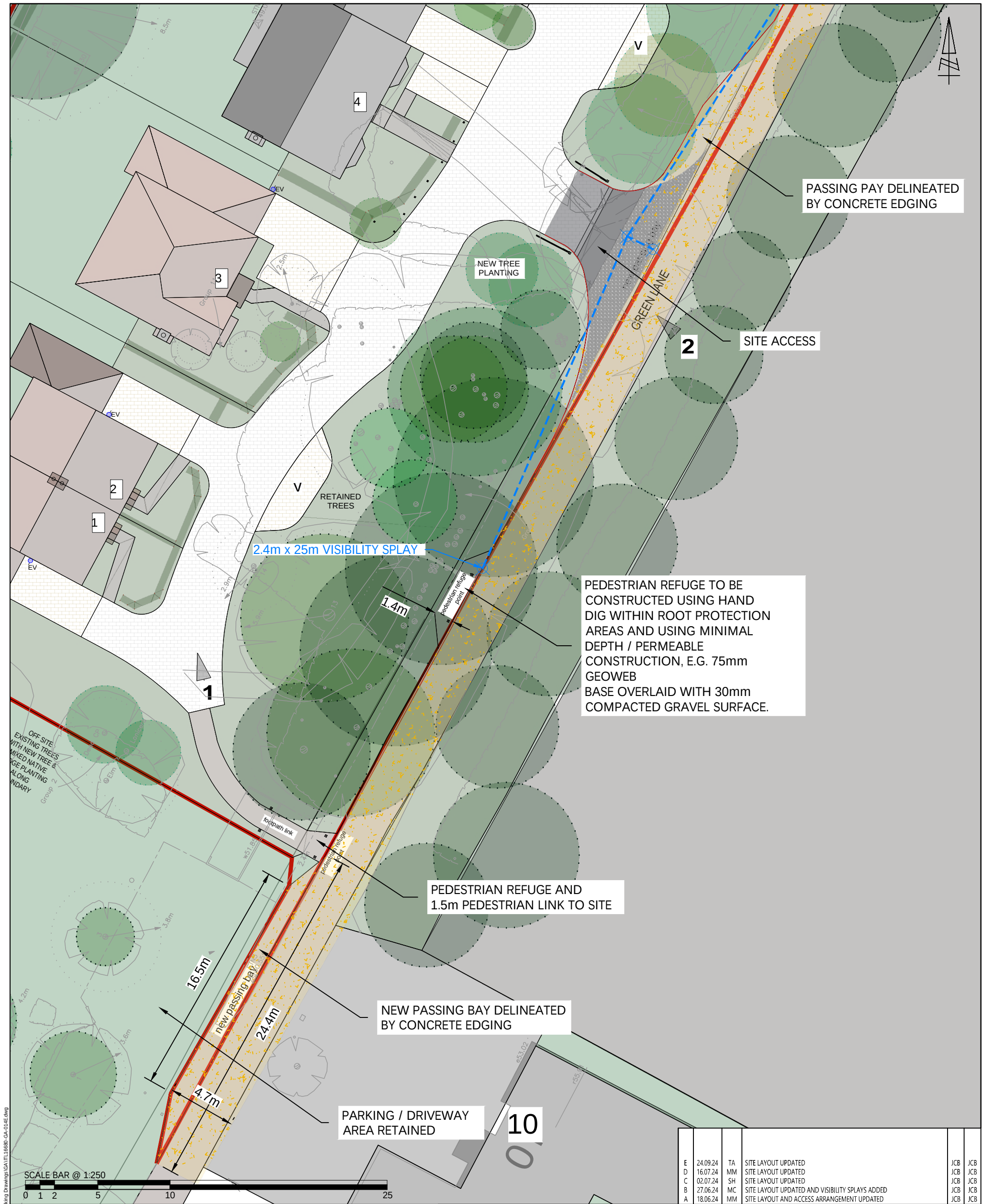
REV: I



North Hampshire Refuse Vehicle
Overall Length 12.100m
Overall Width 2.500m
Overall Body Height 3.401m
Min Body Ground Clearance 0.364m
Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.400m



Large Car Q206SD
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
MultiTrack Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



L:\PROJECTS\16680 - Green Lane Ashwell\Technical\Transport Drawings\GA\ITL16680-GA-014E.dwg

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

CLIENT:

OSPREY HOMES

TITLE:

SITE ACCESS ARRANGEMENTS AND GREEN LANE IMPROVEMENTS

PROJECT:

GREEN LANE, ASHWELL

E	24.09.24	TA	SITE LAYOUT UPDATED	JCB	JCB
D	16.07.24	MM	SITE LAYOUT UPDATED	JCB	JCB
C	02.07.24	SH	SITE LAYOUT UPDATED	JCB	JCB
B	27.06.24	MC	SITE LAYOUT UPDATED AND VISIBILITY SPLAYS ADDED	JCB	JCB
A	18.06.24	MM	SITE LAYOUT AND ACCESS ARRANGEMENT UPDATED	JCB	JCB

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

STATUS:			FOR INFORMATION		
---------	--	--	-----------------	--	--

DRAWN:	CHECKED:	APPROVED:
MM	JCB	JCB

PROJECT No:	SCALE @ A3:	DATE:
ITL16680	1:250	11.06.24

DRAWING No:	REV:
ITL16680-GA-014	E



33 Queen Street, London, EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

