

**Transport Statement for the Proposed Residential
Development, 9 Dwellings at Slip End Farm, Cat Ditch Lane,
Baldock, Hertfordshire SG7 6SG**

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1. Introduction

This Transport Statement (TS) addresses the proposed development at Slip End Farm, Royston Road, Hertfordshire (SG7 6SG), located north of the A505, which includes the formalisation of the existing vehicular access from Cat Ditch Lane. The statement has been prepared to fulfil the requirement for a transport assessment TA or statement TS, evaluating the scheme's access, visibility, safety, parking, and transport sustainability in accordance with Hertfordshire County Council (HCC) guidance and national policy.

As the statutory highway authority, HCC's consultation response is critical to the planning determination. This TS therefore provides the technical evidence required for HCC to assess the proposal's impact on the local road network and its consistency with LTP4's strategic objectives of reducing car dependency and encouraging sustainable travel.

It is important to note that there are two relevant consented planning permissions for this site, both of which were considered when drafting this Planning Statement:

- Planning Reference 25/01197/PNQ: "Change of use of agricultural buildings to ten (10) dwellinghouses with associated building operations, private gardens and car parking."
- Planning Reference 21/01358/FP: "Formation of new vehicular access onto Ashwell Road"

2. Policy Context

National planning guidance, as set out in the National Planning Policy Framework (NPPF, 2023), emphasises that developments must enable safe and suitable access for all users, actively pursue opportunities to promote walking, cycling, and public transport, and should only be refused where residual cumulative impacts are severe. This is supported locally by Hertfordshire County Council's Local Transport Plan 4 (LTP4, 2018–2031), which prioritises sustainable transport by aiming to reduce private car use through design that supports walking and cycling, ensuring new developments are well-connected to public transport, and promoting "Place and Movement" principles.

In terms of specific parking provision, the proposal adheres to the North Hertfordshire District Council (NHDC) Vehicle Parking SPD (2020), as Slip End Farm falls within its jurisdiction. This document mandates 2 spaces for 3-bedroom dwellings, 3 spaces for 4-bedroom dwellings, and visitor parking at a rate of 0.25 spaces per dwelling, which is rounded to 3 spaces for this development, forming the basis for the parking provision in this proposal.

3. Development Details and Road Description

The development comprises of nine plots with the details presented in table 1.

Table 1: Slip End development land use details

Plot	Unit Description	Plot Area (sqm)
Plot 1	3 bed semidetached dwelling	377
Plot 2	3 bed semidetached dwelling	220
Plot 3	3 bed semidetached dwelling	210
Plot4	4 bed semidetached dwelling	262
Plot 5	4 bed semidetached dwelling	155
Plot 6	4 bed detached dwelling	229
Plot 7	4 bed detached dwelling	228
Plot 8	4 bed semidetached dwelling	175
Plot 9	4 bed semidetached dwelling	177

The following figure presents the proposed development layout.



Figure 1: Site General Layout

3.1. Road Characteristics

- A505 is a principal class A road with 70mph speed limit, acting as a primary distributor function in the road hierarchy. A505 is highway maintainable at public expense. A 70mph speed limit applies. On HCC's Place and Movement network the A505 is classed as P1/M3
- Cat Ditch Lane is a classified rural distributor road, providing local access and through movement between settlements. The road is maintained at public expense and designated as P1/M1 within HCC's *Place and Movement* network. The posted speed

limit is 60 mph. The County Council confirms that Cat Ditch Lane is not a traffic-sensitive road.

3.2. Public Rights of Way

No Public Right of Way directly crosses or abuts the site. The proposal will not obstruct or alter any existing pedestrian routes.

3.3. Servicing and Refuse Collection

Refuse storage areas are provided within each plot with a communal collection point within 25 m of the highway edge, consistent with *Manual for Streets* and *Building Regulations* Part H. The areas in blue shown below, represent the bin collection points.

Section 10 of this documents presents detailed waste management proposal, to include all related activities affecting the right of way of bin storage, bin collection, compatibility with access and highways, and the coordination with collection authority



Figure 2: Bin Collection Points

4. Trip Generation and Traffic Impact

4.1. Methodology

Trip generation was estimated using the TRICS national database (v7.11) for “Houses Privately Owned” in edge-of-town/rural contexts.

Table 2: Slip End development trip generation

Period	Trip Rate (veh/dwelling/hr)	9 Dwellings (two-way trips)
AM Peak (08:00–09:00)	0.45	4–5 trips
PM Peak (17:00–18:00)	0.50	4–5 trips

4.2. Thresholds for Transport Assessments

According to TfL “Thresholds for Transport Assessments” (2010) — which is also cited in Hertfordshire Highways’ planning guidance — the trigger levels for requiring a Transport Assessment (TA) for residential units are:

- ≥ 80 dwellings, or where development generates significant transport impacts or requires major new access
- For developments between 50–79 dwellings or where minor access changes are proposed, a Transport Statement is required, and for developments with less than 50 dwellings, only a Transport Statement or simple access note is required.

As for Slip End Farm, with 9 dwellings, and based on the predicted peak-hour vehicle trips, the proposed development falls significantly below the threshold requiring a Transport Assessment. Therefore, a Transport Statement (TS) — as prepared — is fully sufficient to support the planning application.

4.3. Assessment

The additional 6 peak-hour vehicle movements (approx. one every 10 minutes) are negligible in relation to Cat Ditch Lane’s daily traffic flows. The development will therefore have no significant impact on capacity.

5. Parking Assessment

The following table provides detail parking provision of the nine dwellings:

Table 3: Slip End development parking provision

Plot	Type	Bedrooms	Parking Provision	Cycle
Plot 1	Semidetached dwelling	3 beds	3 parking spaces	2
Plot 2	Semidetached dwelling	3 beds	3 parking spaces	2
Plot 3	Semidetached dwelling	3 beds	2 parking spaces	2
Plot 4	Semidetached dwelling	4 beds	3 parking spaces	2
Plot 5	Semidetached dwelling	4 beds	3 parking spaces	2
Plot 6	Detached dwelling	4 beds	3 parking spaces	2

Plot 7	Detached dwelling	4 beds	3 parking spaces	2
Plot 8	Semidetached dwelling	4 beds	3 parking spaces	2
Plot 9	Semidetached dwelling	4 beds	3 parking spaces	2
Total Parking Provision			26	18

In total, 26 parking spaces are proposed, including visitor provision, which meets the NHDC SPD standards.

6. Road Safety Review

6.1. Cat Ditch Lane Access Safety Assessment

No reportable highway accidents are recorded at the entrance to the site with Cat Ditch Lane in a (5-year rolling period) – Location (1).

Safety Review: Visibility along the lane is slightly constrained by the dense roadside vegetation, especially during adverse weather conditions such as fog and rain, which can severely impair sightlines, however, this hazard is considered to be low.

The development is expected to generate approximately 6 vehicle movements during the peak hour. While this is a low traffic volume, each manoeuvre in and out of the site requires a sufficient gap in fast-moving traffic. The intensification of use at this specific access point, without the required visibility, relatively increases the potential for collisions.

Assessment: The development impacts are manageable and should not be considered severe. The fundamental reason is the exceptionally low traffic generation, which places minimal demand on the network. This low volume, in consideration of a clear five-year history of no recorded accidents at the access, provides strong evidence that the junction operates safely in practice. The access is being redesigned pursuant to the provisions of S278 to achieve the requisite visibility splays, which will be maintained in perpetuity, as referenced in planning application 21/01358/P.

6.2. A505 / Cat Ditch Lane Junction Safety Assessment

Safety Issue: The junction is officially classified as a "Hazardous Site" by the Highway Authority, with 9 recorded personal injury accidents in the last 5 years. This empirical data confirms an existing safety issue – Location (2).

The access from A505 to Cat Ditch on the southern side of the junction also has concerning manoeuvring with no weaving section – Location (3); However, this concern is no longer relevant, given that the subject entrance is to be removed

6.3. A505 Access Safety Assessment

The development has no direct access to A505.

6.4. Assessment for Walking/Cycling/Vulnerable Road Users

Safety Issue: The development provides no safe opportunities for walking or cycling due to the absence of footways and the high-speed nature of Cat Ditch Lane. This forces 100% car dependency for all journeys, conflicting with the sustainability objectives of the NPPF and HCC's LTP4.

Assessment: While it is acknowledged that the current local highway network presents challenges for active travel, the scale and nature of the proposed development are such that the impact of this limitation is negligible and does not warrant being a determining factor in the assessment of this application.

- The key consideration is the exceptionally low transport demand generated by the proposal. A detailed transport assessment confirms a maximum of 6 vehicle trips during the peak hour. This is a small volume of traffic that:
- The number of trips is so low that the effect of "car dependency" on strategic objectives is insignificant. The additional trips do not materially affect the council's overarching goals for reducing vehicle use or carbon emissions at a borough-wide level.
- National policy, including the NPPF, promotes a proportionate approach to application requirements. The cost and practical challenges of delivering new footways on Cat Ditch Lane for a development generating only six peak-hour trips would be wholly disproportionate and cannot be reasonably required.
- The primary and legitimate concern for the Highway Authority should be the tangible, operational impact on the network. The generated traffic volumes are so minimal that they can be safely accommodated at the access point without any adverse material harm to highway safety or capacity. The application demonstrates this through its detailed access and visibility assessments.

7. Sustainable Transport and Accessibility

7.1. Accessibility

Considerations are given to the destination of journeys from the site, particularly with the junction of the A505, as it is highly likely that almost all trips generated by the development will use this junction. For example, a typical journey from the site to Tesco Royston via the A505 would take approximately 9 minutes by car, while a journey to Tesco Baldock would take around 10 minutes.

For local walking and cycling, although Cat Ditch Lane is a rural road without continuous footways, traffic levels are moderate, allowing safe use by pedestrians and cyclists. The development will:

- Provide secure, covered cycle storage for every dwelling.
- Include shared-surface internal streets with low speeds encouraging pedestrian priority.

- While everyday services in Baldock and Letchworth Garden City are within an easy cycling range, the absence of dedicated cycling facilities along the A505 currently limits this sustainable travel option.

Regarding the public transport accessibility, the nearest bus stop: bus stop on Eisenberg Close, approx. 4 km to Baldock and Letchworth, and bus stop on Wallington Road Approx. 3 km, served by local routes to Wallington.

Accessible rail stations are: Ashwell and Morden, approx. 1.8 km; Baldock Station, approx. 5 km (5 min drive), with direct services operating to London King's Cross and Cambridge.

7.2. Sustainable Design Measures

- EV (Electric Vehicle) supporting modal shift to low-emission vehicles, sufficient units of charging infrastructure to be installed for all plots, in accordance with Part S of the Building Regulations (2022) and NHDC's Vehicle Parking SPD 2020 (one active for each dwelling/ visitor parking). This provision fully complies with Hertfordshire's sustainability and air quality objectives under Local Transport Plan 4 (LTP4).
- Construction materials and contractor access will be planned to minimise unnecessary vehicle trips (see Section 8).

8. Swept-path Analysis

Swept path analysis is conducted to assess the movement and manoeuvrability of service trucks, turning radii and clearances required by different vehicle types, to ensure that the critical points have sufficient width and efficiently designed for the waste truck and fire truck. Recommendations and solutions are provided where a conflict or unacceptable manoeuvring area is identified.

The detailed swept-path analysis for the fire truck, waste collection truck (and standard car) are presented in appendix A.

8.1. Standard Vehicle Types

Vehicle types for the swept-path analysis were selected based on the dimensions (length, width, and wheelbase) of oversized trucks, in accordance to Hertfordshire Council standards. The following table presents the standard dimensions of the vehicles considered.

Vehicle type	Vehicle Length	Vehicle Width	Height clearance	Gross weight
Waste Collection Truck	12.0 m	2.5 m	4.5 m	~26 tonnes
Fire Truck	8.0 m	2.6 m	3.7 m	~17 tonnes

Figure 2 illustrates the standard dimensions of the vehicles waste collection truck and fire truck used in the swept-path analysis.

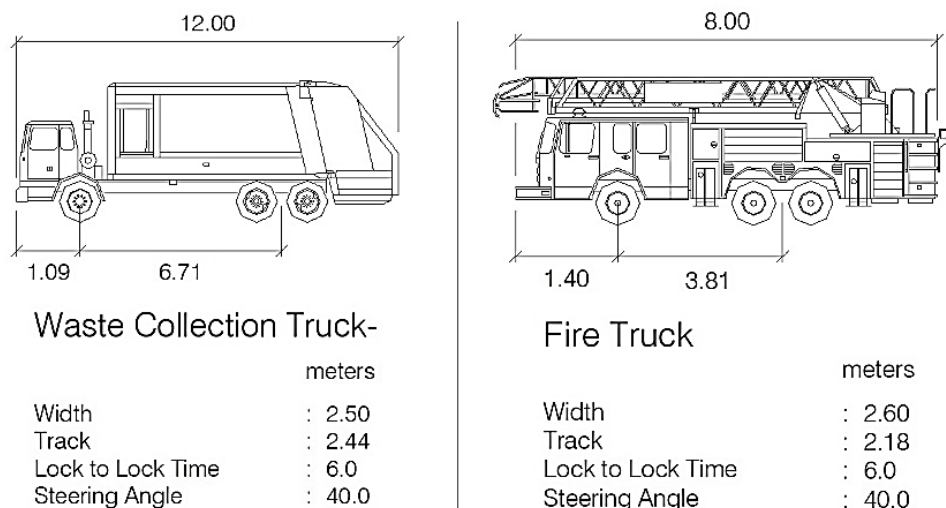


Figure 2: Standard vehicle types for swept-path analysis

8.2. Fire Truck Assessment

The analysis indicates that the fire truck will be able to manoeuvre to reach all nine plots smoothly.

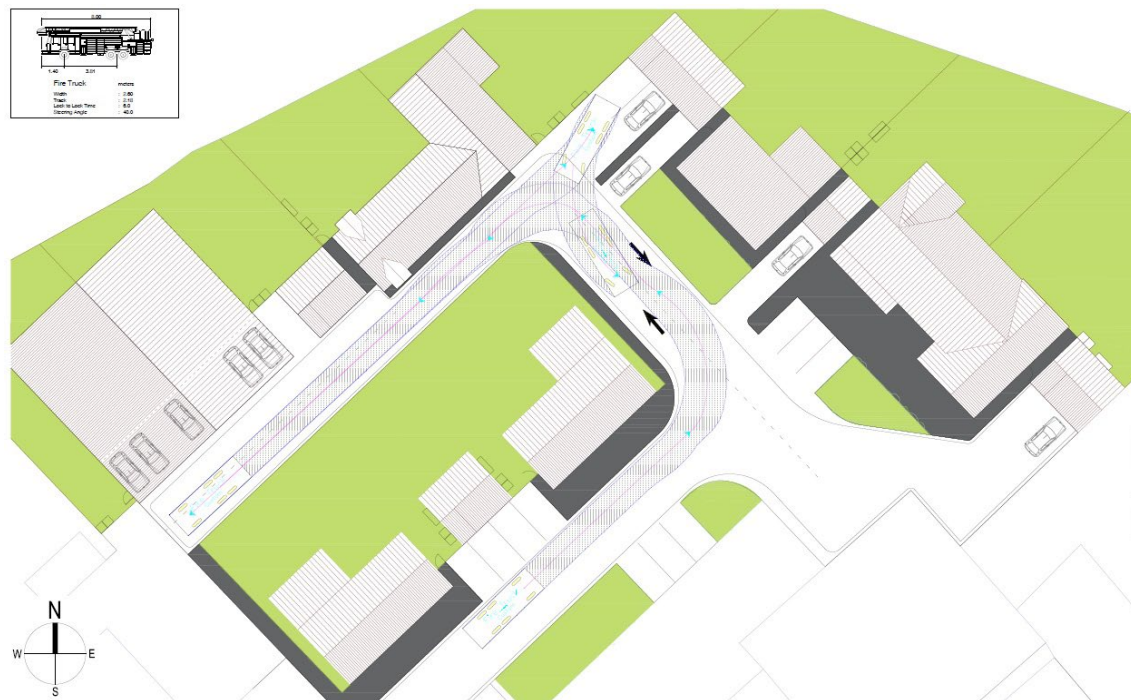


Figure 3: Fire truck swept-path analysis

8.3. Waste Collection Truck Assessment

The analysis shows that the waste collection truck will be able to manoeuvre to smoothly reach the points presented in Figure 4.

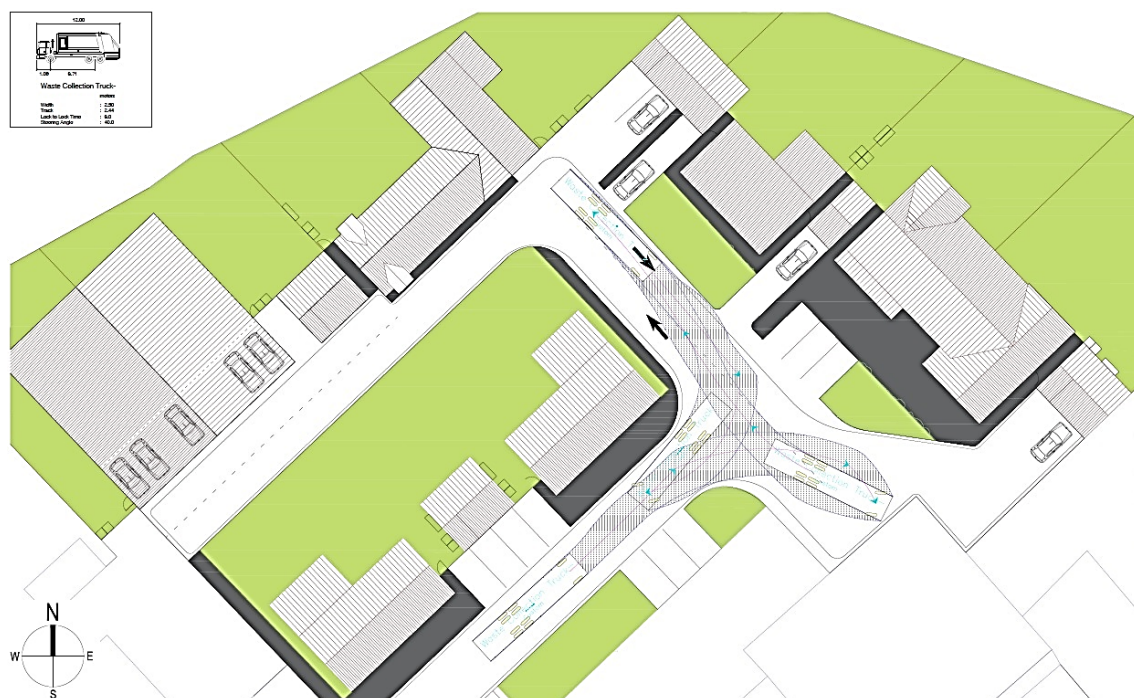


Figure 4: Waste collection truck swept-path analysis

As indicated by the analysis, with this layout, the waste collection vehicle can access the left side up to Plot 5, but maneuvering left again to reach the end of that segment (Plots 7 and 9)

is not possible due to the current street constraints, as shown in the following figure, as the waste collection truck cannot complete the necessary maneuver without encroaching beyond the street limits, which is unacceptable and therefore not an option.

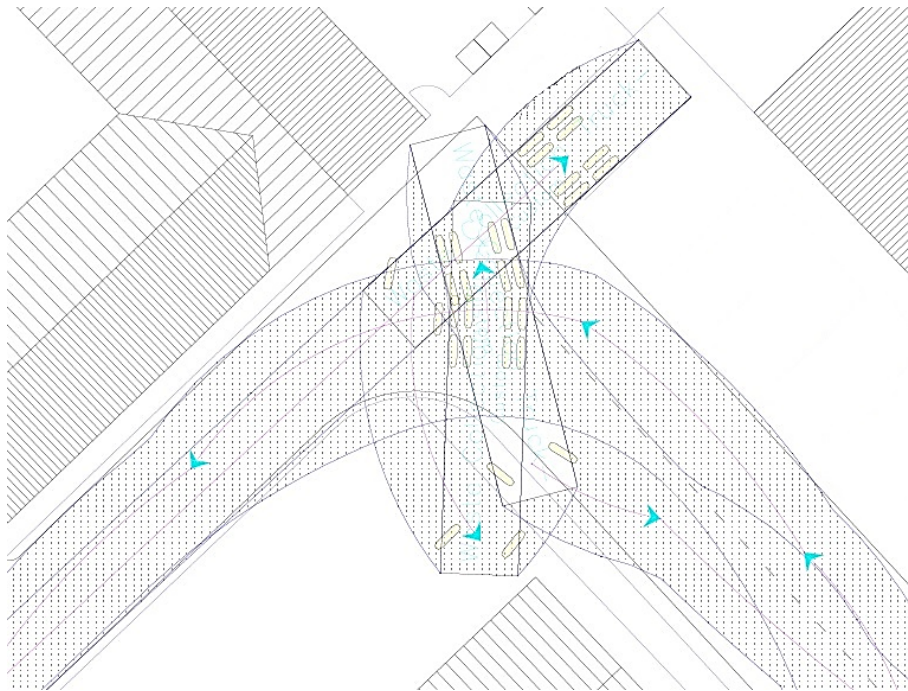


Figure 5: Waste collection truck manoeuvre to reach the end of the left side access

Since there will be no bin collection point at that far end, the waste collection truck will be able to service the development efficiently.

Considering the left-side maneuver illustrated in Figure 6, where the waste truck would move briefly over the side walk, the swept path analysis demonstrates that the waste truck can safely negotiate the proposed turning manoeuvre with a controlled overrun of the adjacent sidewalk, although the truck body encroaches up to 1.6 m onto the sidewalk during the tightest part of the turn, this movement is considered acceptable as a clear offset of approximately 1.5 m is maintained from the front wheel path to the back of the sidewalk. This ensures that the critical vehicle components, particularly the front wheels, remain clear of fixed obstructions, kerbs and vertical constraints throughout the manoeuvre.

The overrun occurs only at low speed during a deliberate turning movement and is confined to a designated limited-height sidewalk area, where no street furniture or permanent obstacles are present. As a result, pedestrian safety and structural integrity are not compromised.

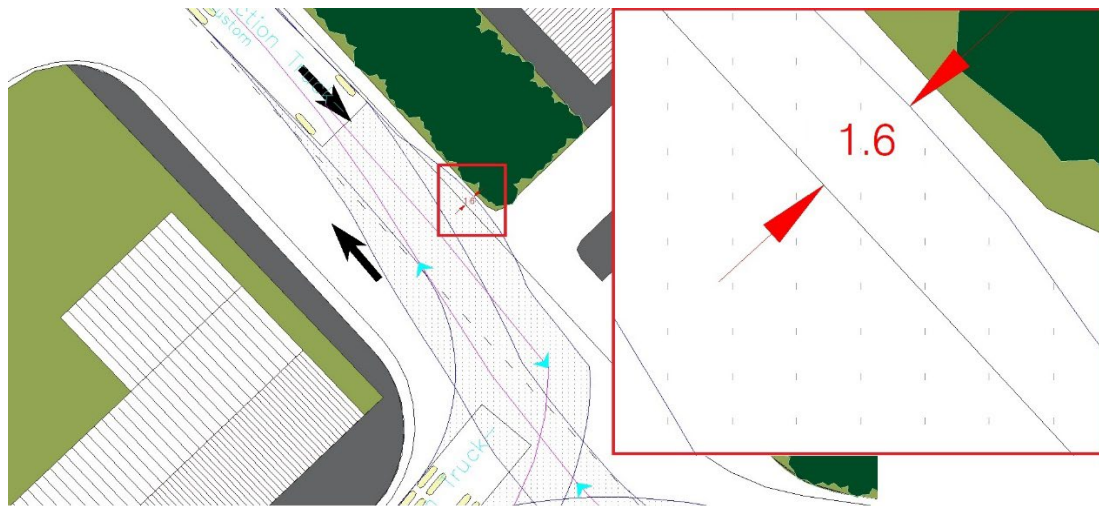


Figure 6: Waste collection truck right-side manoeuvre on the side walk

As presented in Figure 6, the available clearance and controlled nature of the manoeuvre confirm that the waste truck can turn safely without operational or safety concerns, and the temporary encroachment onto the sidewalk is acceptable within the context of this design.

Appendix A further shows that the swept-path analysis for a standard passenger car is also acceptable.

9. Construction Logistic Plan (CLP)

9.1. The primary objectives of this Construction Logistic Plan are to:

- Ensure the safety of the public, site personnel, and all road users.
- Minimise disruption to local residents, businesses, and the highway network, specifically Cat Ditch Lane.
- Ensure full compliance with HCC conditions and relevant regulations.
- Promote efficient and coordinated construction traffic movement.

This CLP will be issued to the appointed Principal Contractor, who will be contractually obliged to implement its measures in full.

9.2. Pre-Commencement Requirements

The following prerequisites, as detailed in this CLP, will be established and verified by the Consultant prior to any construction activity commencing on site:

- Cat Ditch Lane entrance is upgraded to a standard suitable for HGV traffic, with all works completed to the satisfaction of Hertfordshire County Council.
- The designated HGV haul route, as outlined in Section 4.2, will be formally agreed in writing by HCC.
- The appointed Principal Contractor will demonstrate to the Consultant that they have fully integrated this approved CLP into their Construction Phase Plan and Site-Specific Risk Assessments.

9.3. Construction Access and Egress

9.3.1. Mandatory Access Point

- The only permitted access for all heavy machinery, material deliveries, and HGVs is the formalised entrance on Cat Ditch Lane. The use of any other access point by construction vehicles is prohibited.

9.3.2. Temporary Hardstanding

- The Principal Contractor will install and maintain a minimum 30-metre length of temporary hardstanding (using Type 1 MOT sub-base) inside the site entrance.
- This hardstanding will be designed and maintained to prevent the tracking of mud or debris onto the public highway.

9.4. Delivery and Routing Management

9.4.1. Delivery Hours

- To minimise impact on peak traffic flows, all HGV and large delivery vehicle movements to and from the site will be strictly confined to the off-peak window of 09:30 – 15:30.

- Weekday-Only Deliveries: It is proposed that HGV deliveries are restricted to Mondays to Fridays only, unless prior written approval for a specific, exceptional circumstance is granted by HCC.
- The final agreed delivery hours and days will be confirmed in writing by Hertfordshire County Council, and the Principal Contractor will be bound to adhere to them.

9.4.2. HCC-Approved Haul Routes

- All delivery drivers will be instructed to follow the specific haul route agreed with HCC. A map of this route will be provided to the Principal Contractor for distribution.
- A strict "No Reversing onto the Highway" policy will be enforced by the Principal Contractor at all times.
- The Consultant and Client will encourage the use of 7.5-tonne rigid lorries through project procurement and material scheduling to minimise vehicle impact.

9.5. Traffic Management and Safety

9.5.1. On-Site Marshal (Banksman)

- The Principal Contractor will ensure a fully trained and certified banksman is present on site during all HGV delivery hours to manage vehicle movement and ensure safety.

9.5.2. Temporary Road Signage

- The Principal Contractor will install, in locations and with specifications to be agreed with HCC, temporary traffic management signage on Cat Ditch Lane. This will include "Construction Traffic", "Plant Crossing", and "Slow" signs. The Contractor will be responsible for the ongoing maintenance and cleanliness of all signage.

9.5.3. On-Site Parking

- The Principal Contractor will provide a secure, on-site compound capable of accommodating all contractors' and site operatives' vehicles. No parking on the public highway by construction personnel will be permitted.

9.5.4. Emergency Access

- The proposed site layout and traffic management measures will ensure that a minimum 3.5-metre clear accessway for emergency vehicles is maintained on Cat Ditch Lane and within the site at all times.

9.6. Environmental Management

9.6.1. Wheel Washing and Debris Control

- The Principal Contractor will install and operate an effective wheel-washing facility at the site exit. All HGVs and site plant must use this facility before entering the public highway.

9.6.2. Dust Suppression

- If needed, the Principal Contractor will implement a dust suppression plan, including the use of water damping on exposed areas and stockpiles, and enforce a 5mph speed limit on internal site roads.

9.6.3. Daily Highway Inspection

- The Principal Contractor will implement a daily inspection regime for Cat Ditch Lane and maintain a log. Any mud, spillage, or debris deposited on the highway will be removed immediately.

9.7. Communication and Liaison

9.7.1. Construction Liaison Contact (CLC)

- The Principal Contractor will appoint a dedicated CLC prior to works commencing. The CLC's name and contact details will be provided to HCC and distributed to local residents. The CLC will act as the primary point of contact for resolving any issues promptly.

9.7.2. Resident Notification

- The Principal Contractor, in liaison with the Consultant, will issue a pre-commencement notification to all local residents and businesses, detailing the work programme, agreed working hours, traffic management measures, and the CLC contact details.

9.7.3. Plan Review and Approval

- This CLP is a live document. The Consultant will require the Principal Contractor to review the plan monthly and report on its effectiveness. Any significant proposed changes will be submitted to HCC for approval.
- This Construction Logistic Plan is submitted for the formal approval of Hertfordshire County Council.

10. Waste Management Proposal

The proposal is based on the approved site layout (attached), which provide the waste management plan and designates specific locations for bin storage and collection.

Proposed Waste Management Arrangements

10.1. Bin Storage

- As per the approved site layout, dedicated refuse bin storage points are provided within the curtilage of each dwelling, primarily located to the rear or side of the properties.
- This design ensures that bins are stored discreetly, minimising visual impact on the street scene and preventing obstruction of footways and access routes when not presented for collection.

10.2. Bin Collection

- Considering the waste collection truck accessibility, the proposed layout designates specific refuse bin collection points, located at the head of the plots, adjacent to the internal access road, and to be moved to the designated points on the collection day.
- Collection vehicles will operate within the development, utilising the internal access road and the provided turning head to perform a safe and efficient collection round without the need for reversing manoeuvres over long distances, as presented in the attached site layout drawings (also see figure 1).

10.3. Compatibility with Access and Highways

The proposed waste management strategy is fully integrated with the highway design and supports the objectives of HCC's Local Transport Plan (LTP4) and national policy:

- The proposed formalisation of the existing vehicular access from Cat Ditch Lane will provide a safe and compliant entry/exit point for refuse collection vehicles (RCVs) and other service traffic.
- The internal road layout, including the provision of a turning head, is designed to accommodate the turning requirements of large vehicles such as RCVs. This ensures collections can be made without the vehicle having to reverse onto Cat Ditch Lane, thereby safeguarding highway safety.
- The provision of parking spaces per dwelling, as set out in the plans, ensures that the internal access road remains clear and unobstructed for RCVs. The "best practicable" visibility splays, based on shared surfaces, provide adequate sightlines for RCV drivers and other vehicles, mitigating conflict points.

10.4. Coordination with Collection Authority

The developer will liaise with the relevant waste collection authority prior to occupation to:

- Confirm the specific days and frequency of collections for refuse, recycling, and garden waste.
- Ensure the designated collection points are agreed upon and are practically accessible for the specific vehicle type used.
- Provide all new residents with a clear briefing on the bin storage and presentation procedures to ensure compliance from the outset.

11. Recommended Mitigation Measures

To address the identified safety concerns, the following on-site mitigations are considered essential:

- Provision of access points on Cat Disch Lane on the western side of the development.
- Consideration of the proposed layout of junction A505/Cat Ditch Lane, by shifting/closing the current U-turns with new turns to be located at adequate distance before and after

the junction.

- Provision of full visibility Splays, as the site access must be redesigned to provide the full 2.4 x 215 metre visibility splays in both directions onto Cat Ditch Lane, in accordance with DMRB standards.
- Incorporation of an exit taper / storage area. The access should be designed with a flared exit or a short storage lane. This allows an egressing vehicle to wait for a safe gap in traffic without blocking the entrance gate or internal access road.
- The shared-surface design will ensure low internal speeds.
- Adequate separation between vehicular and pedestrian routes within the site ensures safety for all users.

12. Conclusion

The proposed design for the development and A505/Cat Ditch Lane junction provides safe and appropriate access from Cat Ditch Lane, compliant with HCC visibility and design standards.

This Transport Statement demonstrates that the proposed development at Slip End Farm:

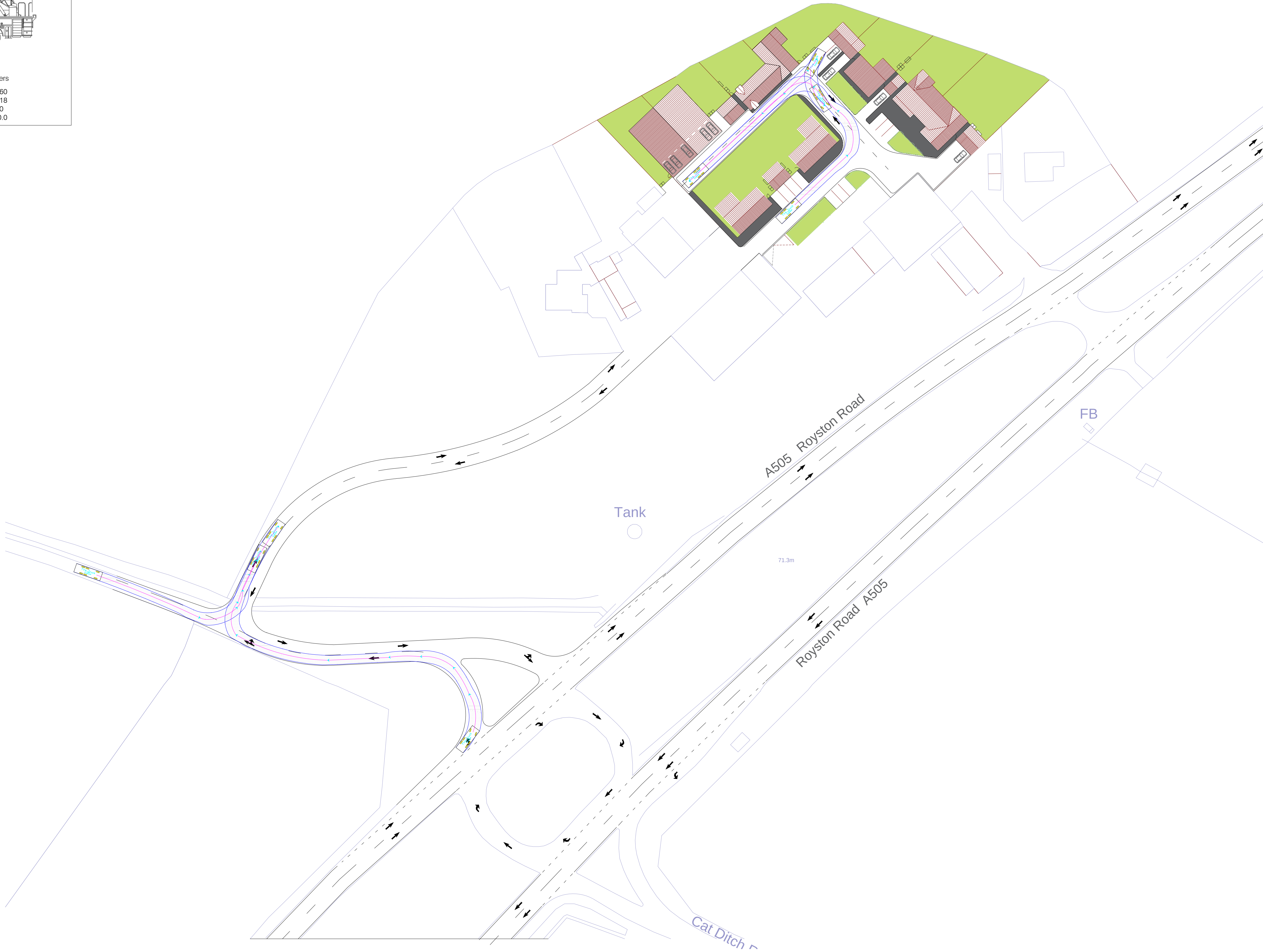
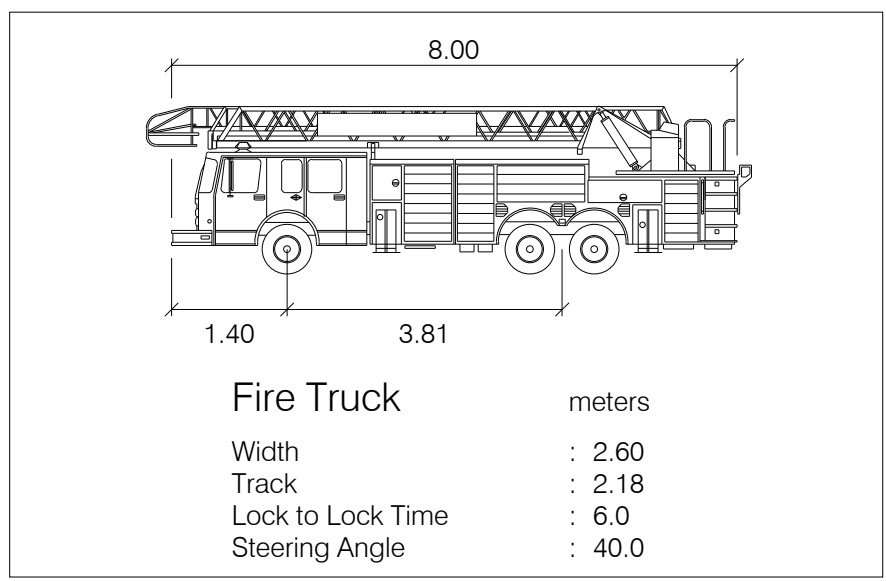
- Generates limited additional vehicle traffic (6 trips at maximum peak hour), with no significant impact on road capacity or safety.
- Meets the adopted parking standards of North Hertfordshire District Council, preventing overspill and promoting efficient land use.
- The swept-path analysis indicates that the fire truck, waste collection truck will be able to service the development efficiently
- Incorporates robust sustainable transport measures, including cycle storage, EV charging, and proximity to public transport routes, in full support of LTP4's aims to reduce car dependency.
- Includes comprehensive Waste Management Proposal and Construction Logistic Plan, ensuring safety, environmental control, and minimal community disruption during build-out.
- The proposed shift of U-turns on A505 would mitigate the safety and accessibility issues identified on the junction, and would provide smooth traffic flow from and to the development.

Accordingly, the proposed development impacts are considered acceptable in transport and highway terms, consistent with national and local transport policies, and capable of being supported by Hertfordshire County Council as Highway Authority.

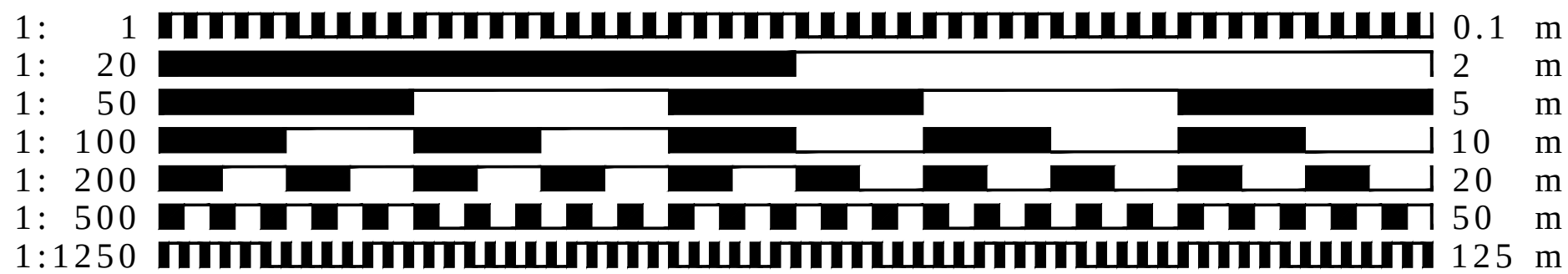
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Appendix A: Swept-path Analysis Drawings



Site & Access Plan 1:1000

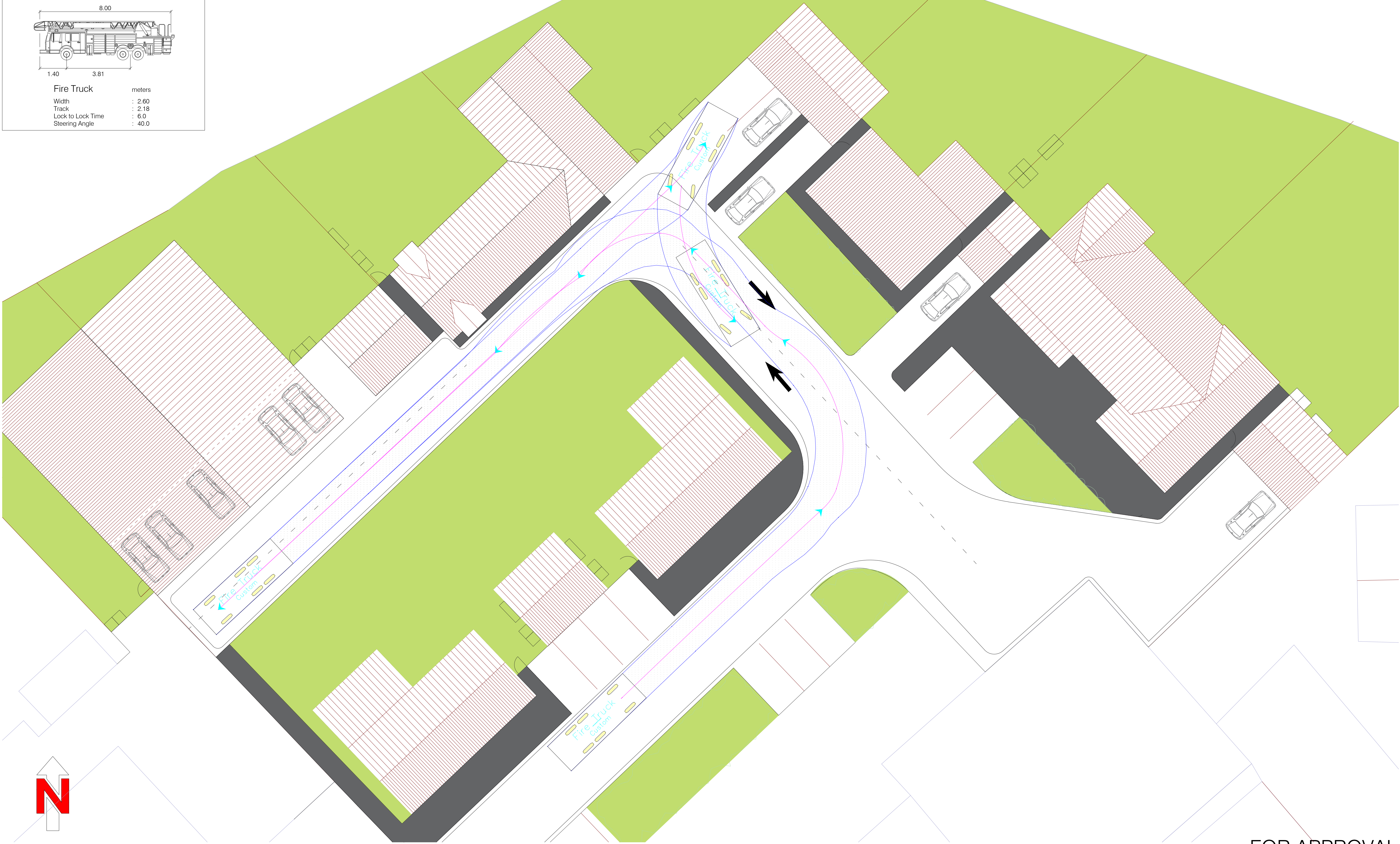
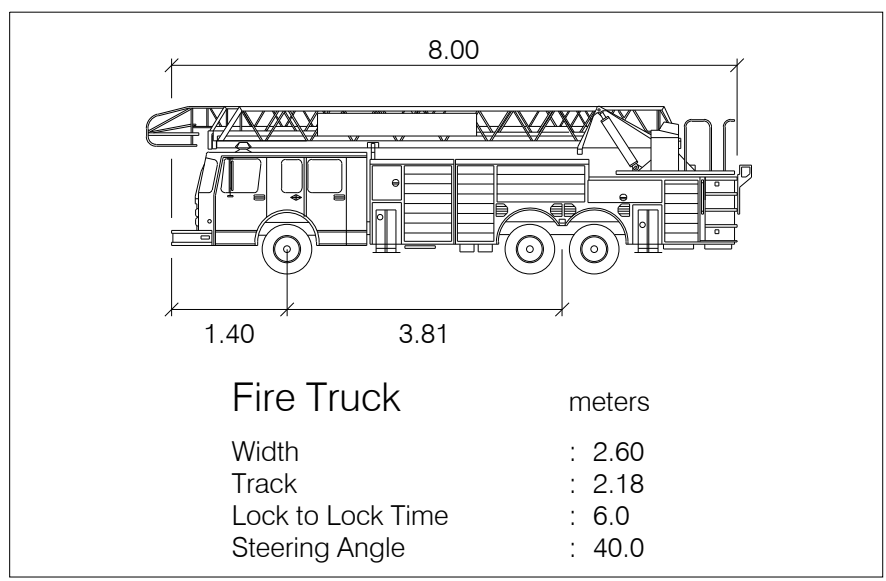


- CLIENT MUST SEEK SEPARATE SPECIALIST ADVICE ON PARTY WALL MATTER IN SUFFICIENT TIME TO SERVE ALL NOTICES IF REQUIRED
- ALL STRUCTURAL ELEMENTS ARE INDICATIVE ONLY AND SUBJECT TO FULL STRUCTURAL DESIGN BY STRUCTURAL ENGINEER - ALL DESIGN IS SUBJECT TO STRUCTURAL DESIGN TO BE PROVIDED BY OTHERS
- THIS DRAWING IS FOR PLANNING APPROVAL ONLY AND SUBJECT TO ALL OTHER RELEVANT STATUTORY APPROVALS

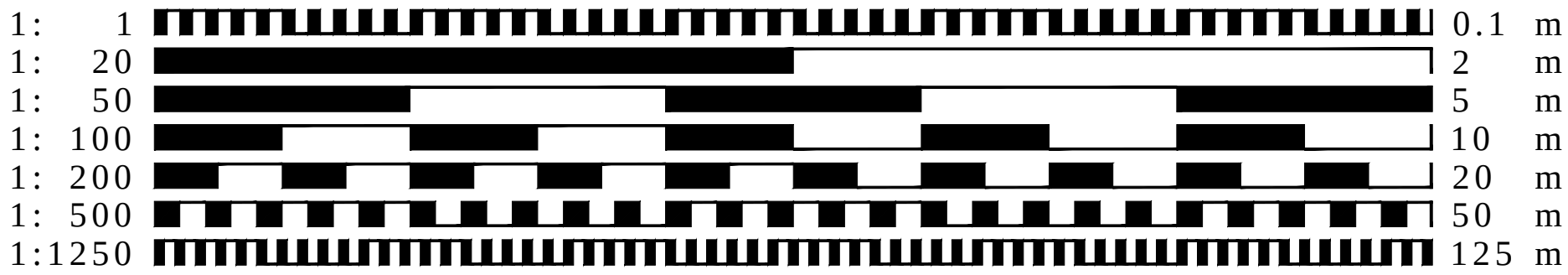


FOR APPROVAL

CONTRACT			
Proposed Residential Development, Slip End Farm, Slip End, Baldock, Hertfordshire			
DRAWING TITLE			
Site and Access Plan - FIRE TRUK AutoTURN			
SCALE	1:1000@A3	DRAWING NUMBER	REVISION
DATE	April 2026	SP01	03
DRAWN	JEI		
JOB NUMBER	RSD-24-17	CHECKED BY	
redshed design 45 Hoo Road Meppershall Bedfordshire sg17 5ip		telephone: 01462 807175 fax: 01462 807175 e-mail: james/karen@redsheddesign.co.uk www.redsheddesign.co.uk	



Site & Access Plan 1:1000



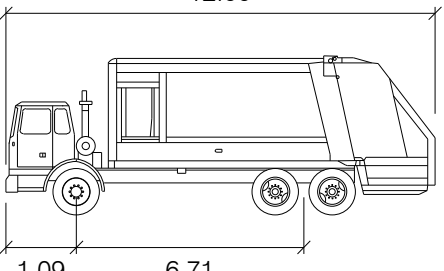
- CLIENT MUST SEEK SEPARATE SPECIALIST ADVICE ON PARTY WALL MATTER IN SUFFICIENT TIME TO SERVE ALL NOTICES IF REQUIRED
- ALL STRUCTURAL ELEMENTS ARE INDICATIVE ONLY AND SUBJECT TO FULL STRUCTURAL DESIGN BY STRUCTURAL ENGINEER - ALL DESIGN IS SUBJECT TO STRUCTURAL DESIGN TO BE PROVIDED BY OTHERS
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FOR APPROVAL

CONTRACT			
Proposed Residential Development, Slip End Farm, Slip End, Baldock, Hertfordshire			
DRAWING TITLE			
Site and Access Plan - FIRE TRUK AutoTURN			
SCALE	1:1000@A3	DRAWING NUMBER	REVISION
DATE	April 2026	SP02	03
DRAWN	JEI		
JOB NUMBER	RSD-24-17	CHECKED BY	
redshed design		telephone: 01462 807175, 07884008970	
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Meppershall		e-mail: james/karen@redsheddesign.co.uk	
Bedfordshire		www.redsheddesign.co.uk	
sg17 5lp			

12.00



1.096.71

Waste Collection Truck-

meters

Width

: 2.50

Track

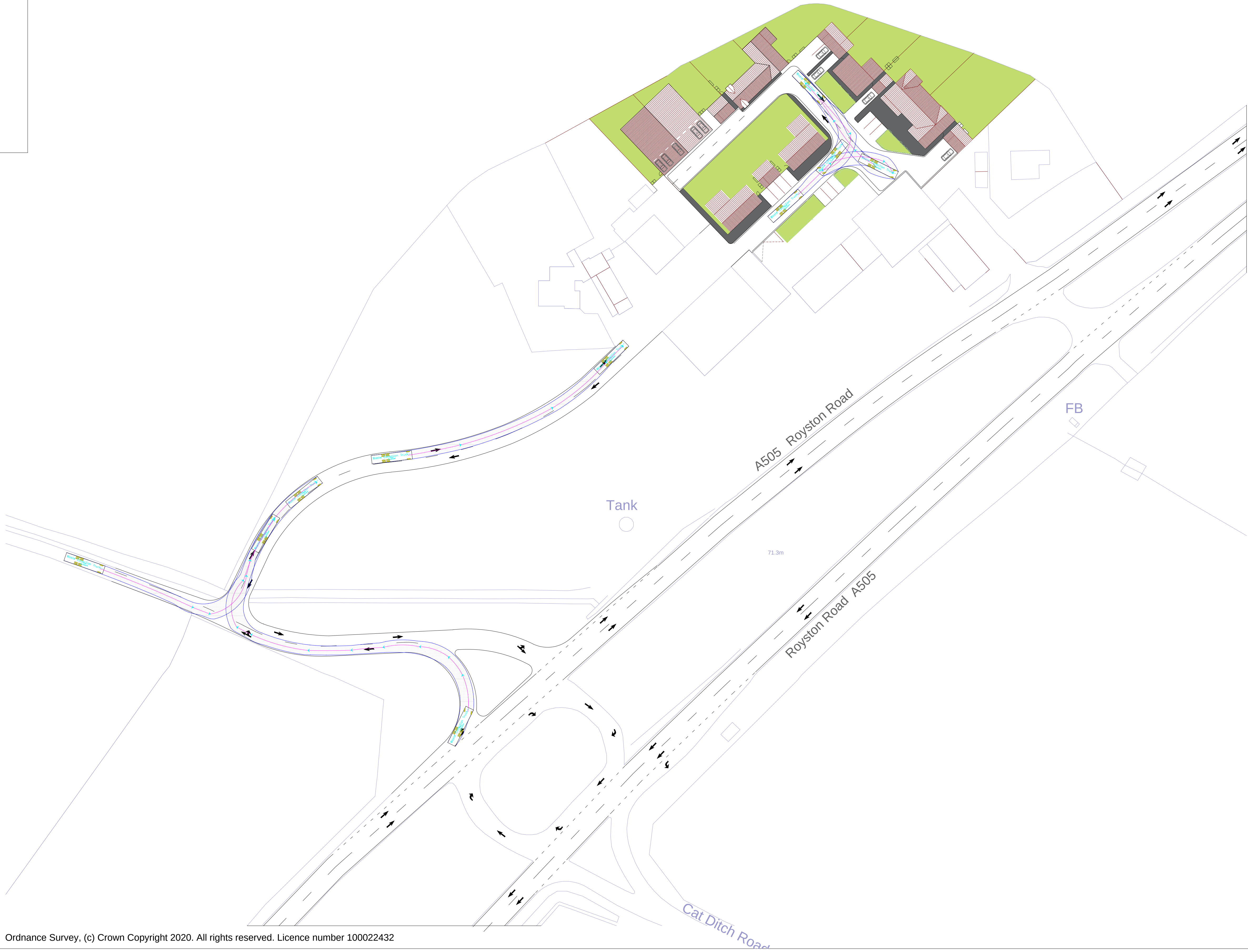
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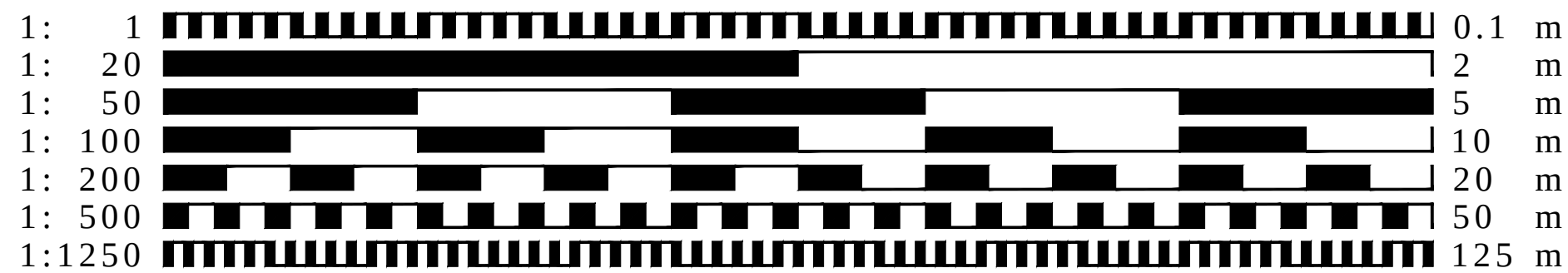
Steering Angle

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CONTRACT

Proposed Residential Development,
Slip End Farm, Slip End, Baldock,
Hertfordshire

DRAWING TITLE

Site and Access Plan -
WASTE COLLECTION TRUK AutoTURN - OP1

SCALE

1:1000@A3

DRAWING NUMBER

REVISION

DATE

April 2026

SP03

03

DRAWN

JEI

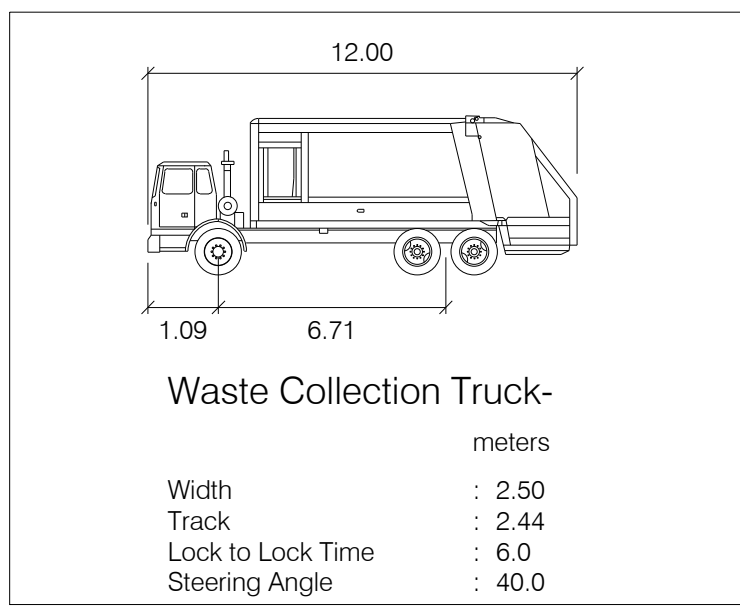
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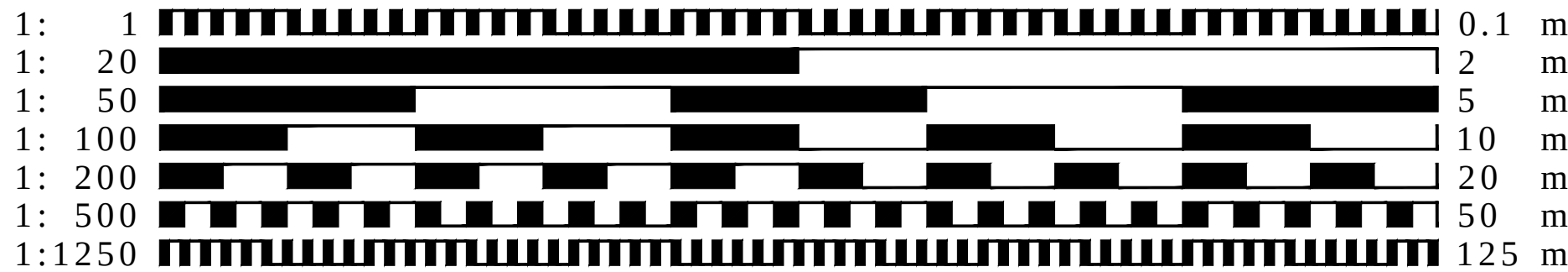
RSD-24-17

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CONTRACT
Proposed Residential Development,
Slip End Farm, Slip End, Baldock,
Hertfordshire

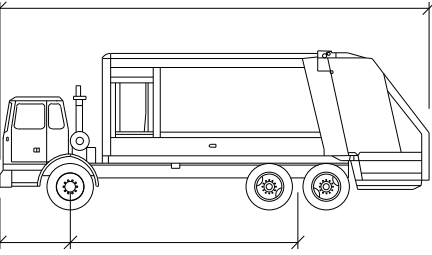
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Site and Access Plan -
WASTE COLLECTION TRUK AutoTURN - OP1

SCALE 1:1000@A3 DRAWING NUMBER REVISION

DATE April 2026 SP04 03
DRAWN JEI
JOB NUMBER RSD-24-17 CHECKED BY

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Meppershall e-mail: james/karen@redsheddesign.co.uk
Bedfordshire www.redsheddesign.co.uk
SG17 5JP

12.00



1.096.71

Waste Collection Truck-

meters

Width

: 2.50

Track

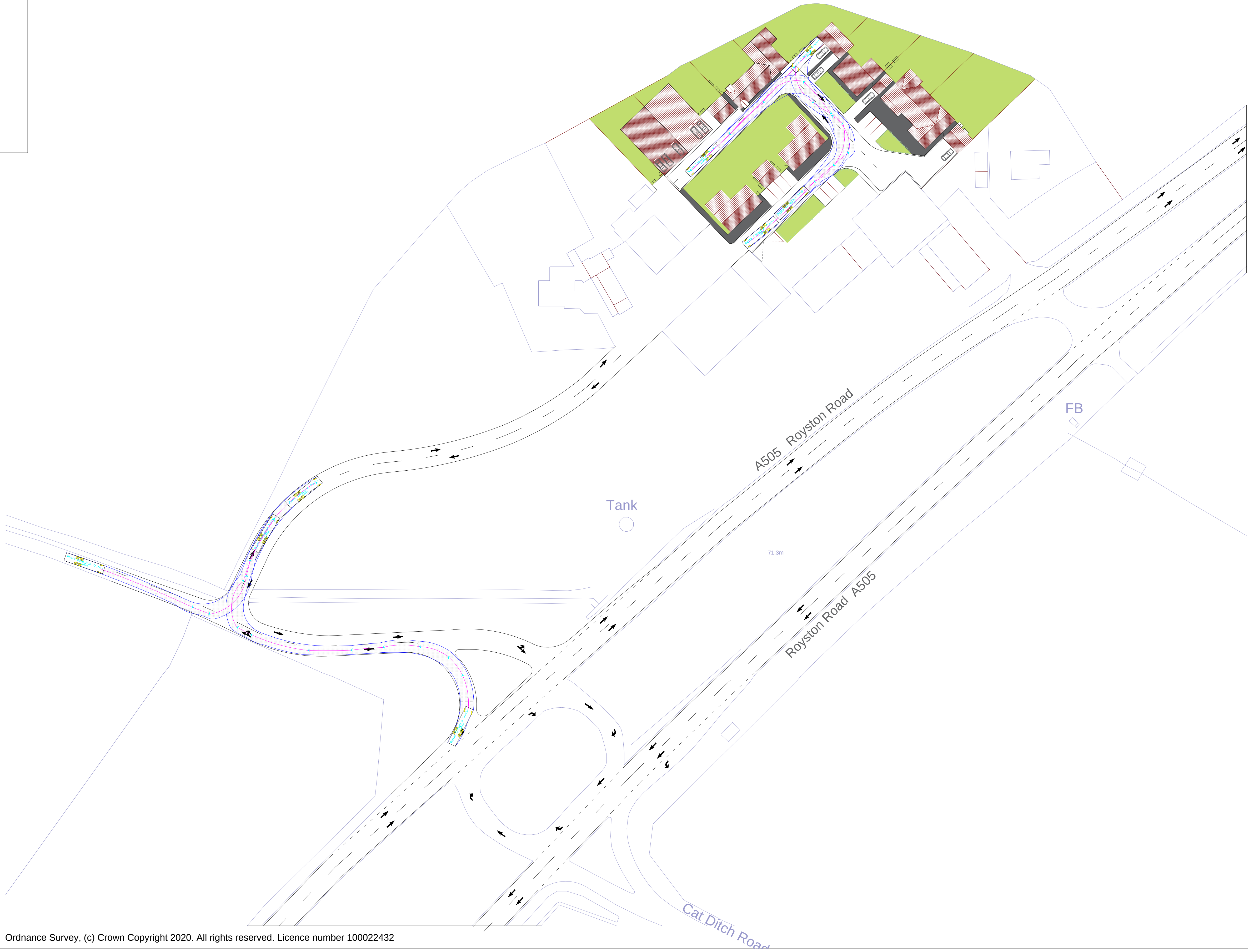
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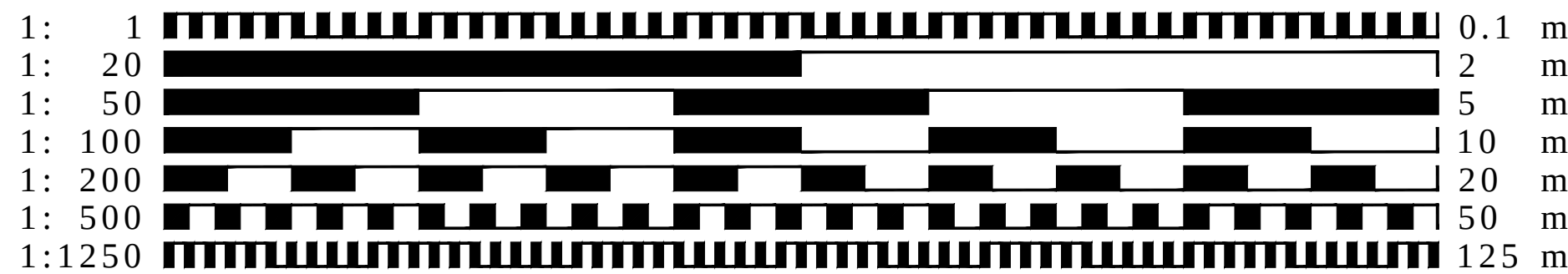
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CONTRACT

Proposed Residential Development,
Slip End Farm, Slip End, Baldock,
Hertfordshire

DRAWING TITLE

Site and Access Plan -
WASTE COLLECTION TRUK AutoTURN - OP2

SCALE

1:1000@A3

DRAWING NUMBER

REVISION

DATE

April 2026

SP05

03

DRAWN

JEI

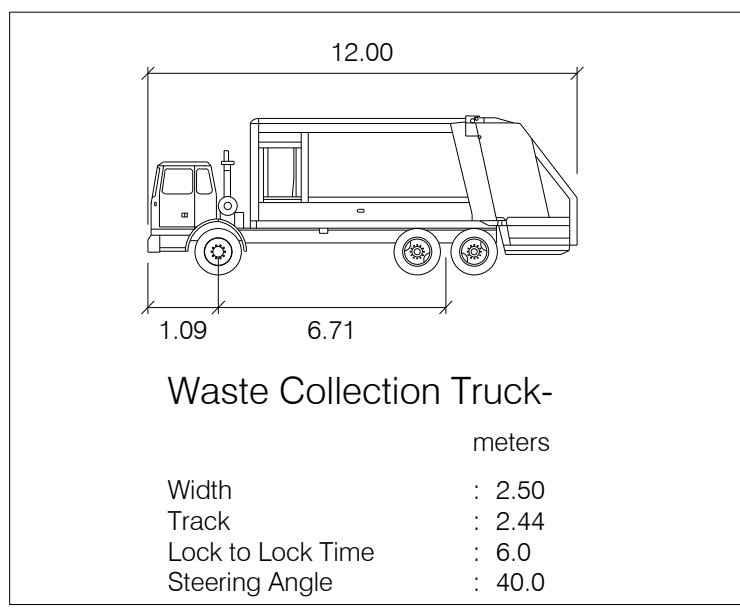
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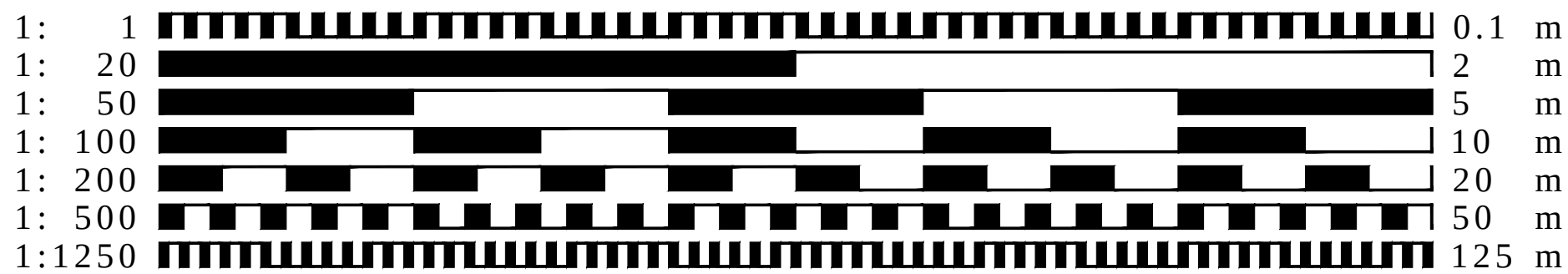
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CONTRACT
Proposed Residential Development,
Slip End Farm, Slip End, Baldock,
Hertfordshire

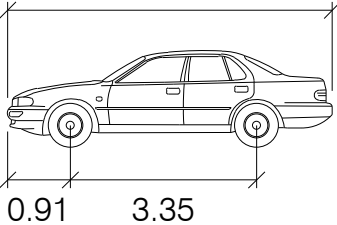
DRAWING TITLE
Site and Access Plan -
WASTE COLLECTION TRUK AutoTURN - OP2

SCALE 1:1000@A3 DRAWING NUMBER REVISION

DATE April 2026 SP06 03
DRAWN JEI
JOB NUMBER RSD-24-17 CHECKED BY

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sg17 5lp

5.79



0.913.35

P

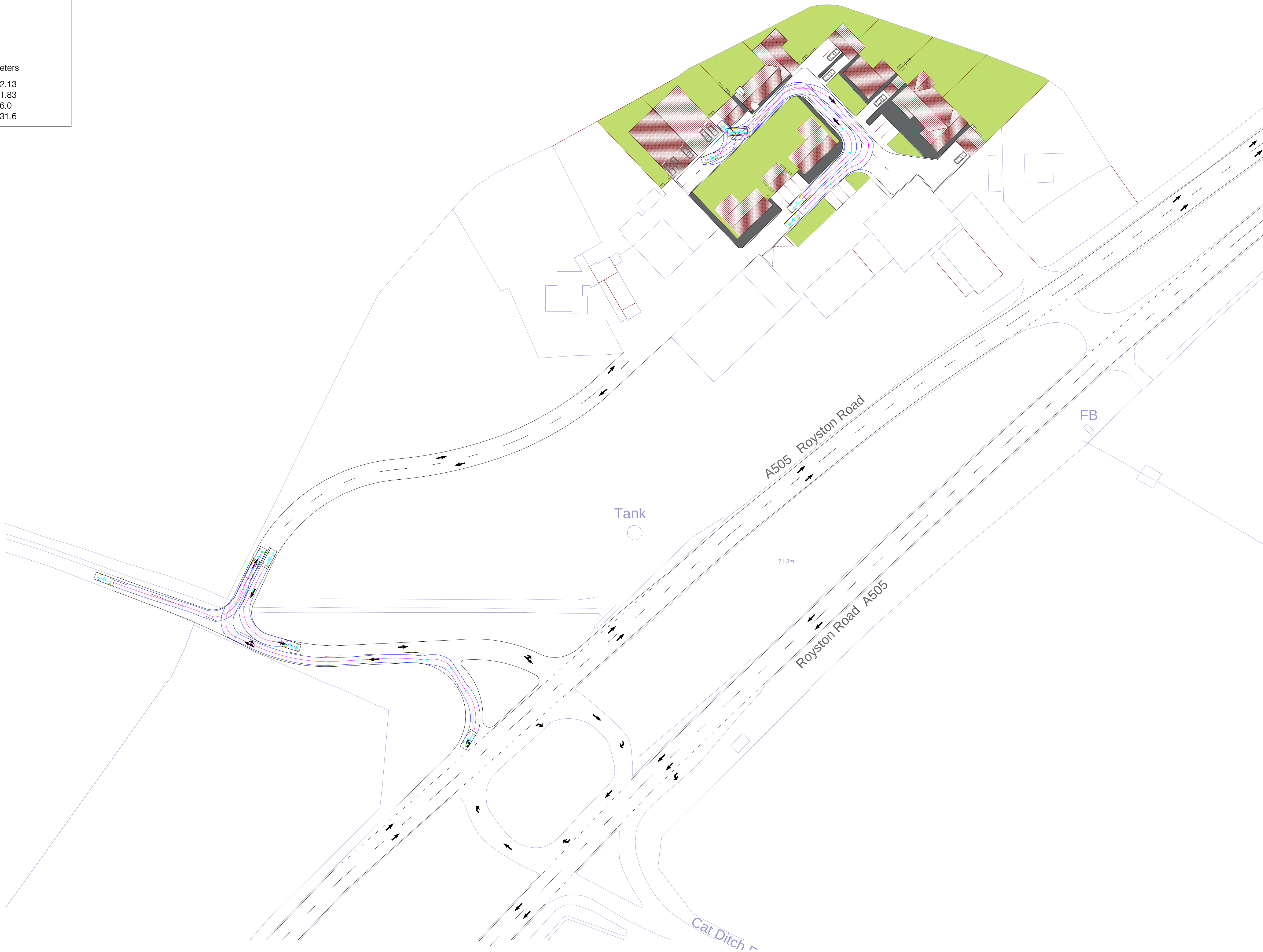
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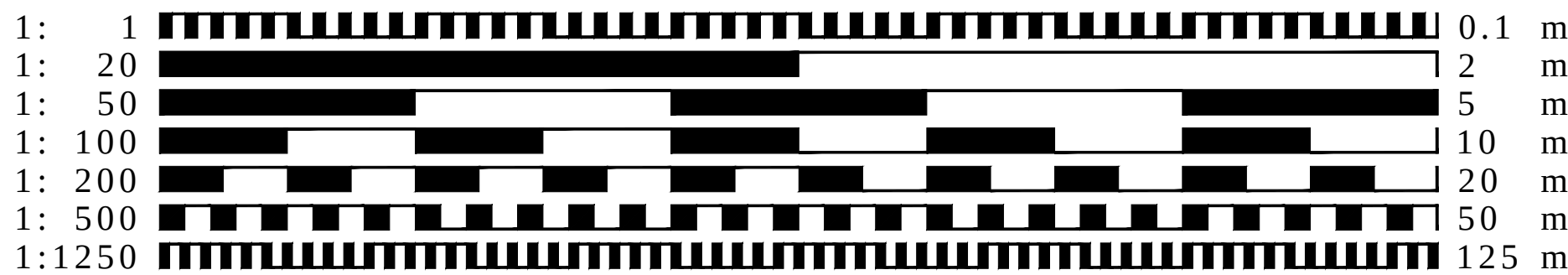
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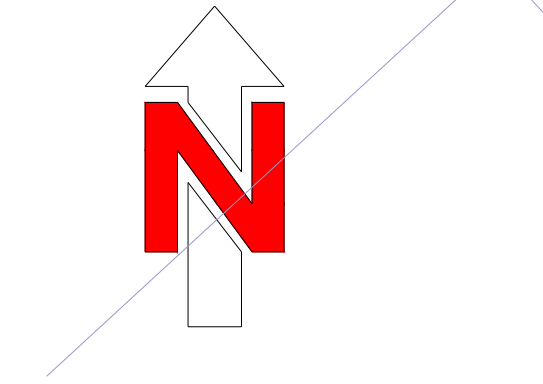
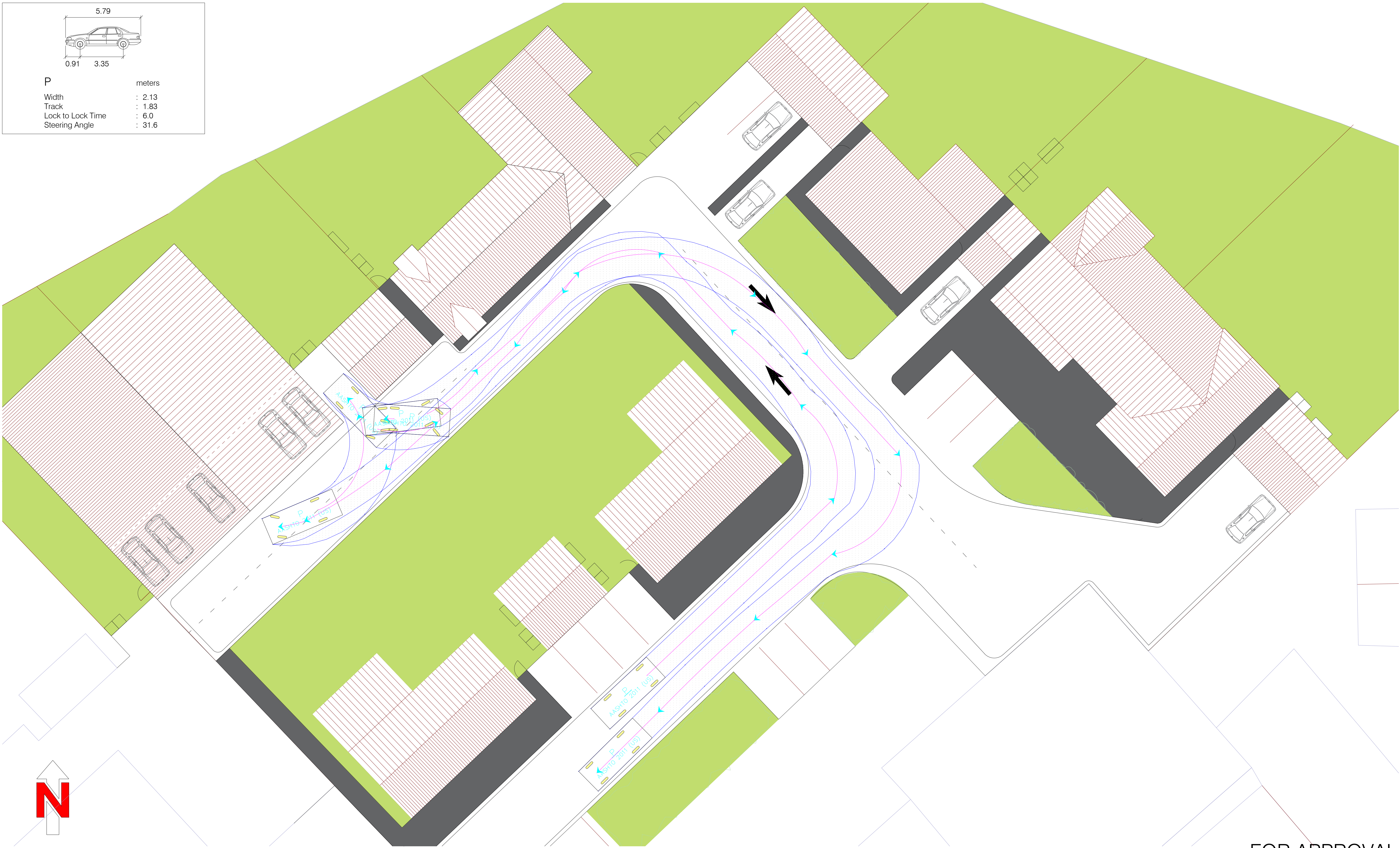
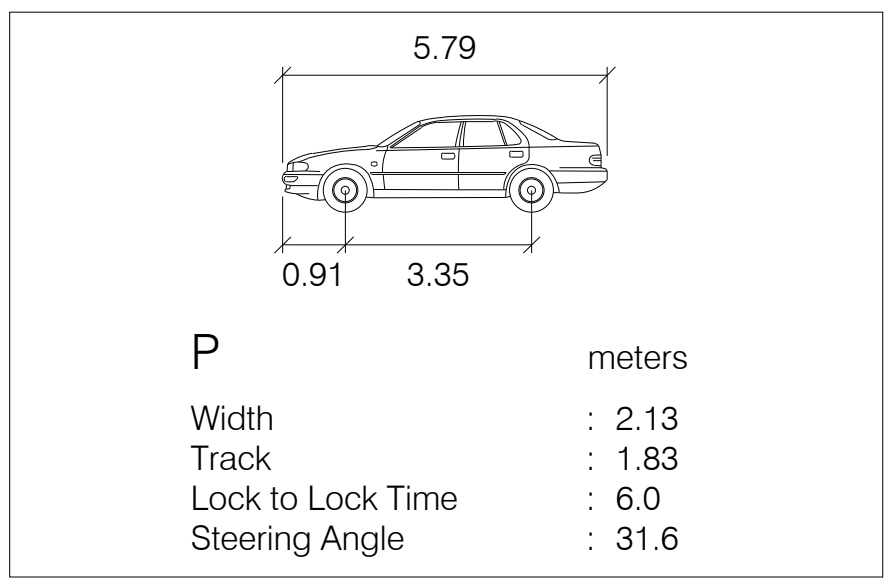


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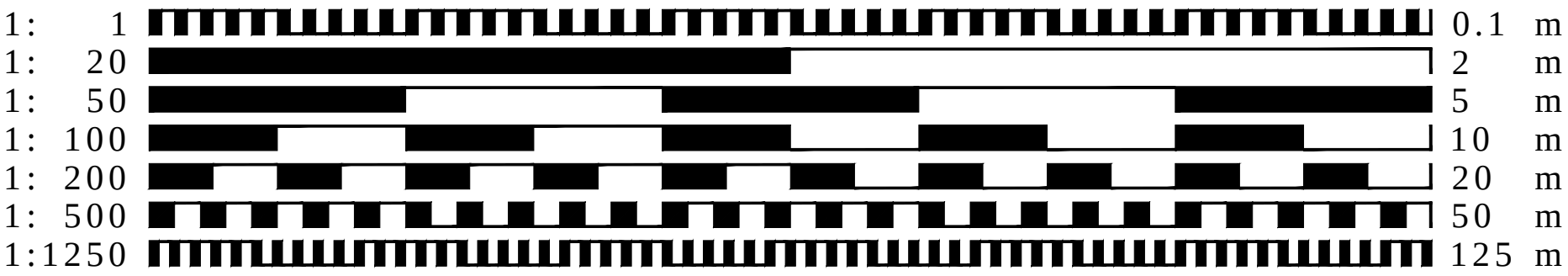


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CONTRACT			
Proposed Residential Development, Slip End Farm, Slip End, Baldock, Hertfordshire			
DRAWING TITLE			
Site and Access Plan - PASSENGER CAR AutoTURN			
SCALE	1:1000@A3	DRAWING NUMBER	REVISION
DATE	April 2026	SP07	03
DRAWN	JEI		
JOB NUMBER	RSD-24-17	CHECKED BY	
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CONTRACT			
Proposed Residential Development, Slip End Farm, Slip End, Baldock, Hertfordshire			
DRAWING TITLE			
Site and Access Plan - PASSENGER CAR AutoTURN			
SCALE 1:1000@A3 DRAWING NUMBER REVISION			
DATE	April 2026	SP08	03
DRAWN	JEI		
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