



NOVEMBER
2023

Transport Statement

Land to the West of Clatterbury
Lane, Clavering

Iceni Projects Limited on behalf of
BAYA Group

November 2023

ICENI PROJECTS LIMITED
ON BEHALF OF BAYA
GROUP

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Transport Statement
LAND TO THE WEST OF CLATTERBURY LANE,
CLAVERING

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Icen Projects Ltd in support of a planning application by BAYA Group on behalf of E&A Securities for the proposed development, comprising an 'Outline application with all matters reserved except access for up to 28 dwellings (Class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure and development.' on land to the west of Clatterbury Lane, Clavering, Essex (the Site).
- 1.2 The Site is therefore located within the jurisdiction of Uttlesford District Council (UDC) as the local planning authority (LPA), and Essex County Council (ECC) as the local highway authority (LHA).
- 1.3 The methodology used in the preparation of this TS follows the document '*Travel Plans, Transport Assessments and Statements in decision taking*' (March 2014), which forms part of the National Planning Practice Guidance. Scoping / pre-application discussions have also been undertaken with the LHA and these are referred to throughout the report where necessary.
- 1.4 This TS is arranged as follows:
- **Section 2** provides an assessment of the existing site conditions, the site locale and highway network, public transport accessibility, and cycling and walking facilities.
 - **Section 3** provides a review of national, regional and local development and transport planning policy relevant to the location, scale and type of proposal.
 - **Section 4** outlines the development proposals; including access, parking, servicing and refuse collection arrangements.
 - **Section 5** considers the trip generation associated with the development site.
 - **Section 6** sets out a summary of the above and draws conclusions.
- 1.5 The results of this assessment demonstrate that the development proposal is acceptable from a transport perspective.

2. THE SITE AND SURROUNDINGS

Site Description

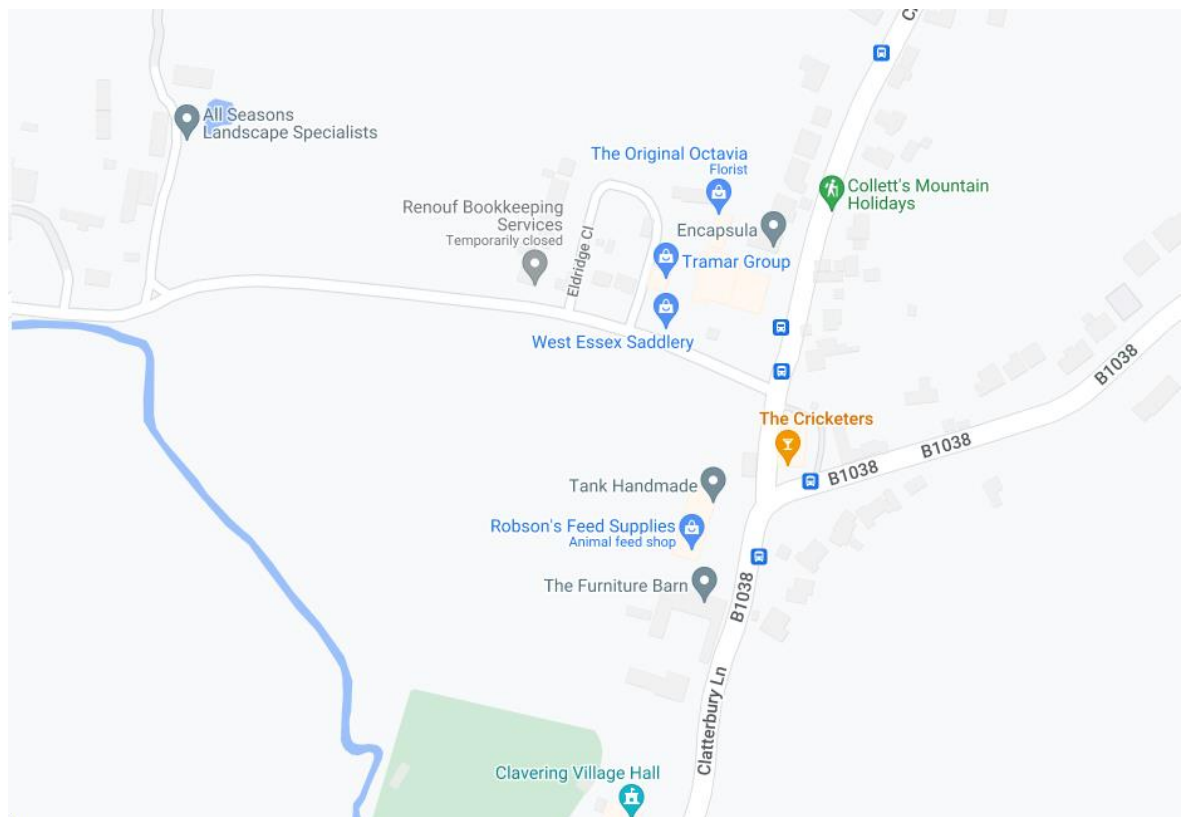
- 2.1 The Site is located on land to the west of Clatterbury Lane road, and to the south of Stickling Green road. To the north, beyond the Stickling Green carriageway, is a relatively new residential development (Eldridge Close) and commercial units (known as Britannica Works). The southern boundary of the Site is formed by greenfield land.
- 2.2 The Site is located opposite the Cricketers Public House, and Clavering Village Hall is also just south of the Site. Slightly further out to the south is Clavering village centre, which includes Clavering Primary School together with a NISA supermarket and Post Office. These amenities are located within 2km of the Site.
- 2.3 The location of the Site in context of its immediate surroundings is shown in **Figure 2.1**.

Figure 2.1 – Site in Context of Surroundings



- 2.4 Stickling Green road is an unclassified carriageway which is circa 6m wide and operates under a 40mph speed restriction, albeit this reduces to 30mph towards the eastern extent of the site frontage. The road links Clavering with the hamlet Stickling Green to the west.
- 2.5 At the eastern edge of the Site, Stickling Green connects to Clatterbury Lane. Clatterbury Lane continues north as a rural road, but to the south and east it forms part of the B1038. This road traverses through Clavering to the south, before connecting to the B1368 which then links to the A10. To the east of the Site, the B1038 provides a connection to the large village of Newport.
- 2.6 An assessment of local collision data has also been undertaken via use of the 'CrashMap' software. As shown in **Figure 2.2**, this has demonstrated that no collisions have occurred on the local roads within the latest 5 years' worth of data available.

Figure 2.2 – Local Collision Data



Walking and Cycling Assessment

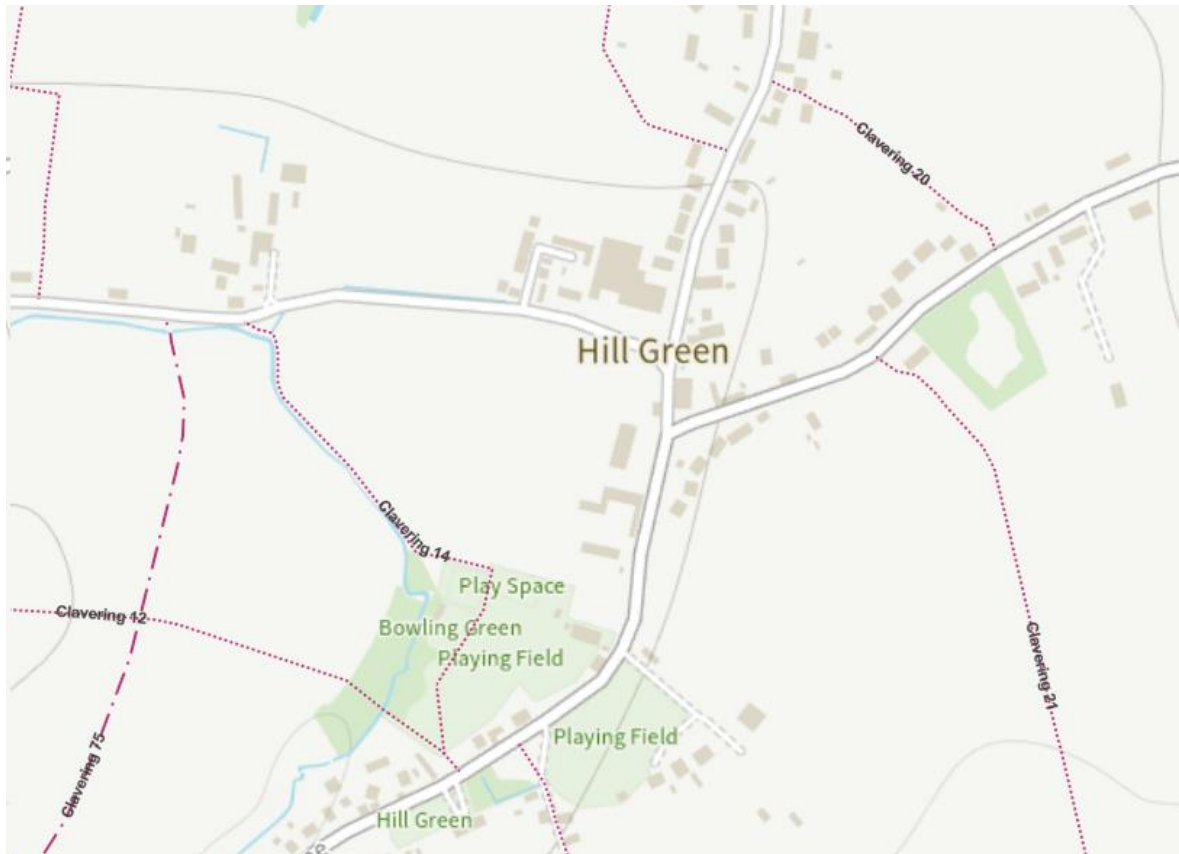
Walking

- 2.7 In the existing situation, a footway is present on the northern side of Stickling Green, which runs to Clatterbury Lane (to the east). A pedestrian crossing is provided at the junction of Stickling Green and Clatterbury Lane in the form of dropped kerbs and tactile paving. This footway then continues on the eastern side of Clatterbury Lane, where it extends south to the B1038 and then along the

B1038 in both directions, providing pedestrian access to various services / amenities (bus stops, the public house, the village hall and employment uses).

- 2.8 There are also various public rights of way (PROW) located within the vicinity of the Site, as shown in **Figure 2.3**. This includes PROW 14, which is a footpath running between Stickling Green and the B1038.

Figure 2.3 – Local Public Rights of Way



- 2.9 These PROWs therefore provide good opportunity for leisure walks within the vicinity of the Site.

Cycling

- 2.10 It is considered that the local roads to the Site offer the opportunity for cycling given that they are predominately rural in nature and therefore lightly trafficked. It should also be noted that National Cycle Route 11 traverses through Clavering and along Clatterbury Lane, immediately adjacent to the Site. This route follows a mixture of on-road and traffic-free routes and is just over 61 miles in total, providing good cycle links to a range of destinations.

Public Transport Assessment

Rail Services

- 2.11 The closest railway station is Newport station, which is located approximately 5km to the east. This station is therefore accessible within a circa 15-minute cycle journey should people chose to do so, but alternatively can be accessed via the 446 bus service in a 27-minute journey. The station includes sheltered cycle parking spaces which are covered by CCTV.
- 2.12 The station is managed by Greater Anglia and is on the Cambridge to London Liverpool Street line, with services available at a 30-minute frequency.
- 2.13 Alternatively, the 446 bus service also runs to Audley End rail station which is located approximately 7km to the north-east of the site and is a circa 30 minute bus journey (or again could be cycled in circa 20-minutes, with cycle parking also provided at this station). Whilst on the same line, Audley End does provide a more frequent service.
- 2.14 It is therefore considered that users of the Site can access rail services providing frequent connections both to London and on a national scale.

Bus Services

- 2.15 The provision of bus based public transport in the area has been assessed in terms of access to routes and frequencies of services, in addition to the quality of the bus infrastructure within the area.
- 2.16 Bus services are available within the immediate vicinity of the Site, with stops available both at the Stickling Green / Clatterbury Lane junction as well as the B1038. The stops are therefore well within the recommended 400m walking distance. The bus stops are not marked with a bus flag, however, they do benefit from the provision of footways / verge facilitating space to wait.
- 2.17 These bus stops are serviced by route 446 which is operated by Stephensons of Essex, although the stops on the B1038 provide access to the 306 service.
- 2.18 It should also be noted that Essex benefits from a Demand Responsive Transport (DaRT) service, which provides minibuss vehicle that are totally flexible and divert on and off route to collect and drop off passengers within their operating area. With reference to ECC Highways website, the Clavering area benefits from DaRT operating within it, under the DaRT 299 service.

3. TRANSPORT POLICY

Introduction

- 3.1 This chapter of the TS examines the context of the Site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the Proposed Development proposal.
- 3.2 The proposed development is subject to both national and local planning policy guidance with respect to transportation and its impact upon the local environment and surrounding infrastructure. Several policies are directly pertinent to this Site and are set out below.

National and Local Policy

- 3.3 Relevant policy and guidance comprises the following documents:
- National Planning Policy Framework (NPPF);
 - National Planning Practice Guidance (NPPG);
 - The Braintree District Local Plan 2033;
 - The Essex Design Guide - 2018;
 - Essex Parking Standards Design and Good Practice – September 2009; and

National Planning Policy Framework (NPPF)

- 3.4 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.
- 3.5 The NPPF was adopted in March 2012, however revised documents were published in July 2018, February 2019, July 2021 and, most recently, September 2023.
- 3.6 With regard to transport policy, the revised NPPF includes a section on 'Promoting sustainable transport' which includes the following text relevant to this proposal:

Paragraph 102

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 110

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111

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.

Paragraph 112

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.7 The NPPF is therefore clear that development should only be refused on transport grounds where the residual cumulative impact of the development on the highway network can be considered “severe”, and that there should be a focus on sustainable modes of travel as opposed to a reliance on the private car.

3.8 This TS demonstrates how the proposals are in accordance with the NPPF, and do not result in a severe impact.

National Planning Practice Guidance (NPPG)

3.9 Information contained as part of the NPPG provides advice for travel plans, transport assessments and statements in decision taking.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.

3.10 This TS follows the advice provided within the NPPG and accords with providing the information which should be included as part of an assessment.

3.11 The site is in an area with access to public transport opportunities enabling future users of the site an alternative way to travel than the private car. The site will also be well connected to the pedestrian network as a result of the proposed improvements, and local roads are suitable for cycling.

3.12 While no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site’s sustainable travel access. Paragraph 74 states about walking that:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car.”

3.13 Paragraph 77 goes on to state that:

“Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.”

3.14 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

Uttlesford District Council

- 3.15 The LPA are currently in the process of preparing a new Local Plan, but at the time of application this remains at the Regulation 18 consultation stage, and therefore is not yet close to being adopted.
- 3.16 The currently adopted Local Plan is therefore the 'Local Plan 2005' document, which provides the basis for all planning decisions within the district. This Local Plan has therefore been reviewed within the context of the Site and Proposed Development and it is considered the proposals accord well with the relevant policies. Further details on the planning policy considerations are set out within the associated Planning Statement.

Summary

- 3.17 **Section 2** of this report has demonstrated that the Site is connected to existing bus and rail links, as well as providing opportunities to walk and cycle to local destinations. As such, it is considered that users of the Proposed Development have the opportunity to travel sustainably.
- 3.18 National and local policies highlight the need to reduce the number of trips by car, particularly single occupancy vehicle trips. The policies encourage developments to provide the opportunity to travel by public transport or on foot for local trips.
- 3.19 Based on the foregoing, the proposed development accords with both national and local policies.

4. PROPOSED DEVELOPMENT

4.1 The proposed development comprises the provision of 28 residential dwellings, with access provided from Stickling Green. The application is submitted in outline and therefore all matters are reserved except for access.

4.2 Notwithstanding, a proposed site layout plan has been prepared by the architects and is shown at **Figure 4.1** as well as being included in full at **Appendix A1**. Based on this site layout plan, the 28 dwellings are split as follows:

- 2 x 1-bed apartments;
- 4 x 2-bed apartments;
- 2 x 1-bedroom bungalow;
- 5 x 2-bedroom houses;
- 8 x 3-bedroom houses;
- 4 x 4-bedroom houses; and
- 3 x 5-bedroom houses.

Figure 4.1 – Proposed Site Layout



Site Access

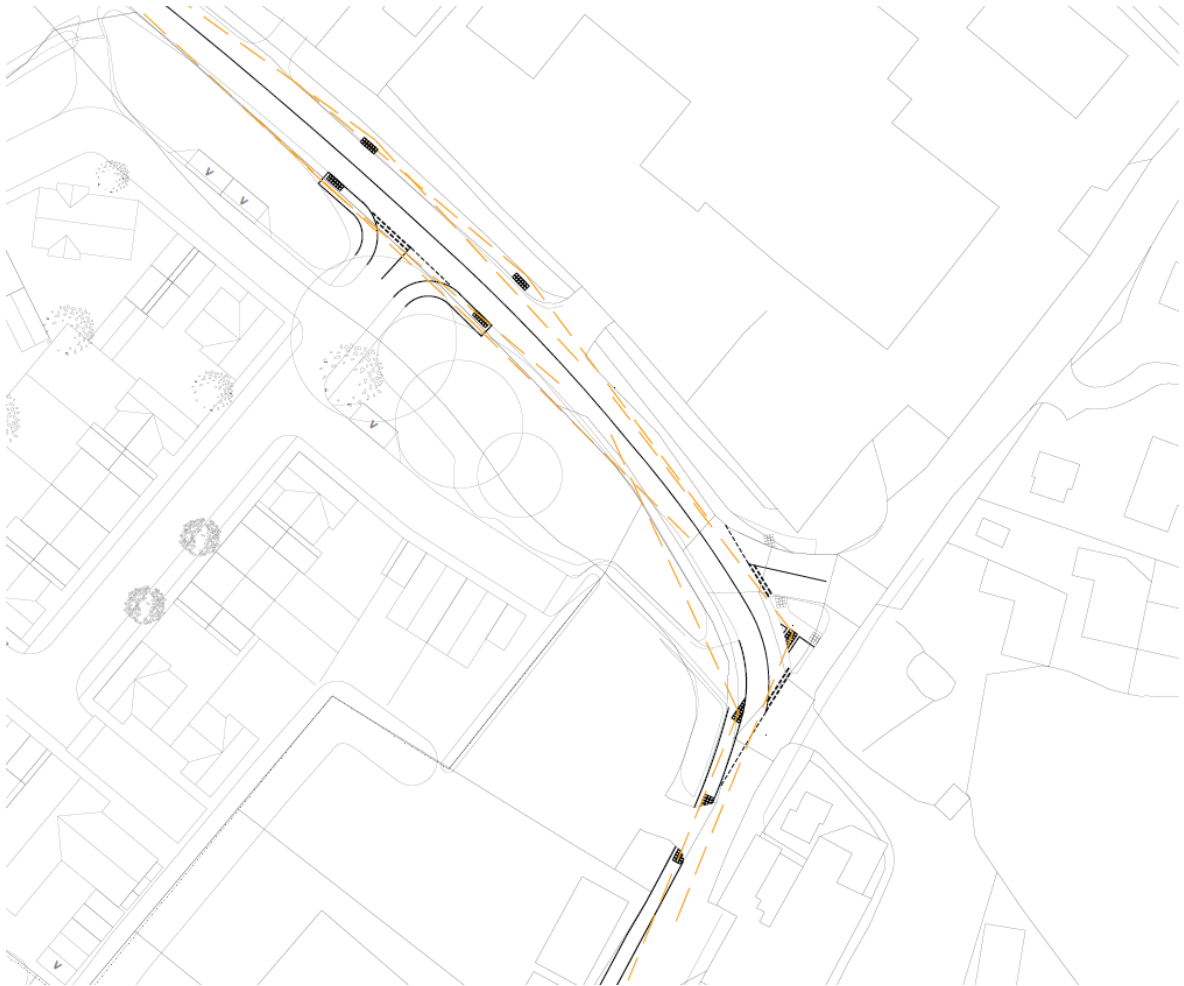
- 4.3 The proposed development includes the provision of a new vehicular access, which will be in the form of a standard 'T' junction with Stickling Green. It has been designed to be 5.5m wide with associated 6m kerb radii, in accordance with ECC's design guide.
- 4.4 This access has been assessed both in terms of visibility splays and swept path analysis (SPA) to ensure it is suitable.
- 4.5 For visibility, a splay of 40m is achievable in both directions, which is in accordance with guidance based on a 30mph speed limit (as per Manual for Streets). Whilst the site access, falls within the 40mph zone, this is only circa 70m after the speed limit change from 30mph and it is considered that due to the close proximity of this and the existing junction / bend in the road that vehicle speeds will be reduced. The visibility splays are therefore shown on the drawing attached at **Appendix A2**.
- 4.6 SPA for the required vehicles (a car, a refuse vehicle and a fire tender emergency vehicle) has been undertaken which has demonstrated all of these vehicles can successfully enter and exit the Proposed Development in forward gear. This SPA has then also been continued within the site layout to ensure vehicles can successfully traverse through the Site. Whilst this has been undertaken and works, it should be noted that the internal layout is not fixed given the outline nature of the application. This SPA is shown at **Appendix A3**.
- 4.7 The proposed access design also benefits from a 2m wide footway, which leads into the Site. The footway also benefits from the provision of tactile paving on either side of the road in order to connect into the existing provision on the northern side of Strickling Green.
- 4.8 Internally, a footway is also provided in the Site running in an eastern direction, connecting back to Clatterbury Lane just south of its junction with Strickling Green. This will facilitate connections to the existing footway network via a proposed improvement, set out in the following section.

Proposed Footway Improvement

- 4.9 As part of this planning application submission, the Applicant is committed towards providing local footway improvements to increase the permeability of pedestrians both associated with the Proposed Development, but also the local area in general.
- 4.10 These footway improvements have been discussed with ECC in previous correspondence, and have resulted in the provision of a new footway on the western side of Clatterbury Lane, as well as additional crossing points in the necessary locations (dropped kerbs and tactile paving).

-
- 4.11 These improvement works are shown in **Figure 4.2**, with the drawing also included in full at **Appendix A4**. As shown, the design also includes visibility splay assessments to demonstrate the necessary visibility is available at the proposed crossing points.

Figure 4.2 – Proposed Footway Improvements



Parking Provision

- 4.12 As noted, this application is being submitted in Outline with all matters reserved except access. As such, details on car and cycle parking provision will be provided at the reserved matters stage, at which point it would be confirmed that they would be in accordance with the relevant ECC and UDC parking standards.
- 4.13 The Site will also benefit from the provision of visitor parking, which can be seen indicatively shown on the proposed site layout plan at this stage.
- 4.14 The Applicant is also committed to providing electric charging infrastructure in line with the latest standards, and building regulations, but again this will be detailed and confirmed at the reserved matters stage.

4.15 Cycle parking will be provided within the curtilage of each dwelling, in accordance with the standards.

5. TRAFFIC GENERATION

5.1 This section outlines the what the expected trip generation of the Proposed Development will be, and sets out how suitable trip rates for the proposals have been derived.

Proposed Trip Generation

5.2 In order to determine the trip generation associated with a development, it is normal practice to utilise the industry standard TRICS trip rate database in order to determine trip rates which can then be applied to the proposals.

5.3 For this application, previously agreed trip rates (with UDC and ECC) have been utilised. These are therefore taken from a recent local planning application known as 'Land to the West of Stortford Road, Clavering' (UDC planning reference UTT/20/2639/OP). This site was approved by UDC in December 2021, and included trip rates obtained from the TRICS database.

5.4 These agreed peak hour trip rates are set out in **Table 5.1**, which have then also been applied to the Proposed Development of 28 dwellings.

Table 5.1 Previously Agreed Vehicular Trip Rates

	AM (0800-0900)			PM (1700-1800)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Trip Rates	0.150	0.363	0.513	0.349	0.168	0.517
Trip Generation	4	10	14	10	5	15

5.5 The trip generation assessment therefore demonstrates that the Proposed Development could generate up to 14 and 15 two-way vehicular trips in the AM and PM peak hours respectively. This therefore equates to a vehicle trip every 4-minutes during the peak hour.

5.6 As such, given the nature of the local roads which will be lightly-trafficked, it is considered that the Proposed Development will result in a negligible change in vehicular movements on the highway network, and thus not create any severe impact.

6. CONCLUSIONS

- 6.1 Icen Projects Ltd has been appointed by BAYA Group on behalf of E&A Securities in relation to their development proposals on land to the west of Clatterbury Lane. This report accompanies an outline planning application submission for the development of 28 dwellings at the Site.
- 6.2 The site benefits from good pedestrian and cycle facilities in the locality, including proposed improvements increasing the level of footway provision / connections in the local area. There are also existing bus and rail services available which can be accessed from the Site.
- 6.3 A highway safety assessment has demonstrated that there are no underlying issues in regard to the local highway network that would be exacerbated by the Proposed Development.
- 6.4 Vehicular access to the site will be provided via a new priority junction with Strickling Green, which has been designed in accordance with standards and assessed to ensure it is acceptable from a technical perspective.
- 6.5 Car and cycle parking will be provided as per the Essex Vehicle Parking Standards, which will be detailed at the reserved matters stage.
- 6.6 All servicing, including refuse and fire services, can be accommodated. Swept path analysis drawings have been appended to this report demonstrating vehicle movements.
- 6.7 A trip generation assessment has been undertaken which demonstrates that any traffic associated with the proposed development will not have a negative impact on the surrounding highway network.
- 6.8 In summary, the Site is considered to be suitably located for the proposed development with the opportunity for residents to take advantage of local connections in order to travel sustainably. The assessment undertaken within this report demonstrates that the proposals will not have a significant or detrimental impact upon the local transport network and it also aligns well with local, regional and national policy in regard to transport.

A1. PROPOSED SITE PLAN

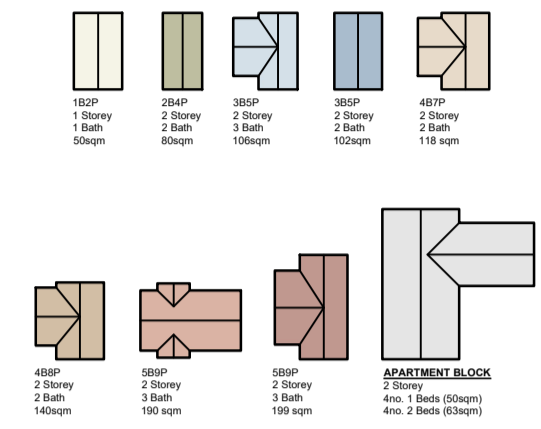


Development Summary

Proposed Development
 2no. 1 Bed Flats (50sqm)
 4no. 2 Bed Flats (63sqm)
 2no. 1 Bed Bungalows
 4no. 2 Bed
 9no. 3 Bed
 4no. 4 Bed
 3no. 5 Bed

TOTAL: 28no. Units

Drawing Key



P1 Issued for Planning MJP 04.12.23

Rev	Description	By	Date

PLANNING

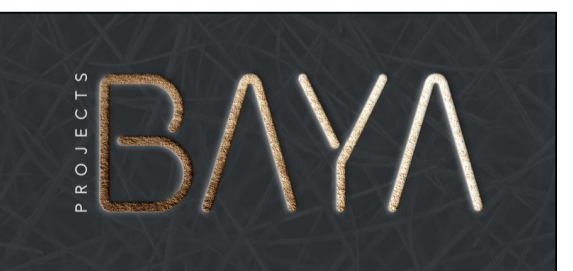
Illustrative Site Plan

Site
 Land to the West of Clatterbury Lane, Clavering, Essex

Date	Drawn	Checked
December 2023	MJP	xxx

Scale
 1:1000 @ A3 / 1:500 @ A1

Drawing No:	Rev:
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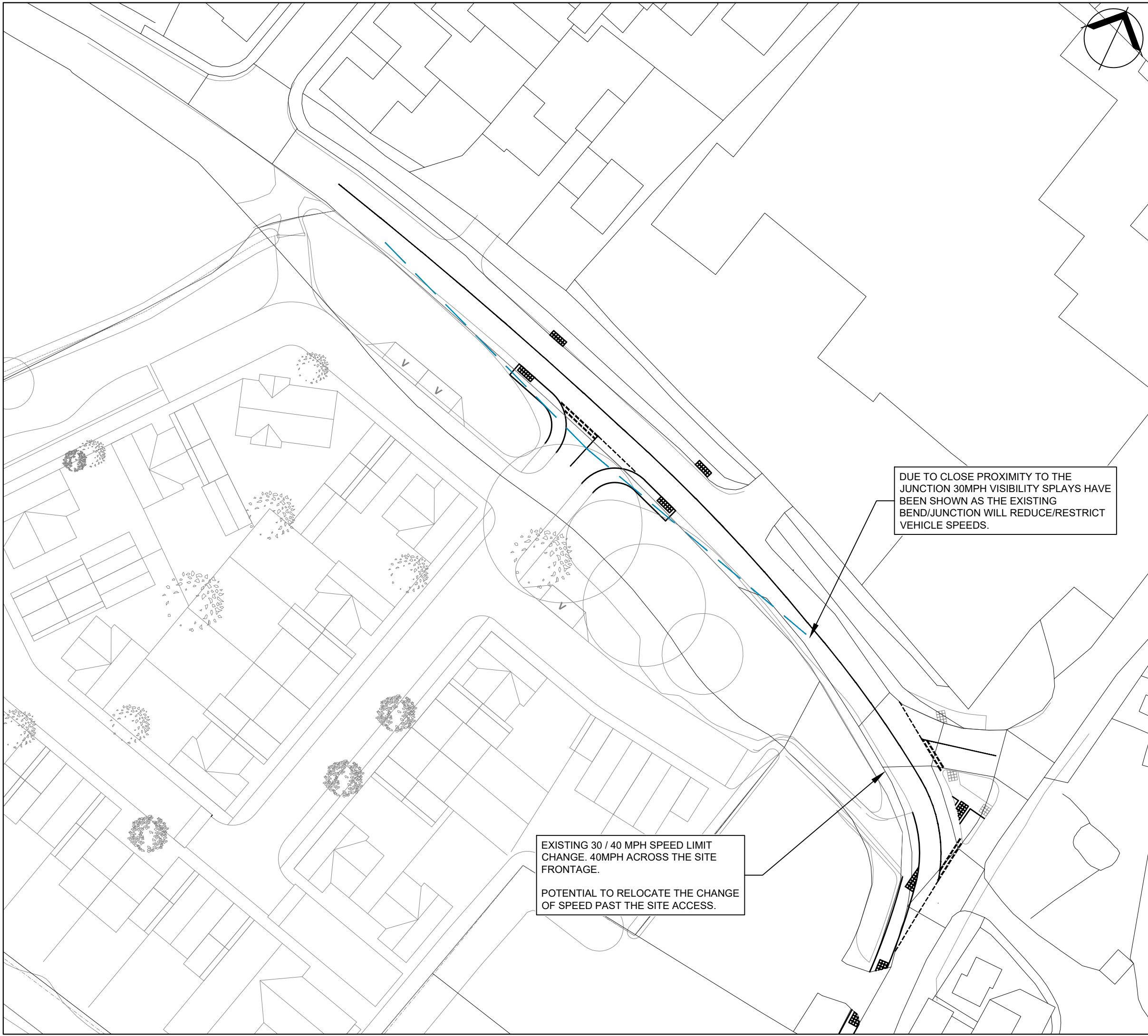
General Notes

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 CB2 1GE


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A2. PROPOSED VEHICULAR ACCESS



NOTES:
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KEY:

 2.4M X 40M JUNCTION VISIBILITY SPLAY
 (BASED ON A ROAD SPEED OF 30MPH AS PER MFS STANDARDS)

DUE TO CLOSE PROXIMITY TO THE JUNCTION 30MPH VISIBILITY SPLAYS HAVE BEEN SHOWN AS THE EXISTING BEND/JUNCTION WILL REDUCE/RESTRICT VEHICLE SPEEDS.

EXISTING 30 / 40 MPH SPEED LIMIT CHANGE. 40MPH ACROSS THE SITE FRONTAGE.
 POTENTIAL TO RELOCATE THE CHANGE OF SPEED PAST THE SITE ACCESS.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.11.2023	REVISED LAYOUT	AP	CB	CB
C	17.11.2023	REVISED LAYOUT	AP	CB	CB
B	13.11.2023	REVISED LAYOUT	AP	CB	CB
A	10.11.2023	REVISED LAYOUT	AP	CB	CB

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CLIENT
 BAYA GROUP

PROJECT
 CLATTERBURY LANE

TITLE
 INITIAL SITE LAYOUT REVIEW
 (ACCESS ARRANGEMENT AND VISIBILITY ASSESSMENT)

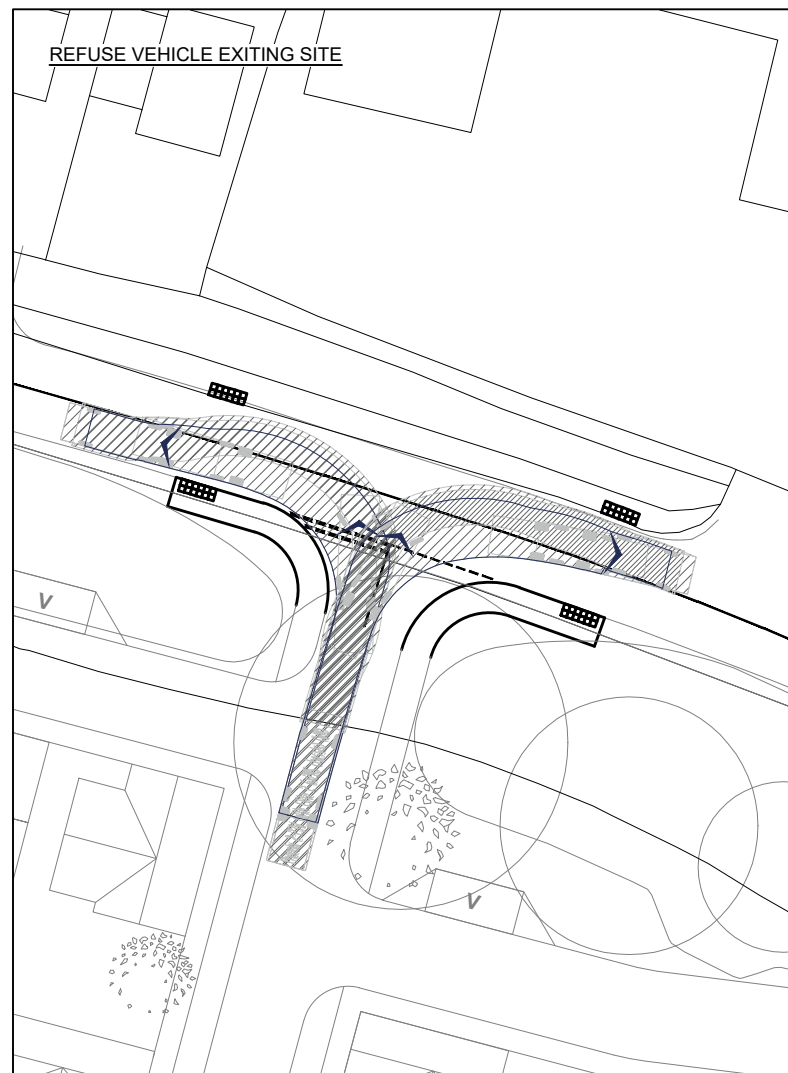
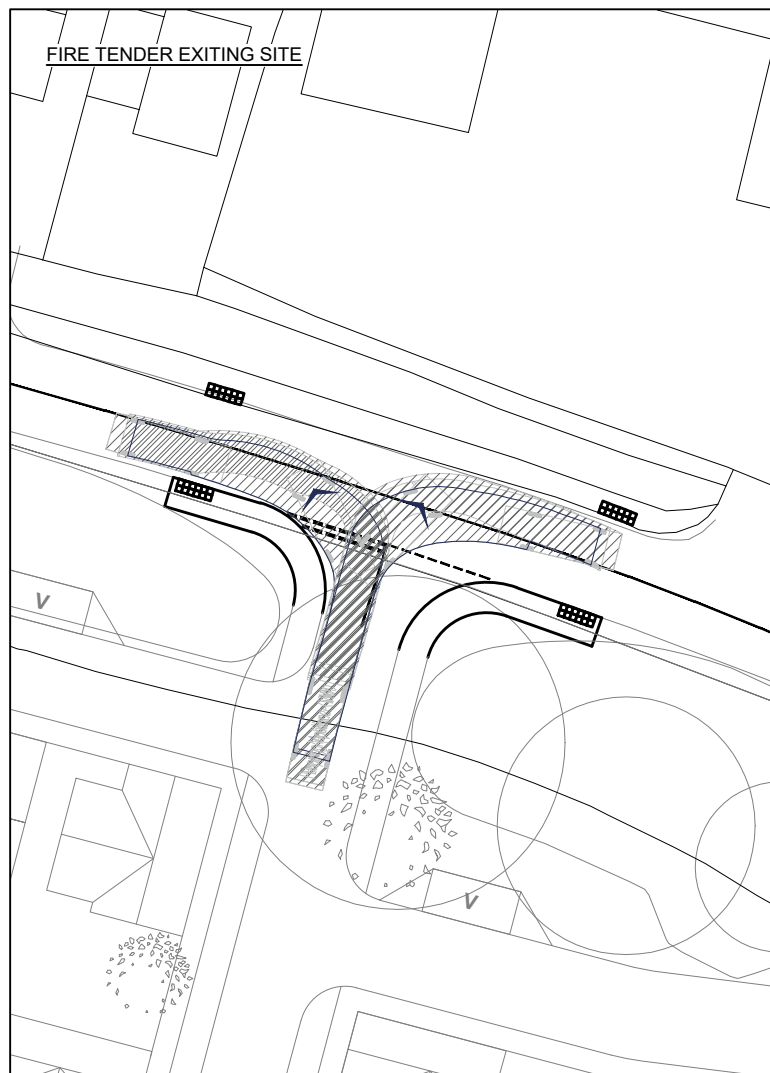
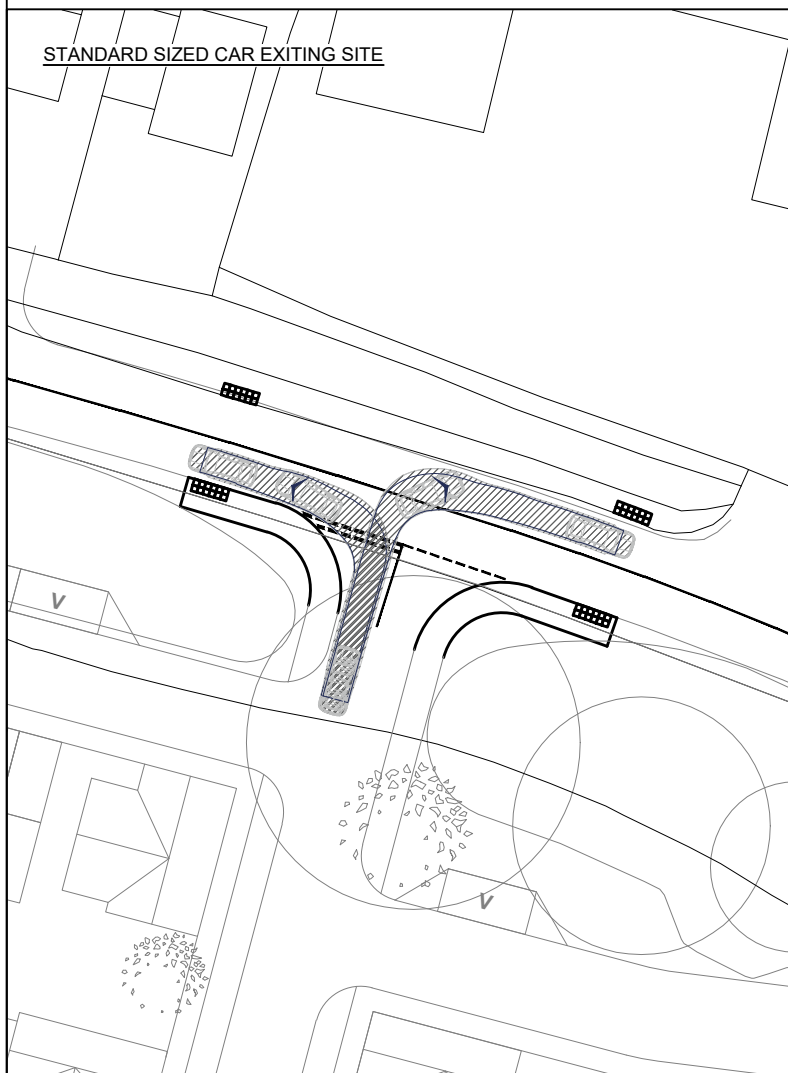
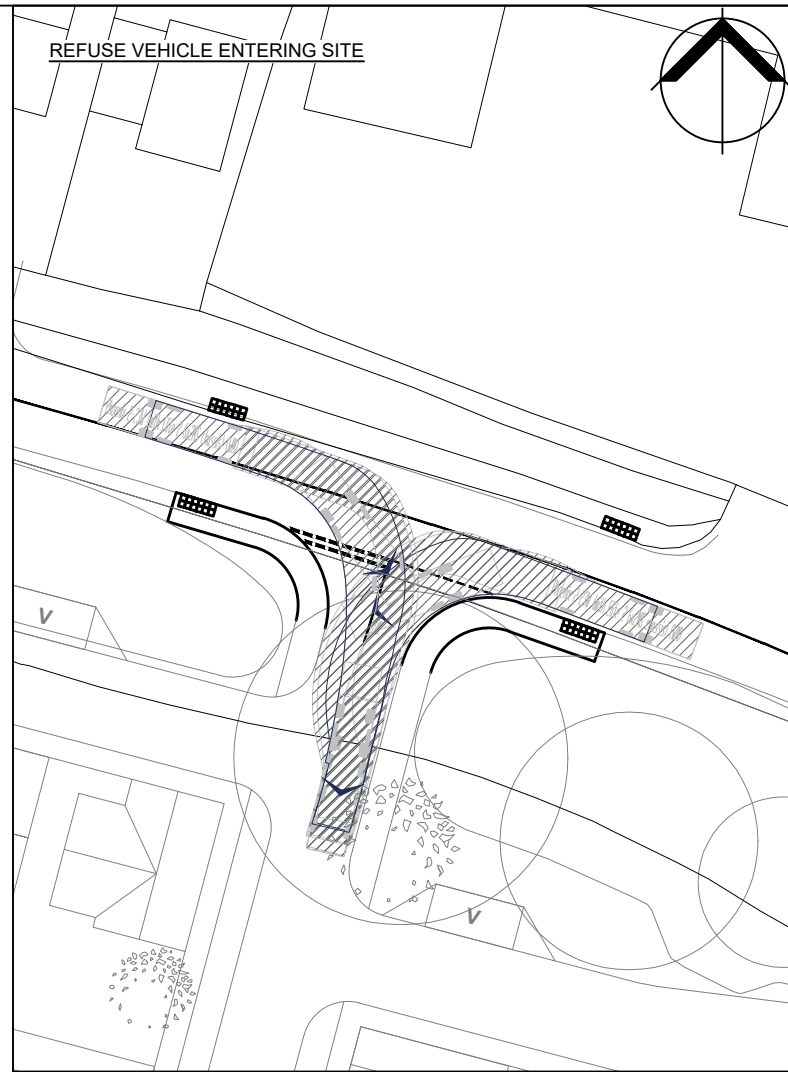
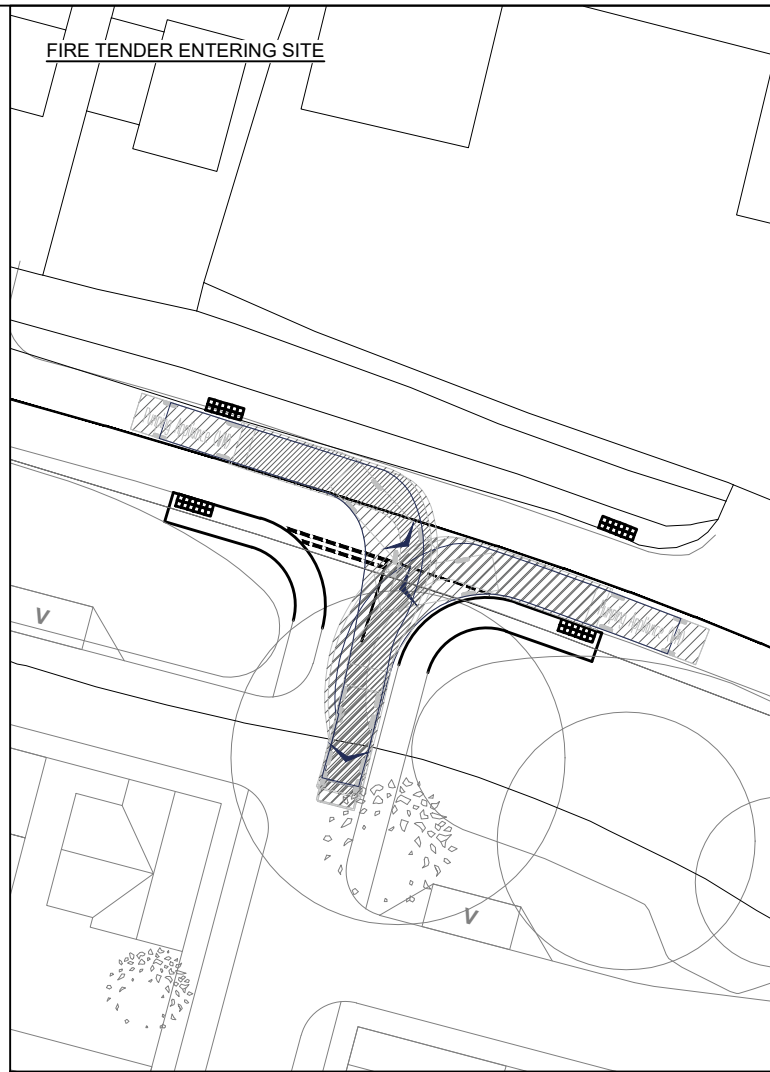
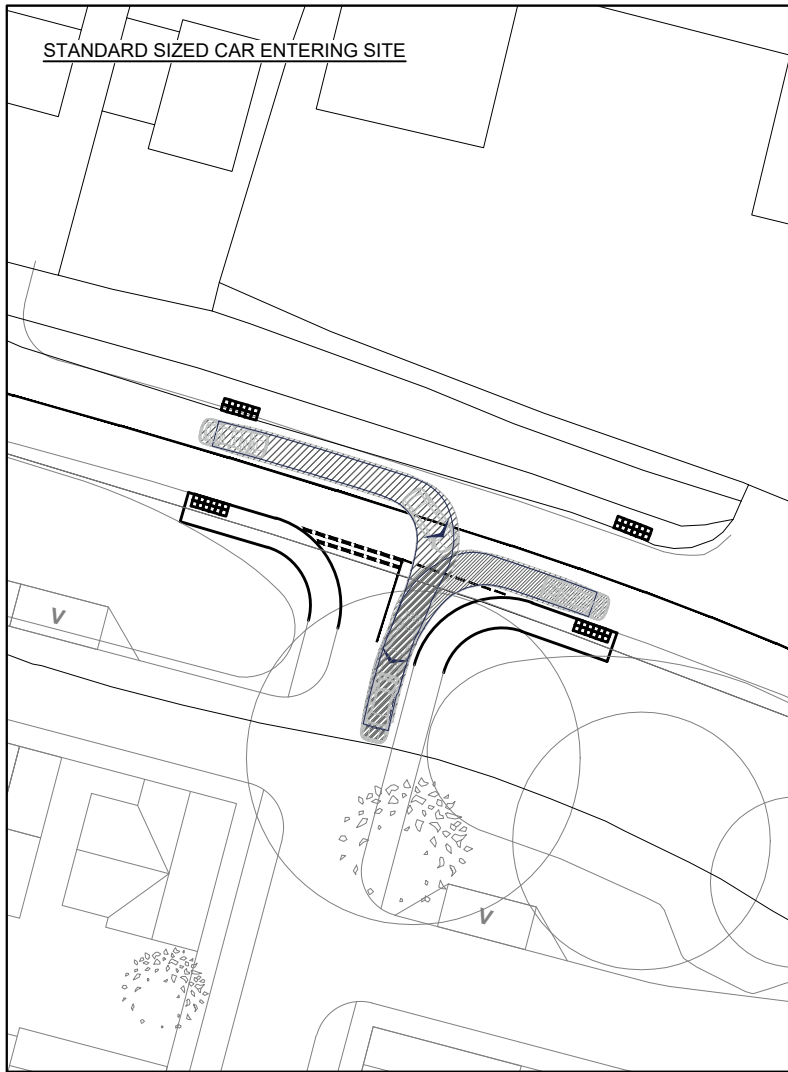
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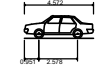
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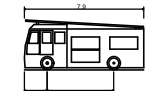
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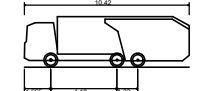
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VEHICLE PROFILE:



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.466m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m



Pumping Appliance (WM)
 Overall Length 7.900m
 Overall Width 2.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.140m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.750m



Phoenix 2-23W (with Elite 2 6x2MS chassis) (WM)
 Overall Length 10.420m
 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 11.150m

D	29.11.2023	REVISED LAYOUT	AP	CB	CB
C	17.11.2023	REVISED LAYOUT	AP	CB	CB
B	13.11.2023	REVISED LAYOUT	AP	CB	CB
A	10.11.2023	REVISED LAYOUT	RA	CB	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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BAYA GROUP

PROJECT

CLATTERBURY LANE

TITLE

INITIAL SITE LAYOUT REVIEW

(ACCESS ARRANGEMENT VEHICLE TRACKING ASSESSMENT)

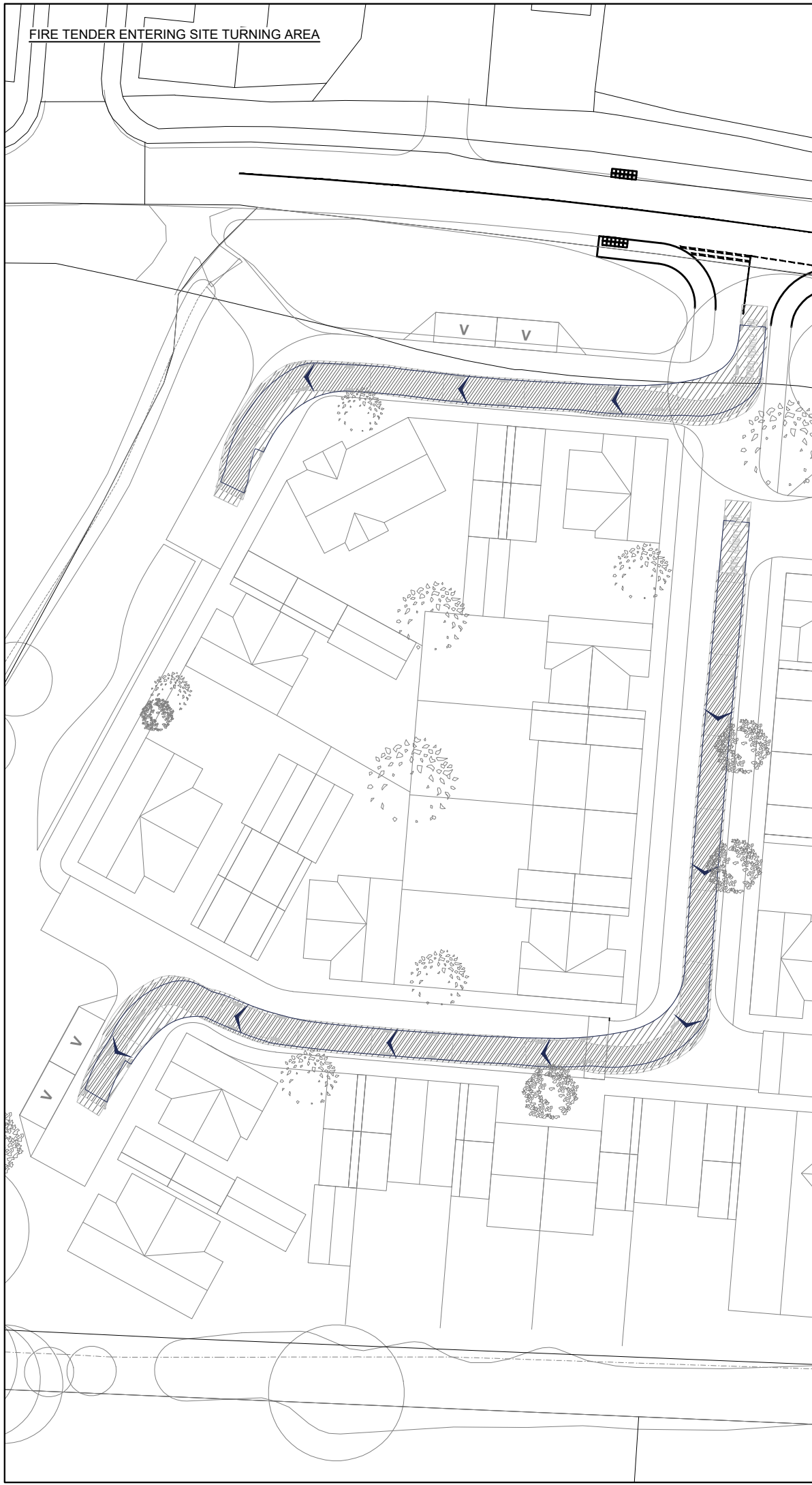
DRAWN BY AP	CHECKED BY CB	APPROVED BY CB
	DATE 02.11.2023	DATE 02.11.2023

SCALE @ A3 1 : 500	DATE 02.11.2023
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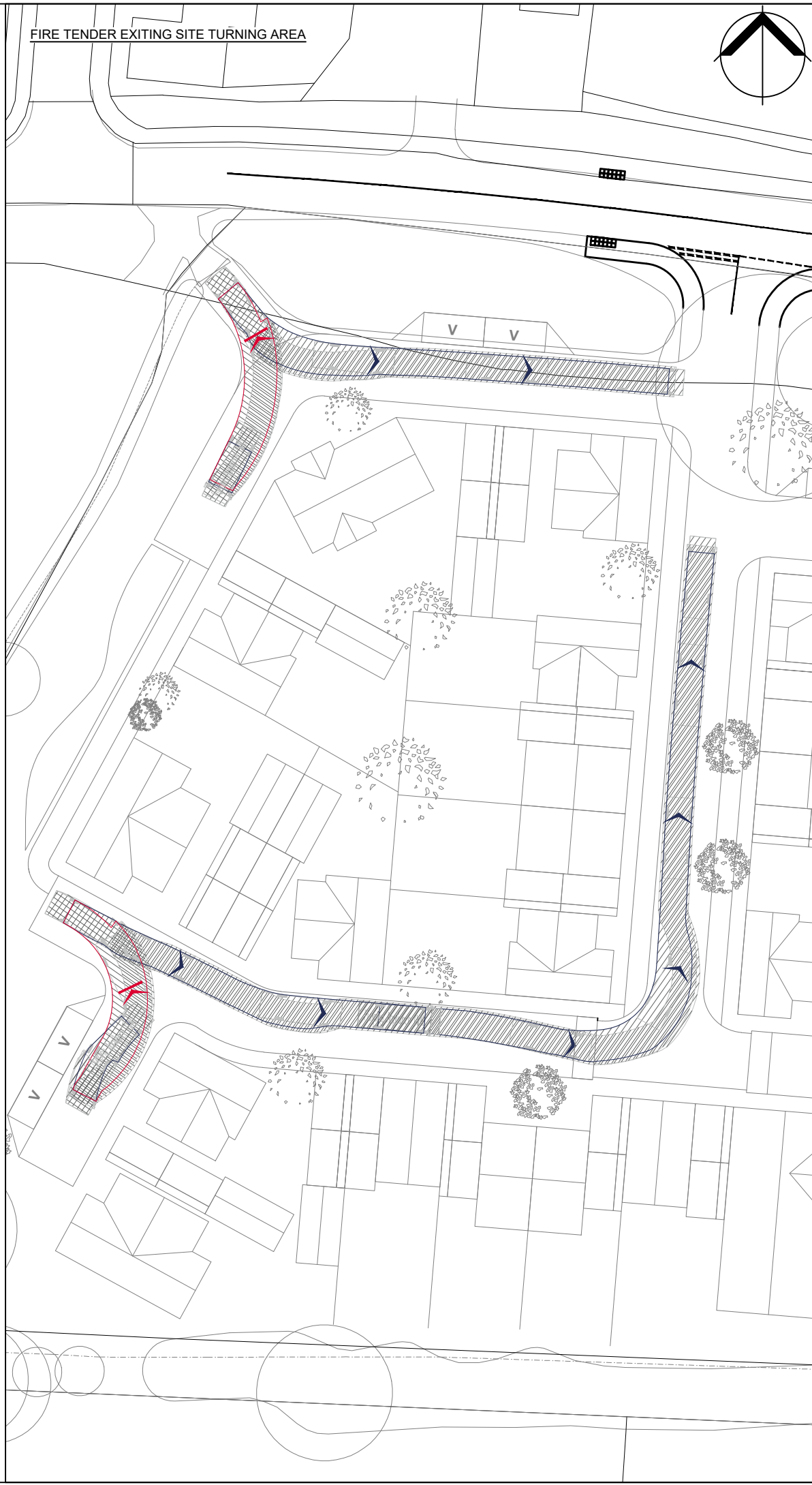
PROJECT NO. 23-T011	DRAWING NO. 03	REV. D
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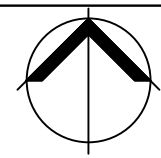
A3. SWEEP PATH ANALYSIS



FIRE TENDER ENTERING SITE TURNING AREA

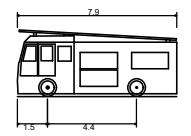


FIRE TENDER EXITING SITE TURNING AREA



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 2. THIS DRAWING IS BASED UPON DRAWING NUMBER BH002_SP.01 SUPPLIED BY BAYA GROUP AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Pumping Appliance (WM)	7.900m
Overall Length	2.500m
Overall Width	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.11.2023	REVISED LAYOUT	AP	CB	CB
C	17.11.2023	REVISED LAYOUT	AP	CB	CB
B	13.11.2023	REVISED LAYOUT	AP	CB	CB
A	10.11.2023	REVISED LAYOUT	AP	CB	CB

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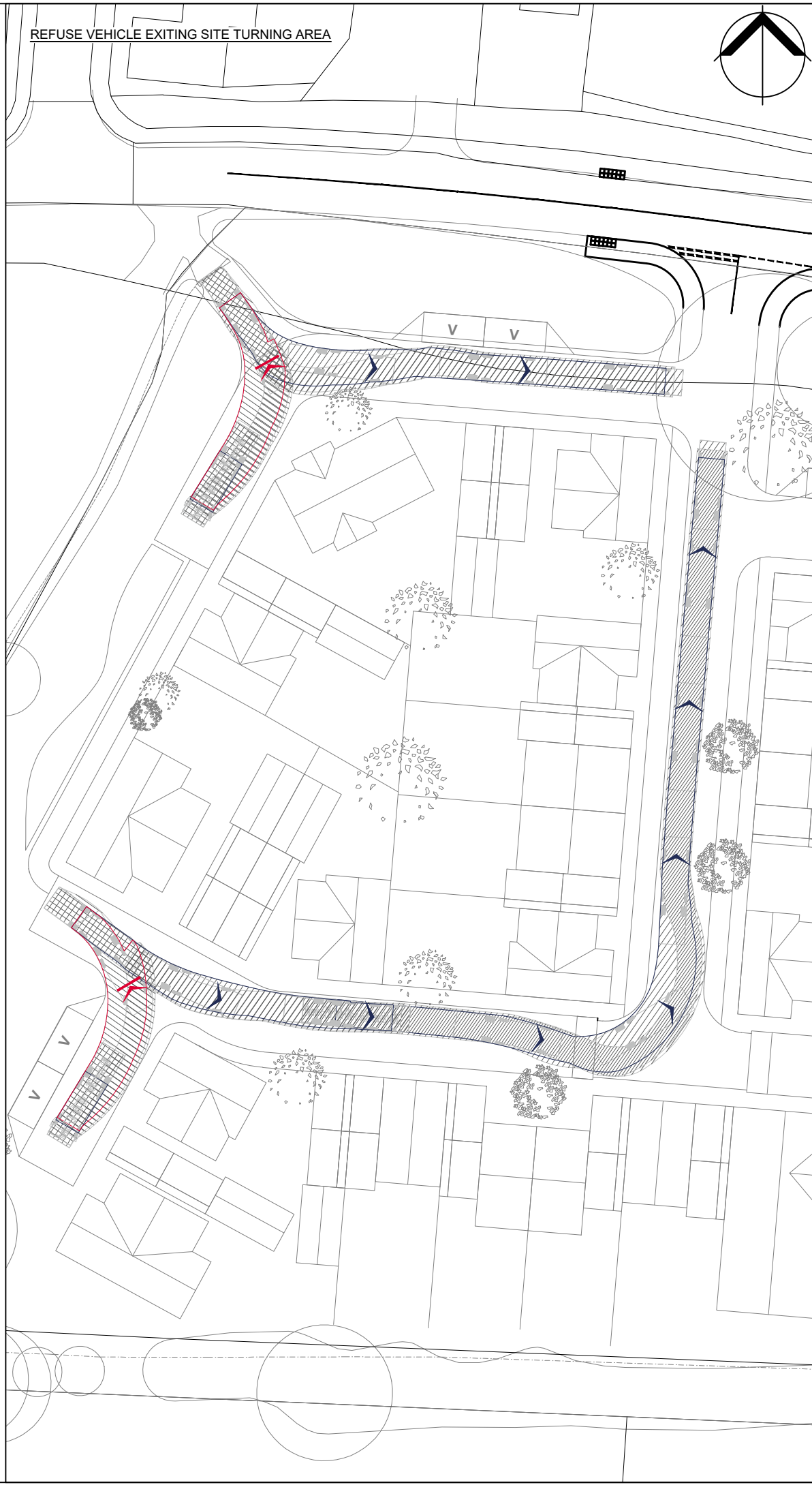
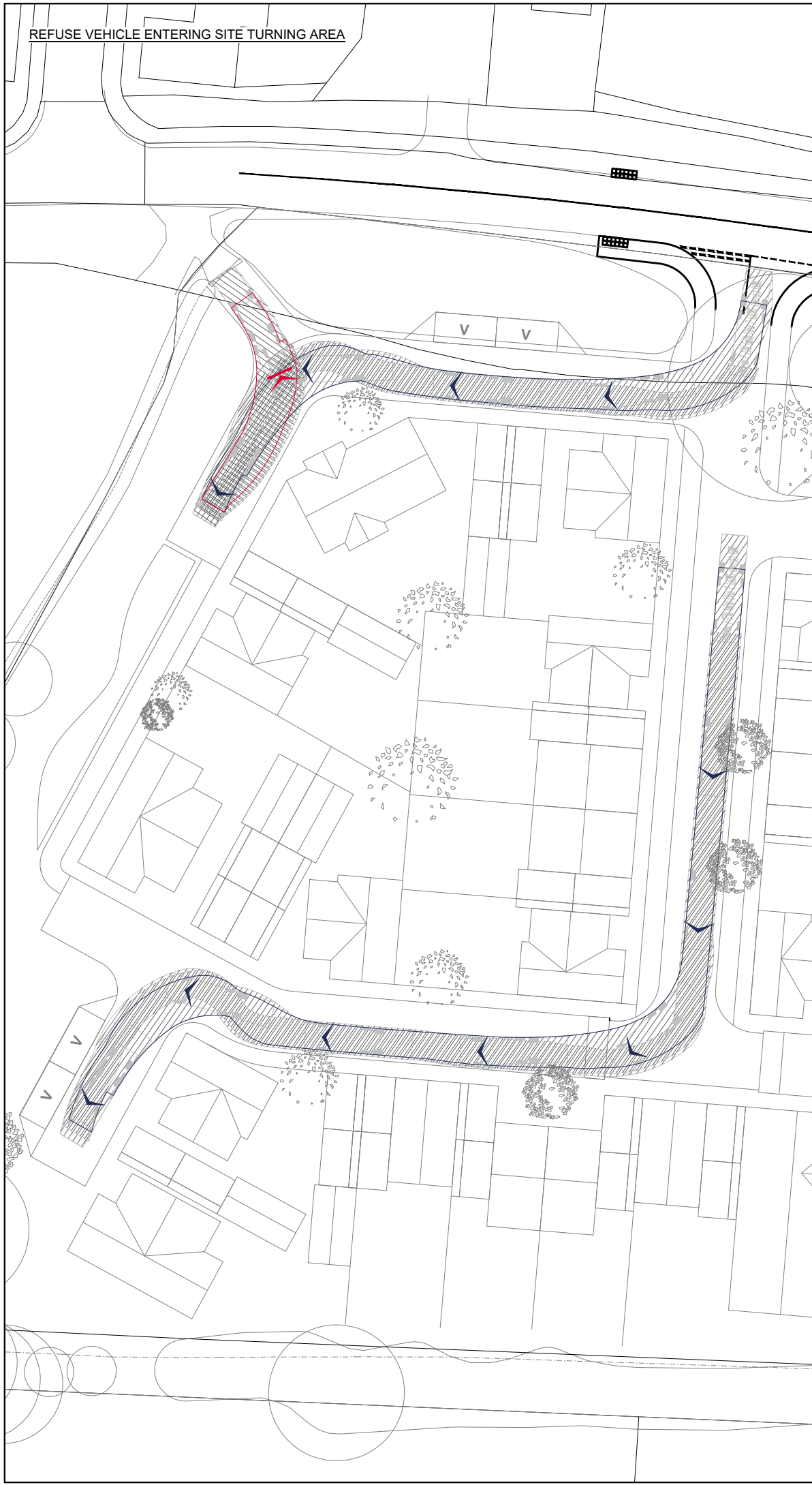
INITIAL SITE LAYOUT REVIEW
 (FIRE TENDER VEHICLE TRACKING ASSESSMENT)

DRAWN BY AP	CHECKED BY CB	APPROVED BY CB
	DATE 02.11.2023	DATE 02.11.2023

SCALE @ A3 1 : 500	DATE 02.11.2023
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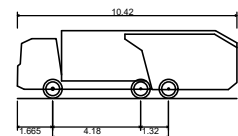
PROJECT NO. 23-T011	DRAWING NO. 04.1	REV. D
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 2. THIS DRAWING IS BASED UPON DRAWING NUMBER BH002_SP.01 SUPPLIED BY BAYA GROUP AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



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REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.11.2023	REVISED LAYOUT	AP	CB	CB
C	17.11.2023	REVISED LAYOUT	AP	CB	CB
B	13.11.2023	REVISED LAYOUT	AP	CB	CB
A	10.11.2023	REVISED LAYOUT	AP	CB	CB

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INITIAL SITE LAYOUT REVIEW
 (REFUSE VEHICLE TRACKING ASSESSMENT)

DRAWN BY AP	CHECKED BY CB	APPROVED BY CB
	DATE 02.11.2023	DATE 02.11.2023

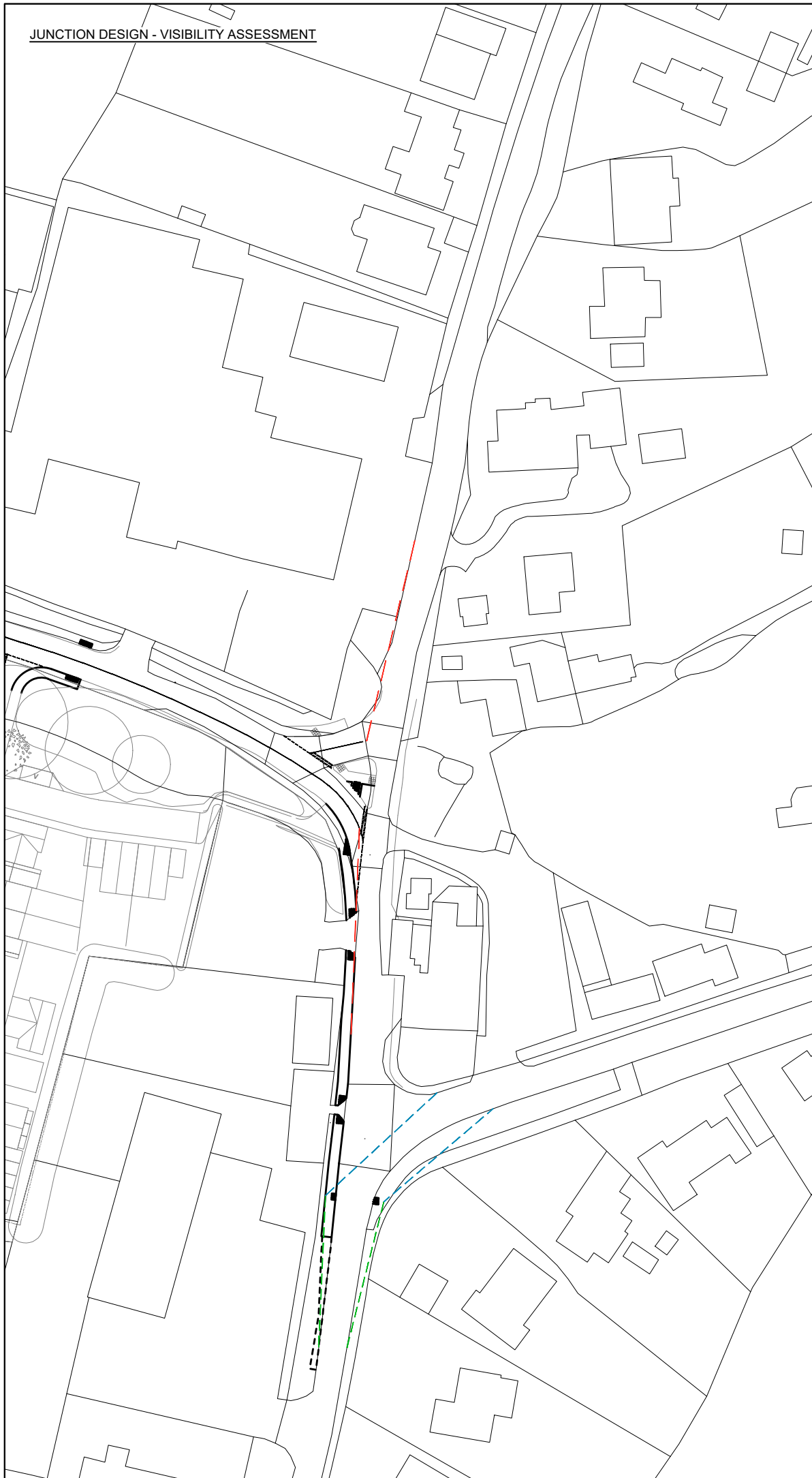
SCALE @ A3 1 : 500	DATE 02.11.2023
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PROJECT NO. 23-T011	DRAWING NO. 04.2	REV. D
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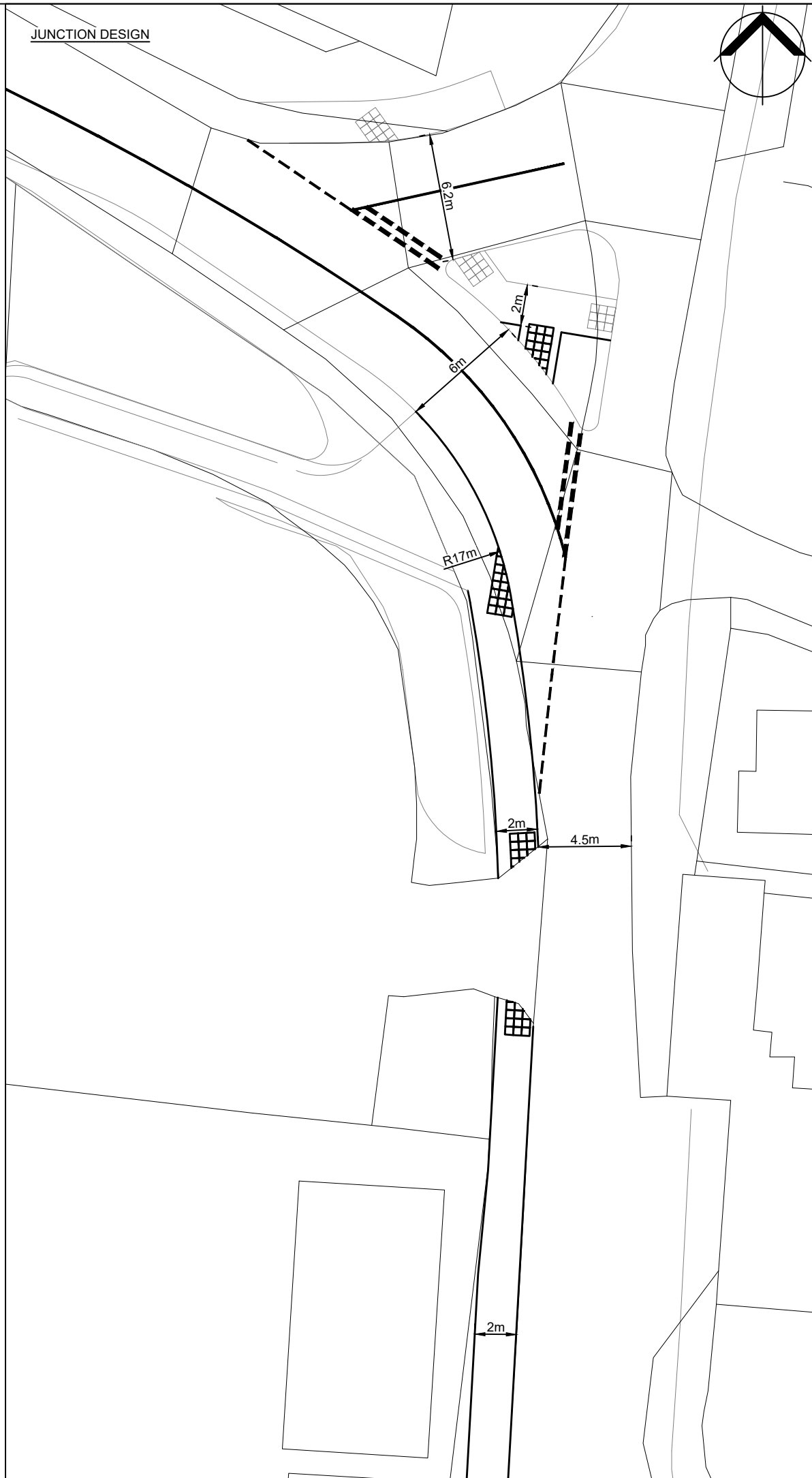
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A4. PROPOSED FOOTWAY IMPROVEMENT WORKS

JUNCTION DESIGN - VISIBILITY ASSESSMENT



JUNCTION DESIGN



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 2. THIS DRAWING IS BASED UPON DRAWING NUMBER BH002_SP.01 SUPPLIED BY BAYA GROUP AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

KEY:

- 2M X 29.3M PEDESTRIAN VISIBILITY SPLAY LOOKING SOUTH (BASED ON AN 85TH %ILE SPEED OF 22.7MPH)
- 2M X 30M PEDESTRIAN VISIBILITY SPLAY LOOKING EAST (BASED ON AN 85TH %ILE SPEED OF 23.1MPH)
- 2.4M X 40M DRIVER VISIBILITY SPLAY (BASED ON 30MPH AS PER MFS STANDARDS)

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.11.2023	REVISED LAYOUT	AP	CB	CB
C	17.11.2023	REVISED LAYOUT	AP	CB	CB
B	13.11.2023	REVISED LAYOUT	AP	CB	CB
A	10.11.2023	REVISED LAYOUT	AP	CB	CB

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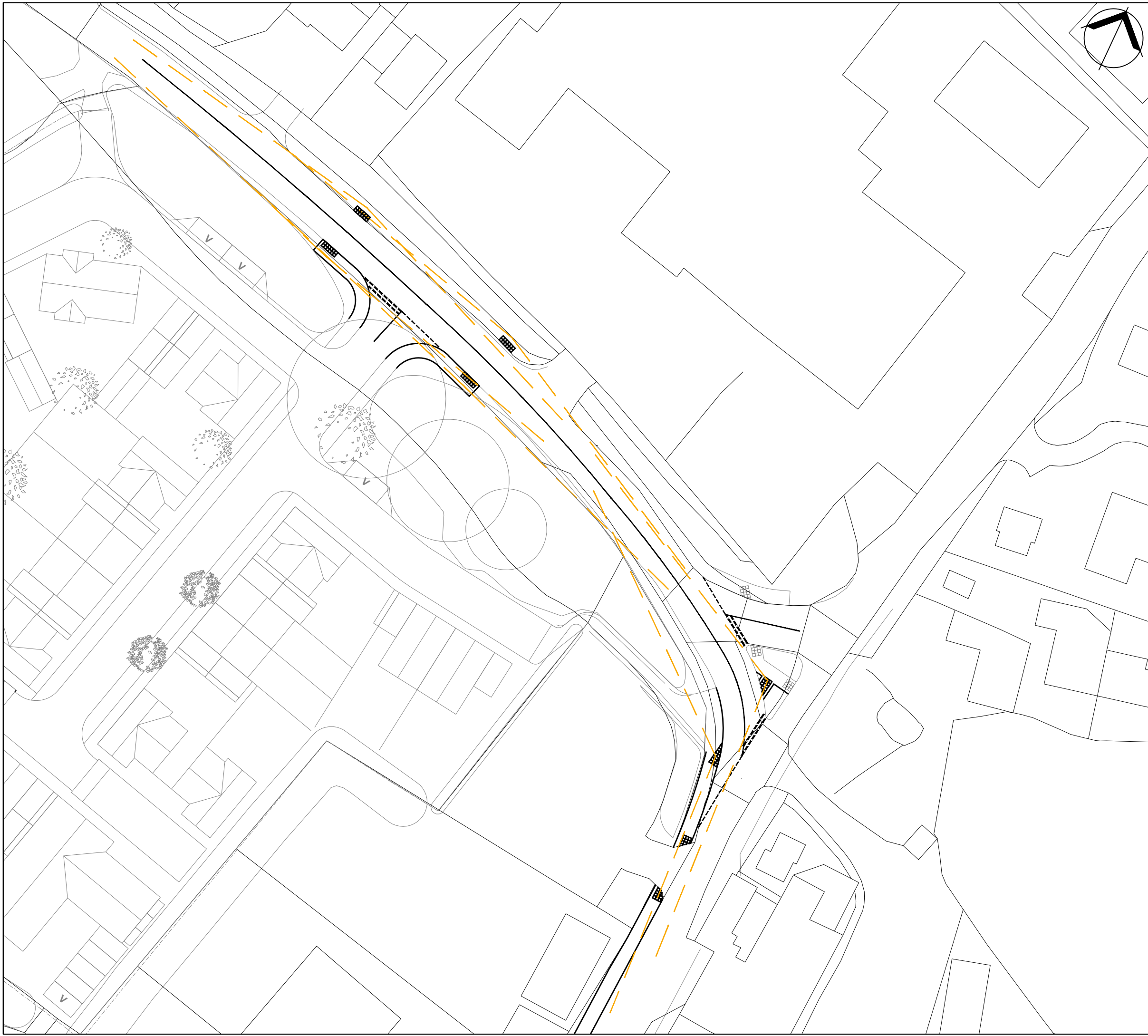
INITIAL SITE LAYOUT REVIEW
 (IMPROVEMENTS TO CLATTERBURY LANE JUNCTION)

DRAWN BY AP	CHECKED BY CB	APPROVED BY CB
	02.11.2023	02.11.2023


SCALE @ A3 1 : 500	DATE 02.11.2023
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PROJECT NO. 23-T011	DRAWING NO. 05	REV. D
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 2. THIS DRAWING IS BASED UPON DRAWING NUMBER BH002_SP.01 SUPPLIED BY BAYA GROUP AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

KEY:

 1.5M X 40M PEDESTRIAN VISIBILITY SPLAY WITH 1M OFFSET (BASED ON A ROAD SPEED OF 30MPH AS PER MFS STANDARDS AND TRAFFIC SIGNS MANUAL CHAPTER 6 STANDARDS)

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
B	29.11.2023	REVISED LAYOUT	AP	CB	CB
A	17.11.2023	REVISED LAYOUT	AP	CB	CB

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PROJECT _____

CLATTERBURY LANE

TITLE _____

INITIAL SITE LAYOUT REVIEW
 (PEDESTRIAN VISIBILITY ASSESSMENT)

DRAWN BY AP	CHECKED BY CB	APPROVED BY CB
	13.11.2023	13.11.2023

SCALE @ A3 1 : 500	DATE 13.11.2023
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PROJECT NO. 23-T011	DRAWING NO. 06	REV. B
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