



Civil Engineers & Transport Planners

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Harpers Road,  
Ash

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Transport  
Statement

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November 2023

231684/TS/AG/KL/01

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Civil Engineers & Transport Planners

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## CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	General.....	1
1.2	Site Description and Existing Conditions .....	1
1.3	Planning History .....	2
1.4	Development Proposals.....	3
<b>2</b>	<b>NATIONAL PLANNING POLICY FRAMEWORK.....</b>	<b>5</b>
2.1	National Planning Policy Framework (NPPF) revised 2023.....	5
2.2	Promoting Sustainable Transport .....	5
2.3	Parking Standards .....	7
2.4	Local Policies .....	7
2.5	Parking Standards .....	10
<b>3</b>	<b>ACCESSIBILITY OF SITE BY NON-CAR MODES OF TRANSPORT .....</b>	<b>12</b>
3.1	Site Accessibility.....	12
3.2	Pedestrian Access .....	12
3.3	Walking Access.....	13
3.4	Cycle Access .....	13
3.5	Public Transport – Buses.....	14
3.6	National Rail Networks .....	14
3.7	Summary of Site Accessibility .....	14
<b>4</b>	<b>SITE ACCESS AND PARKING PROVISION .....</b>	<b>16</b>
4.1	Proposed Access .....	16
4.2	Site Access.....	16
4.3	Visibility Splays.....	17
4.4	Parking Provisions .....	18
4.5	Cycle Parking .....	19
4.6	Servicing.....	19
<b>5</b>	<b>DEVELOPMENT IMPACT &amp; IMPACT ON HIGHWAY NETWORK OPERATION .....</b>	<b>20</b>
5.1	Trip Generation.....	20
5.2	Existing Traffic Generation.....	20
5.3	Proposed Traffic Generation.....	21
5.4	Highway Safety.....	25

5.5	Traffic Impact .....	26
<b>6</b>	<b>SUMMARY AND CONCLUSION .....</b>	<b>28</b>

**TABLES**

TABLE 2.1 – PARKING STANDARDS.....	10
TABLE 2.2 – SURREY CYCLE PARKING STANDARDS.....	10
TABLE 2.3 – GUILDFORD PARKING STANDARDS.....	11
TABLE 2.4 – MINIMUM CYCLE PARKING STANDARDS.....	11
TABLE 3.1 – LOCAL FACILITIES .....	12
TABLE 3.2 – BUS TIMES.....	14
TABLE 4.1 – VISIBILITY SPLAY REQUIREMENTS.....	17
TABLE 5.1 – EXISTING VEHICULAR TRIPS.....	21
TABLE 5.2 – PROPOSED PERSON TRIPS .....	22
TABLE 5.3 – OFFICE OF NATIONAL STATISTICS TRAVEL DATA (2011 CENSUS).....	22
TABLE 5.4 – MODAL TRIPS.....	23
TABLE 5.5 – PEAK HOUR MODAL TRIPS.....	23
TABLE 5.6 – EXISTING AND PROPOSED TRIPS .....	24

**FIGURES**

FIGURE 1.1 – SITE LOCATION.....	2
FIGURE 5.1 – ACCIDENT DATA.....	25

**APPENDICES**

APPENDIX A

6502/PL-01 – Proposed Site Plan

APPENDIX B

Drawing 231684/TS/01 – Walking Isochrones

Drawing 231684/TS/02 – Cycling Isochrones

APPENDIX C

Drawing 231684/TS/03 – Proposed Access Arrangements

Drawing 231684/TS/04 – Proposed Access Visibility

APPENDIX D

Drawing 231684/TR/01 – Swept-Path Refuse Vehicle

Drawing 231684/TR/02 – Swept-Path Fire Appliance



## **1 INTRODUCTION**

### **1.1 General**

1.1.1 Lanmor Consulting Ltd has been commissioned by Bourne Homes to provide advice on highway and transportation matters for the proposed development at Streamside and Land Adjacent, Harpers Road, Ash, Surrey, GU12 6DB.

1.1.2 Within this Transport Statement, detailed consideration will be given to the location of the proposed development in terms of accessibility by car and non-car modes of travel such as walking, cycling and public transport. It will consider changes in travel demand arising from the proposed development and the associated implications for the highway and transportation networks within the local area.

1.1.3 The statement will also demonstrate that the proposed development accords with key planning policies, will have minimal impact on the surrounding highway and transport infrastructure and that the parking provisions for the development will be adequate and will not increase parking on-street.

### **1.2 Site Description and Existing Conditions**

1.2.1 The application site comprises of an area of land approximately 1.25ha in size, to the west of Harpers Road on the outskirts of Ash, Surrey. The site is divided into two parcels, with the 'Northern' parcel, located to the north of the stream, currently occupied by trees, scrubland and vegetation and the 'Streamside' site, to the south of the stream, occupied by 1 dwelling with garage and garden.

1.2.2 The existing dwelling is accessed from Harpers Road via a culverted crossover of the drainage ditch. The location of the site is shown below in Figure 1.1. Harpers Road is a single carriageway rural road measuring circa 4.1-metres in width widening to 5.9m in places. It extends in a southerly direction from the give-way priority junction with the A323 Guildford Road and serves a number of residential dwellings.

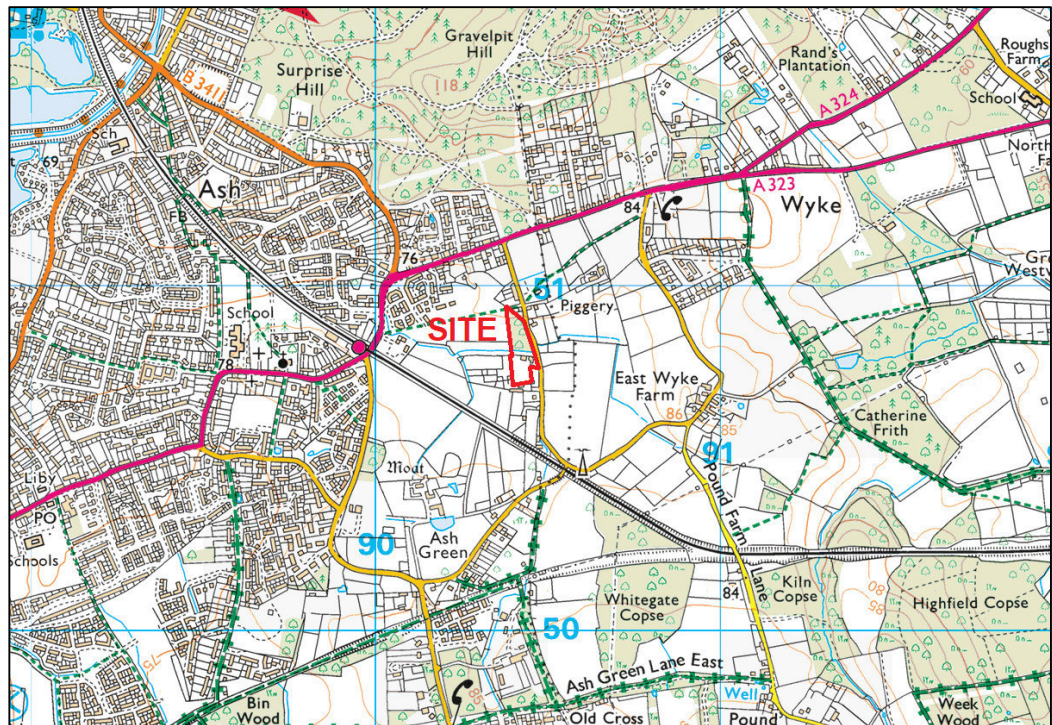


Figure 1.1 – Site Location

1.2.3 Harpers Road has no footways, some lighting is provided along the Road. The A323 Guildford Road to the north runs east / west it is a two-way, single carriageway road, and links Guildford with Aldershot. The road is subject to a 30mph speed limit to the north of the site, as it enters the outskirts of Ash, however this speed limit changes to 40mph approximately 100-metres to the east of its junction with Harpers Road.

1.2.4 Harpers road to the south of the site becomes more rural in appearance/feel. Harpers Road joins Ash Green Road, this heads south-westwards to join up with White Lane. White Lane leads southwards through the local centre of Ash Green, before linking with the eastbound carriageway of the A31 Hogs Back.

### 1.3 Planning History

1.3.1 In August 2019 an outline application for 24 dwellings on the this application site was refused at appeal under application 17/P/02616. However, appeal was not refused on Highway or Transport Grounds and neither the inspector nor SCC raised any issues about traffic generation or safety concerns relating to the application for the proposed 24 dwellings.

- 1.3.2 A new outline application for 22 dwellings under application 22/P/00977 was submitted in June 2023 and was refused by Guildford Borough Council (GBC) on the grounds that *“vehicle movements would create a dangerous environment for pedestrians and cyclists”* along Harpers Road and that there would be an *“unacceptable impact on highway safety.”*
- 1.3.3 The application site formed part of a wider parcel of land (allocation A31 – Land to the south and east of Ash and Tongham) that is being progressed through GBC’s Local Plan: Strategy and Sites 2015 – 2034 adopted (25th April 2019), update 22 March 2023.
- 1.3.4 Outline planning permission for 154 residential units under planning application reference 16/P/01679 was given consent by GBC, which formed part of allocation A31. The Reserved Matters application for the 154-units was approved on 30th July 2020 by GBC, the development is currently being constructed.
- 1.3.5 In August 2023 the neighbouring Orchard Farm site was approved for the construction of 51 dwellings following appeal under application 22/P/01083. The inspector concluded that they *“do not consider that the development would result in a material increase in movement by pedestrians and cyclists along Harpers Road”* as the proposed footways and cycle links would *“provide an opportunity for the residents of the properties...to reach Guildford Road on foot or by bike without using Harpers Road”*.
- 1.3.6 Other key planning applications in the area include the Ash Road Bridge approved in 2019 reference 19/P/01460. The new link will replace the level crossing as Ash which is to be closed on completion of the bridge. The new road and bridge will result in a redistribution of traffic on the surrounding road network. It is likely the number of vehicular movements along Wyke Road and Harpers Road will reduce as a consequence.

## **1.4 Development Proposals**

- 1.4.1 The proposed development is for the demolition of the existing dwelling and the erection of 24 dwellings in the land adjacent to Harpers Road, specifically for 22 houses and 2 x 1 bed flats.

- 1.4.2 The houses will be comprised of 4 x 2 bed, 14 x 3 bed and 4 x 4+ bed properties. 8 dwellings will be allocated to the 'Northern' parcel and 16 (including the 2 flats) to 'Streamside', south of the stream. 9 dwellings will be classified as affordable housing.
- 1.4.3 The adjacent development of Orchard Farm will provide several safe and well-maintained footways that will increase the permeability of the Harpers Road site and allow easier access to Guildford Road and the facilities beyond, including the railway station.
- 1.4.4 The developer also pledges to make a financial contribution of £27,600 towards Public Rights of Way and highway improvement measures in agreement with Surrey County Council as the local highway authority. A financial contribution will also be made towards the development of Ash Road Bridge, which will reduce rat running on Harpers Road and congestion on the adjoining Guildford Road.
- 1.4.5 The proposed site layout plan for the residential scheme has been included in Appendix A as drawing 6502/PL-01 Rev K.

## **2 NATIONAL PLANNING POLICY FRAMEWORK**

### **2.1 National Planning Policy Framework (NPPF) revised 2023**

#### **2.1.1 Within the NPPF it states:**

*“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”.*

### **2.2 Promoting Sustainable Transport**

#### **2.2.1 NPPF acknowledges Transport policies have an important role to play in facilitating sustainable development but also in contributing to the wider sustainability and health objectives and it states planning policies should;**

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and

- e) Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

2.2.2 The NPPF states that 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.

2.2.3 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.

## 2.3 Parking Standards

2.3.1 NPPF states when setting local parking standards for residential and non-residential development, local planning authorities should consider:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

## 2.4 Local Policies

2.4.1 The GBC adopted their Local Plan in April 2019. The Key policy in the new local plan is ID3 which states:-

*(1) New development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of the sustainable transport modes of walking, cycling and the use of public and community transport.*

*(2) New development will be required, in so far as its site's size, characteristics and location allow, to maximise:*

*(a) the provision of high-quality, safe and direct walking and cycling routes within a permeable site layout, with priority over vehicular traffic, that facilitates and encourages short distance trips by walking and cycling*

*(b) the provision of secure, accessible and convenient cycle parking*

*(c) the improvement of existing cycle and walking routes to local facilities, services, bus stops and railway stations, to ensure their effectiveness and amenity*

*(d) the provision and improvement of public and community transport, and*



- (e) opportunities for people with disabilities to access all modes of transport.*
- (4) In terms of vehicular parking for new developments:*
- (a) Off-street vehicle parking for new developments should be provided such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.*
- (b) Consideration will be given to setting maximum parking standards for Guildford town*
- (6) New development will be required to provide and/or fund the provision of suitable access and transport infrastructure and services that are necessary to make it acceptable, including the mitigation of its otherwise adverse material impacts, within the context of the cumulative impacts of approved developments and site allocations. This mitigation:*
- (a) will maintain the safe operation and the performance of the Local Road Networks and the Strategic Road Network to the satisfaction of the relevant highway authorities, and*
- (b) will address otherwise adverse material impacts on communities and the environment including impacts on amenity and health, noise pollution and air pollution.*
- (7) Planning applications for new development will have regard to the Infrastructure Schedule at Appendix 6 which sets out the key infrastructure requirements on which the delivery of the Plan depends, or any updates in the latest Guildford borough Infrastructure Delivery Plan.*
- (8) Provision of suitable access and transport infrastructure and services will be achieved through direct improvements and/or schemes funded through Section 106 contributions and/or the Community Infrastructure Levy (CIL) which will address impacts in the wider area including across the borough boundary.*
- (9) New development that will generate significant amounts of movement will:*
- (a) at the planning application stage, be supported by a Transport Statement or Transport Assessment in accordance with the thresholds set out in the Local Planning Authority's Local Validation List, and*



*(b) require a Travel Plan which will be proportionate to the size of the new development.*

2.4.2 In March 2023 GBC adopted their Development Management Policies as part of their local plan. One of the key policies in the DMP is ID 10 which states:-

- 1) *The parking standards in adopted Neighbourhood Plans, irrespective of when these were adopted, will take precedence over standards set by the Local Planning Authority in the Local Plan and Supplementary Planning Documents, should there be conflict, except in relation to strategic sites.*
  
- 3) *For non-strategic sites:*
  - a) *the provision of car parking in new residential development in Guildford town centre or suburban areas, for use by residents themselves, will have regard to the maximum standards set out in the Parking Standards for New Development SPD;*
  - b) *the provision of car parking in new residential development in village and rural areas, for use by residents themselves, will have regard to the expected standards set out in the Parking Standards for New Development SPD;*
  - c) *the provision of additional unallocated parking, to allow for visitors, deliveries and servicing, at the ratio of 0.2 spaces per dwelling will only be required where 50% or more of the total number of spaces, provided for use by residents themselves, are allocated;*
  - d) *the provision of non-residential car parking will have regard to the maximum standards set out in the Parking Standards for New Development SPD;*
  - e) *the provision of electric vehicle charging will provide at least the minimum requirements set out in the Building Regulations (Part S); and*
  - f) *the provision of cycle parking will have regard to the minimum requirements set out in the Parking Standards for New Development SPD.*

## 2.5 Parking Standards

2.5.1 Surrey County Council have published guidance in respect of parking provision at new developments in January 2018. This guidance suggests a need to adopt a more flexible approach to applying parking standards. They recommend the following parking levels for developments located within the suburban edge or villages.

Type of Dwelling	Parking Standard for Land Use C3	
	Minimum Cycle Parking Standard	Maximum Car Parking Standard
<b>1 &amp; 2 Bedroom Dwellings</b>	1 space per unit	1.5 spaces per unit
<b>3 Bedroom Dwellings</b>	2 spaces per unit	2 spaces per unit
<b>4+ Bedroom Dwellings</b>	2 spaces per unit	2 spaces per unit

Table 2.1 – Parking Standards

2.5.2 The SCC guidance also states that 1 cycle space should be provided per 1 & 2 bedroom units and 2 spaces for 3 or more bedroom units, which is indicated in Table 2.2 below.

Use Class	Minimum Standard
Flats/houses without garages or gardens: 1 and 2 bedroom unit	1 space
Flats/houses without garages or gardens: 3 or more bedroom unit	2 spaces

Table 2.2 – Surrey Cycle Parking Standards

2.5.3 GBC have also published their new SPD on parking standards for new developments in March 2023. Policy ID10 is repeated in the SPD and in Appendix A under table A2 the parking standards for Village and Rural areas are set out.

2.5.4 Table A2 is reproduced below as Table 2.3.

Table A2. Residential development in village and rural areas (non-strategic sites) – Expected provision of car parking for dwellings, for use by residents themselves

Location	Village & Rural
<b>1 bed flats</b> (including studios & bedsits)	1 space per unit
<b>2 bed flats</b>	1.5 spaces per unit
<b>1 bed houses</b>	1.5 spaces per unit
<b>2 bed houses</b>	1.5 spaces per unit
<b>3 bed houses</b>	2 spaces per unit
<b>4+ bed houses</b>	2.5 spaces per unit

Table 2.3 – Guildford Parking Standards

2.5.5 GBC’s minimum cycle parking standards for residential development are shown below in Table 2.4.

Development Type	Minimum cycle parking spaces provided - short stay	Minimum cycle parking spaces provided - long stay
<b>Residential</b>		
All except sheltered/ elderly housing or nursing homes	Individual assessment/justification	1 per bedroom

Table 2.4 – Minimum Cycle Parking Standards

### 3 ACCESSIBILITY OF SITE BY NON-CAR MODES OF TRANSPORT

#### 3.1 Site Accessibility

3.1.1 The site is located off Harpers Road in the village of Ash, Surrey. It is situated on the eastern side of the village in a less developed area, approximately 250m from Guildford Road (A323). Local facilities are easily accessible to pedestrians and cyclists via the adjacent development and Public Footpath 356, which increase the permeability of the site and provide safe and direct routes to Ash, including to the train station.

#### 3.2 Pedestrian Access

3.2.1 The site is currently accessed from Harpers Road, which borders the eastern boundary. The adjacent development of Orchard Farm will provide footways and cycle paths that will increase the permeability of the Harpers Road site and allow easier access to Guildford Road and the facilities beyond, ensuring pedestrians and cyclists do not need to use Harpers Road itself.

3.2.2 The site is located within an acceptable walking distance of local facilities and services. Table 3.1 below provides information on some local facilities considered to be within walking distance of the site.

Facility	Description	Distance from site
<b>Totterdown Preschool</b>	Pre-School	100m
<b>The Lion Brewery</b>	Public House	200m
<b>Ash Playground</b>	Playground	200m
<b>Pinewood Stores</b>	Convenience Store	250m
<b>Curzon</b>	Restaurant	275m
<b>China Express</b>	Takeaway	300m
<b>Tylea's</b>	Sandwich Shop	300m
<b>Little Fishes Preschool</b>	Pre-School	625m
<b>St Peter's Church</b>	Place of Worship	650m
<b>Ash Grange Primary School</b>	Primary School	775m
<b>Ash Community Centre</b>	Community Centre	830m
<b>Ash Tennis Club</b>	Sports Club	975m
<b>Ash Victoria Hall</b>	Village Hall	975m
<b>Shawfield Primary School</b>	Primary School	1.2km
<b>Co-op Food (Ash)</b>	Convenience Store	1.3km
<b>Ash Library</b>	Library	1.5km

Table 3.1 – Local Facilities

### **3.3 Walking Access**

3.3.1 Walking is the most important mode that offers the greatest potential to replace short car trips, particularly those journeys under 2km. Guidance suggests that walking distances of between 200m and 2km, depending on the journey purpose, is reasonable.

3.3.2 Harpers Road itself does not have many accessible footways for pedestrians; however, the adjacent development of Orchard Farm will provide safe and well-maintained footways that will increase the permeability of the Harpers Road site and allow easier access to Guildford Road and the facilities beyond, including the railway station. The two parcels of land will have a footway linking them and a connection is provided from the site in the north directly onto the public right of way FP 356, which has been upgraded as part of the neighbouring Bellway development. This will ensure that pedestrians do not need to use Harpers Road.

3.3.3 Walking can also form part of a wider journey for commuting and leisure purposes when combined with public transport. For the 'Northern' parcel, the nearest bus stops are located approximately 225m away for westbound services and 230m for eastbound services, a 3–4-minute walk. For 'Streamside', the same bus stops are 425m and 430m away respectively. Drawing 231684/TS/01 included in Appendix B shows the range of destinations reachable from the site.

### **3.4 Cycle Access**

3.4.1 Cycling also has the potential to substitute for short car trips, particularly those journeys of less than 5km, or when it forms part of a longer journey by public transport. Within the local area there is no dedicated cycling infrastructure as per the proposals for pedestrian routes, the adjacent development of Orchard Farm will provide cycle paths that will enable residents to safely access Guildford Road and the facilities beyond, ensuring cyclists do not need to use Harpers Road itself.

3.4.2 Harpers Road has no cycleways but there are a number of off-street cycle & walking paths that are reachable from the site. The destinations in a reachable cycle ride are indicated on the drawing 231684/TS/02 which is included in Appendix B.

### 3.5 Public Transport – Buses

3.5.1 The nearest bus stop to the site is the ‘Nightingale Road’ stop on Guildford Road, located approximately 225m to the northeast of the site for westbound services to Aldershot and Tongham. The bus services within a close proximity of the site are tabulated below.

Route / Bus Stop	Bus Route	Distance from site (m)	Weekday Peak Frequency (p/h)	Weekend Peak Frequency (p/h) (sat)	Weekend Peak Frequency (p/h) (sun)
Nightingale Road (towards Aldershot)	20	225m	3 (05:20-23:05)	3 (05:20-23:05)	3 (06:50-21:35)
Nightingale Road (towards Guildford)	20	230m	3 (05:20-23:05)	3 (05:20-23:05)	3 (06:50-21:35)
Nightingale Road (towards Aldershot)	520	225m	1 (13:41)	-	-
Nightingale Road (towards Guildford)	520	230m	1 (09:38)	-	-
Nightingale Road (towards Tongham)	694	225m	1 (15:32)	-	-
Nightingale Road (to Broadwater School)	694	230m	1 (07:45)	-	-

Table 3.2 – Bus Times

### 3.6 National Rail Networks

3.6.1 The nearest train station is Ash Station, located 400m to the west. Ash Station is operated by Southwestern Railway and offers convenient travel to destinations such as Guildford, Farnham, Redhill, and Reading. The station is comprised of 2 platforms. The typical peak service is approximately 5tph.

### 3.7 Summary of Site Accessibility

3.7.1 The site has reasonable access to public transport including buses and trains and provides residents and visitors with a choice of sustainable modes of travel. Local bus and train services are within easy walking or cycling distance of the site.

3.7.2 Vehicles will be able to access the site from Harpers Road but there will also be pedestrian and cycling connections to Guildford Road through the Orchard Farm development. The site's reasonable proximity to local facilities and permeability with regards the adjacent development/public footpaths provides opportunities for residents to use alternative modes of travel to reduce the reliance on private cars.

## **4 SITE ACCESS AND PARKING PROVISION**

### **4.1 Proposed Access**

4.1.1 The planning application seeks permission for the construction of 24 dwellings in the land adjacent to Harpers Road.

4.1.2 The proposals will incorporate parking for vehicles associated with the properties with 48 allocated parking spaces and 4 visitor parking spaces across the whole of the development. The parking spaces will be accessed from the two internal access roads adjoining Harpers Road.

### **4.2 Site Access**

4.2.1 The site will be accessed from Harpers Road for vehicles, while pedestrians will be able to use internal footways which connect into the adjacent development and Public Footpath 356 to the north, enabling safe access to the network of footpaths and roadways within Ash.

4.2.2 The southern site 'Streamside' will re-configure the existing access to provide a 5m wide road, suitable for refuse collection and delivery vehicles. The internal road network will be a shared surface suitable for both vehicles and pedestrian. Turning areas are provided on site to allow vehicles to turn and leave the site in a forward gear.

4.2.3 Access arrangements for the northern site will consist of a new 8m wide access off Harpers Road, approximately 80-metres to the north of the existing 'Streamside' access. The width of the access has been dictated by the swept path of refuse and delivery vehicles. Turning facilities are provided on site for the turning of vehicles. Within the northern site boundary there is a small sliver of land that is shown as public highway on the highway assets records, this area of land will be stopped up under Section 247 of the town and county planning act 1990.

4.2.4 The access arrangements for the southern and northern sites are shown on drawing 231684/TS/03 included in Appendix C.



### 4.3 Visibility Splays

4.3.1 Harpers Road has a posted speed limit of 30mph, guidance in Manual for Streets (MfS) recommends visibilities of 43 metres should be provided for drivers in both directions. Table 4.1 below lists the required horizontal visibilities from MfS based on speed limits.

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

Table 4.1 – Visibility Splay Requirements

4.3.2 Speed surveys along Harpers Road were undertaken for the transport statement prepared by Milestone Transport Planning for the outline application 22/P/00977 on the application site. The 85<sup>th</sup> percentile speeds along Harpers Road were recorded at 32.0mph for northbound traffic and 30.6mph for southbound traffic.

4.3.3 Using the MfS methodology for determining visibility requirements of perception-reaction time of 1.5 seconds and a deceleration rate of 0.45g (4.41 m/s<sup>2</sup>), this gives visibility distances of 44.7m in the leading direction and 41.7m in the trailing direction. These visibilities are achievable from a set back of 2.4m from both access to 1.0m into the carriageway of Harpers Road and are shown on drawing 231684/TS/04 in Appendix C.

4.3.4 These have been established in the pervious application demonstrating there was no obstacles to the visibility splays which was accepted by the highway authority. However, it was recommended that the existing verge/shrubbery at the access points should be trimmed back and maintained.

#### **4.4 Parking Provisions**

- 4.4.1 The volume of car parking to be provided within any development is a key consideration. National Policy is promoting parking restraint to encourage sustainable travel behaviour; however, it is recognised that parking levels should be appropriate to the developments accessibility to public transport.
- 4.4.2 The current policy sets the expected parking levels in “village areas” at 1 space per 1 bed flat, 1.5 spaces per 1 or 2 bed house, 2 spaces per 3 bed house and 2.5 spaces per 4 bed unit. These are in excess of the Surrey guidance which recommends 1.5 spaces per 1 or 2 bed dwelling and 2 spaces per 3+ bed dwellings.
- 4.4.3 The proposed development is for 2 x 1-bedroom flats, 4 x 2-bedroom houses, 14 x 3-bedroom houses and 4 x 4-bedroom houses. Based on the expected parking standards this development will require approximately 46 parking spaces under GBC policy and 45 under the Surrey guidance. Forty eight spaces will be allocated to the properties with a further 4 spaces provided for visitors.
- 4.4.4 GBC policy on parking provision states that where spaces are allocated to the proposed dwellings an allowance of 0.2 spaces per dwelling should be provided as unallocated spaces for visitors etc. Based on 24 units 4-5 visitor spaces should be provided. Since the proposals make an allowance for 4 visitor spaces, the proposed development is considered policy compliant, although the allocated parking is slightly above policy the 52 parking spaces are considered suitable for the development without resulting in overspill parking on Harpers Road.
- 4.4.5 One electric vehicle charging (EVC) points will be provided for each property as per the requirements of building regulations as set out in the current planning policy.

#### **4.5 Cycle Parking**

4.5.1 SCC guidance states that 1 cycle space should be provided per 1 & 2-bedroom units and 2 cycle spaces for 3 or more-bedroom units. For the 22 houses, either garages/car barns or cycle stores will be provided for each dwelling to accommodate cycles. For the flats, a cycle store will be provided within the curtilage of the properties to allow for the secure storage of the requisite number of bicycles in line with local policy, i.e., 1 per flat. In total across the application site secure storage will be provided for a minimum of 42 cycles, therefore the cycling provisions for the proposed development are compliant with current policy.

#### **4.6 Servicing**

4.6.1 The development is for 24 dwellings with associated parking and gardens. Refuse trucks and other servicing vehicles will be able to access the 'Northern' and 'Streamside' parcels from Harpers Road and exit the site in a forward gear by way of turning heads provided through the development.

4.6.2 Each property has a bin store, and the bins will be pulled down to the property boundary on collection days by the householder. Swept path assessments for a standards GBC refuse truck turning on site has been included in Appendix D as drawing 231684/TR/01, demonstrating that the lorry is able to service the dwellings and turn on site without overrunning the extent of the carriageway.

4.6.3 Drawing 231684/TR/02 included in Appendix D has been prepared to show the swept path of a typical fire appliance and that is able to access all properties in and there is sufficient room on site to allow it to turn round.

## **5 DEVELOPMENT IMPACT & IMPACT ON HIGHWAY NETWORK OPERATION**

### **5.1 Trip Generation**

5.1.1 The site is located to the southeast of the village and is largely undeveloped land containing a single residential property. The peak periods in traffic movements are estimated to be between 08:00-09:00am and 17:00-1800pm. These periods will be used to compare the impact that the proposed development will have against the existing use.

5.1.2 The transport statement prepared for the refused scheme of 22 units undertook a detailed assessment of volume of traffic the development might generate. It estimated that during the morning peak period (08.00-09.00) an additional 15 two-way vehicular movement could be generated and, in the evening, (17.00-18.00) 14 two-way trips. These were considered to be robust and were slightly higher than trip rates agreed for other approved sites in the area.

5.1.3 The GBC report to committee under paragraph 7.7.9 says Surrey County Council (SCC) as the Highway Authority have reviewed the application and have no objection, subject to Conditions and Informatives.

5.1.4 The response from SCC dated 3 March 2023 states:

*A trip rate analysis has been undertaken as part of the proposal and the proposed development of 22 dwellings is likely to generate 15 and 14 two-way vehicular movements during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods respectively.*

5.1.5 These trips were assessed by the CHA as not having a ‘severe transport impact’ on the operational and safety characteristics of the local highway network.

### **5.2 Existing Traffic Generation**

5.2.1 The site is divided into two parcels by a small stream which runs through the centre. The southern parcel, known as ‘Streamside’, is currently occupied by a single dwelling. The ‘Northern’ parcel is comprised of scrubland and vegetation and so it does not currently generate any traffic.

5.2.2 Given the proposals will increase the number of units on site by 2 compared to the refused scheme and the transport statement being a couple of years old a review of the TRICS database has been carried out to establish if there is more recent data and how this may have changed trip rate. The TRICS estimated trips for a single dwelling are shown below in Table 5.1 and compared to the original trip rates for the refused application.

Trip Rates C3 Residential	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep
Vehicles (Per Dwells)	0.165	0.352	0.328	0.192	2.339	2.396
Vehicles (Per Dwells) From 2022 TS	0.133	0.484	0.361	0.245	2.873	2.790

Table 5.1 – Existing Vehicular Trips

5.2.3 The above clearly shows that the original transport statement trip rates are higher than the current TRICS except for the morning arrivals where it is shown to be a very slight increase.

5.2.4 The comparison above demonstrates the original trip rates were robust, for example the 2022 vehicle daily trip rate of 5.663 per dwelling gives a total trip for the 22 dwellings of 124, the latest TRICS daily trip rate of 4.735 per dwelling and total trips for the proposed 24 dwellings will be 113. This level of trips is lower than that accepted by SCC in the refused application for 22 dwellings.

5.2.5 However, for the benefit of this assessment the higher original trip rates will be used to assess traffic generated by the development as these are more onerous than the current rates.

### 5.3 Proposed Traffic Generation

5.3.1 The proposed development seeks the construction of 24 dwellings on site with associated parking and landscaping. The proposed person trip rates for the 24 dwellings are shown below in Table 5.2 (based on the 2022 transport statement).

Trip Rates C3 Residential	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep	Trip Rates Arr	Trip Rates Dep
Person Trips (per Dwells)	0.176	0.640	0.478	0.324	3.802	3.691
<b>Total Trips C3 Residential</b>	<b>Total Trips Arr</b>	<b>Total Trips Dep</b>	<b>Total Trips Arr</b>	<b>Total Trips Dep</b>	<b>Total Trips Arr</b>	<b>Total Trips Dep</b>
Person Trips (24 Dwells)	4	15	11	8	91	86

Table 5.2 – Proposed Person Trips

5.3.2 The above table shows that the proposed development is likely to generate 19 person trips in the morning and evening peaks, with around 180 over the course of the day.

5.3.3 The modal split of the estimated person trip data has then been applied, based on 2011 census data for the relevant super output area. A breakdown of the census data is set out in Table 5.3 below.

Method of Travel	Total	%
<b>All Categories: Method of Travel</b>	3,030	-
Driving a car	2,290	76
Passenger in a car	174	6
Public transport	323	11
Pedestrian	134	4
Cyclist	48	2
Other	61	1

Table 5.3 – Office of National Statistics Travel Data (2011 Census)

5.3.4 Table 5.4 below applies the modal split to the daily person trip data to the proposed development.

Mode	Arrivals		Departures		Daily Total	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
Car Driver	2.873	69	2.790	67	5.663	136
Car Passenger	0.218	5	0.212	5	0.430	10
Public Transport	0.405	10	0.393	9	0.799	19
Pedestrians	0.168	4	0.163	4	0.331	8
Cyclist	0.060	1	0.058	1	0.119	3
Other	0.077	2	0.074	2	0.151	4
<b>Total</b>	<b>3.802</b>	<b>91</b>	<b>3.691</b>	<b>89</b>	<b>7.493</b>	<b>180</b>

Table 5.4 – Modal Trips

5.3.5 Table 5.5 below sets out the modal split for the peak periods.

Mode	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00	
	Arrivals 4 trips	Departures 15 trips	Arrivals 11 Trips	Departures 8 Trips
Car Driver 76%	3	11	8	6
Car Passenger 6%	0	1	1	1
Public Transport 11%	1	2	1	1
Pedestrians 4%	0	1	1	0
Cyclist 2%	0	0	0	0
Other 1%	0	0	0	0
<b>Total 100%</b>	<b>4</b>	<b>15</b>	<b>11</b>	<b>8</b>

Table 5.5 – Peak Hour Modal Trips

Comparison of Vehicular Trip Rates	Total Vehicular Trips		
	Existing Residential Trips	Proposed Residential Trips	Net Increase
<b>AM Peak</b>	<b>1</b>	<b>14</b>	<b>+13</b>
<b>PM Peak</b>	<b>1</b>	<b>14</b>	<b>+13</b>
<b>Daily Totals</b>	<b>6</b>	<b>136</b>	<b>+130</b>

Table 5.6 – Existing and Proposed Trips

- 5.3.6 The above tables show in terms of additional generated traffic there would be approximately 3 arrivals and 11 departures in the morning peak as a result of the development, with 8 arrivals and 6 departures in the evening peak, the daily two-trips would be 136.
- 5.3.7 When compared to the trips in the original transport statement for the 22-unit scheme that was accepted by the highway authority, there would be no increase in the number of trips for the morning and evening peak. Over the course of the day there would be an increase of 11 vehicle tips generated by the development.
- 5.3.8 The proposals would therefore lead to a moderate increase in vehicular traffic along Harpers Road over the course of a typical weekday. This would include traffic from private cars in the order of around 14 two-way vehicle movements during the morning and evening peak hours. If the development generates the above level of trips it would equate to one additional trip on Harpers Road every 4 minutes. This will have minimal impact on Harpers Road and the surrounding highway network and equates to the same vehicle movements in the peak hours as application 22/P/00977 (against which SCC raised no objections on highways matters) and confirms that the proposed development would only result in a moderate increase in traffic flows. Therefore, the development is unlikely to have much of a material impact on the operation of Harpers Road and the local highway.



## 5.4 Highway Safety

- 5.4.1 A review of the safety record for the highway network in the vicinity of the site has been undertaken as part of this statement. This involved a review of the Personal Injury Accident (PIA) data.
- 5.4.2 In order to review the road safety record of the highway network in the vicinity of the 'Streamside' and 'Northern' sites, Personal Injury Accident (PIA) data was obtained for a 5-year period. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.
- 5.4.3 The study area used to obtain accident data is the same area that was used for outline application 22/P/00977. Within the defined study area there were a total of 14 PIAs including 2 (14%) classified as 'serious' and the remaining 12 (86%) as 'slight'. There were no 'fatal' PIAs recorded. This largely corresponds to the data obtained from Surrey Police for application 22/P/00977.
- 5.4.4 The map area from which the accident data above was extracted is shown below in Figure 5.1.

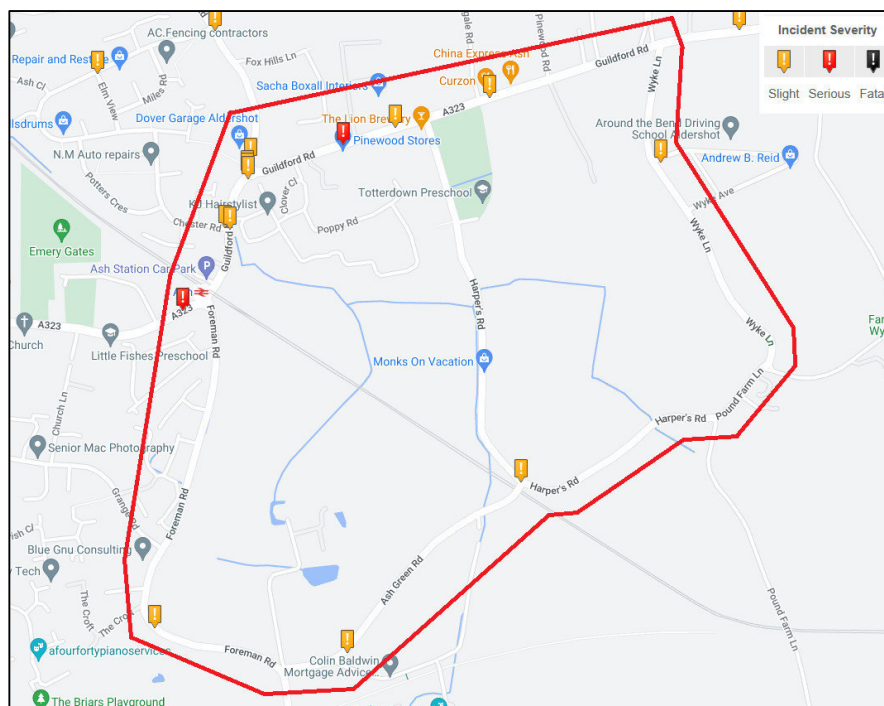


Figure 5.1 – Accident Data

- 5.4.5 The 2 *'serious'* accidents were both confined to the A323 Ash Church Road / Guildford Road, and neither were located at junctions with other roads. The first incident took place at 14:30pm on 10<sup>th</sup> April 2018 and was caused by a vehicle mounting the kerb outside Pinewood Store on Guildford Road, knocking down a pedestrian.
- 5.4.6 The second incident took place at 21:48pm on 31<sup>st</sup> August 2018 and was due to a collision between two cars on Ash Church Road. The first vehicle veered into the path of the second and the accident causation was attributed to alcohol.
- 5.4.7 The data indicates that only 1 *'slight'* accident took place on Harpers Road, at the junction with Ash Green Road, involving two vehicles. This incident was a result of two vehicles meeting on a narrow bridge at the junction with Ash Green Road, south of the site. This occurred at 05:30am on 24<sup>th</sup> September 2022.
- 5.4.8 For most of the other *'slight'* incidents, it can be assumed that these were caused by a combination of the following: failure to look or to judge speed, following too closely, careless/reckless behaviour and lack of driving experience.
- 5.4.9 There are no significant patterns or trends in the data for either the *'slight'* or *'serious'* accidents with regards causation. Taking into account the small level of traffic that the development might generate in the peak hours, it is clear that the proposals would not exacerbate any negative trends in highway safety.

## 5.5 Traffic Impact

- 5.5.1 The transport statement for the previous application undertook detailed pre-application discussions with SCC and an strategy agreed for the analysis of local junctions to establish potential impacts resulting from the development, these included.
- Harpers Road and Guildford Road;
  - Harpers Road and Ash Green Road;
  - Ash Level Crossing (Foreman Road and Guildford Road); and
  - White Lane and A31.

- 5.5.2 These were all assessed at the time and the level of additional traffic that the development might generate was considered to be low and would have an immaterial impact and therefore it concluded additional junction capacity assessments were not required. The proposals are for similar level of development, again it is not considered the traffic generation from the development will have any impact on the operational or safety of Harpers Road or the adjacent roads so no further assessment of the existing junctions in terms of capacity etc. is needed.
- 5.5.3 A package of mitigation measures was developed and agreed with Surrey County Council and GBC which was to be delivered through a combination of physical works to be delivered by the site developer and the payment of financial contributions, as secured through a Section 106 agreement. These include:
- Residential site access onto Harpers Road in line with SCC standards;
  - A financial contribution of £1,200 per additional dwelling (and a total of £27,600) towards Public Rights of Way (PRoW) improvements and highway safety / highway improvement measures which will further promote safe walking, cycling and access for all users.
  - A financial contribution towards the Ash Road Bridge (ARB), which will reduce congestion and delays on the A323 Guildford Road, remove rat running from Harpers Road and provide improved conditions and facilities for walking and cycling. Site preparation is underway and the new bridge is expected to be installed between October 2023 and August 2024, with the bridge opening in November 2024.
- 5.5.4 It is proposed for this application a similar package of mitigation measures will be delivered by the site developer and secured through a Section 106 agreement.

## 6 SUMMARY AND CONCLUSION

- 6.1.1 The proposed development is for the demolition of the existing dwelling and the erection of 24 dwellings in the land adjacent to Harpers Road, specifically for 22 houses and 2 x 1 bed flats. The adjacent Orchard Farm development will provide safe and well-maintained footways and cycle paths that will increase the permeability of this application site and allow easier access to Guildford Road and the facilities beyond, including the railway station. This will ensure that pedestrians and cyclists do not need to use Harpers Road as a means of access.
- 6.1.2 Site layouts for the development have been prepared to show how the 24 dwellings and parking required to meet current policy can be accommodated. Secure cycle storage or garages/car barns will also be provided for each property in compliance with local policy.
- 6.1.3 The site has reasonable access to the local public transport network and there are a variety of local facilities within reach of the site. Ash Station is located approximately 400m to the west and provides links into Guildford, Farnham, Redhill, and Reading. Visibility from the site's two access points can be provided in both directions in line with the recommendations in Manual for Streets.
- 6.1.4 The TRICS database was interrogated to establish the existing and proposed trips for the site. Census data was assessed to understand car usage and ownership in the area and then the modal split was applied to the trip data to understand the level of traffic the development might generate. The proposals would likely only result in a moderate increase in traffic flows on the local highway with around 14 two-way movements during the morning and evening peak hours. The level of increase in vehicle movements is not considered to have any material impact on the safety or operation of the local highway network.

6.1.5 The proposals will generate a similar level of traffic the recently refused application on the site, which Surrey County Council raised no objection to on highways grounds. On the basis of the above it is concluded that the proposals accord with national and local transport related policies. The development will not have a detrimental impact on the surrounding highway networks, and we see no reason to refuse the application on traffic or transportation grounds.

# **APPENDIX A**

6502/PL-01 – Proposed Site Plan





**Northern Site**

1no.	2-Bedroom House	Semi-Detached
3no.	3-Bedroom House	Semi-Detached
1no.	4-Bedroom House	Detached
3no.	4-Bedroom House	Detached
<b>Total</b>	<b>8 Dwellings</b>	

**Streamside Site**

2no.	1-Bedroom Flat	Flats
3no.	2-Bedroom House	Semi-Detached
8no.	3-Bedroom House	Semi-Detached
3no.	3-Bedroom House	Detached
<b>Total</b>	<b>16 Dwellings</b>	

**Key**

- Affordable Housing
- Existing Windows
- Bin Storage Positions
- Refuse dragging distances
- ✱ Refuse collection point
- Gates
- ➔ Pedestrian access
- GP Gate Posts
- PRF Post & Rail Fence
- CBF Close Board Fence
- F&RTH Fire & Refuse Turning Head
- CB Car Barn
- X Blocked Window

Rev	Date	Revision Details	Dr	Ch
K	03.11.23	Draft submission pack	KB	MP
J	26.10.23	Updated to latest comments	GK	AK
I	25.10.23	Updated to latest comments	MP	AK
H	24.10.23	Updated to latest house types and highways	MP	AK
G	16.10.23	House types on plot 18 & 19 amended.	AK	AK
F	05.10.23	House types on plot 1 & 2 amended. Layout updated.	AK	AK
E	04.10.23	Updated layout	MP	AK
D	27.09.23	Oakside Cottage details added	MP	AK
C	25.09.23	Layout amended	MP	AK
B	13.09.23	Layout amended	KB	AK
A	04.09.23	Layout amended	KT	AK

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Client's Name  
**Bourne Homes**

Job Title  
**Streamside and Land Adjacent,  
Harpers Road, Ash**

Drawing Title  
**Proposed Site Plan  
Streamside**

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



Drawn	Checked	Date
KB	AK	16.06.23

Job No	Drawing No	Rev
6502	PL-01	K

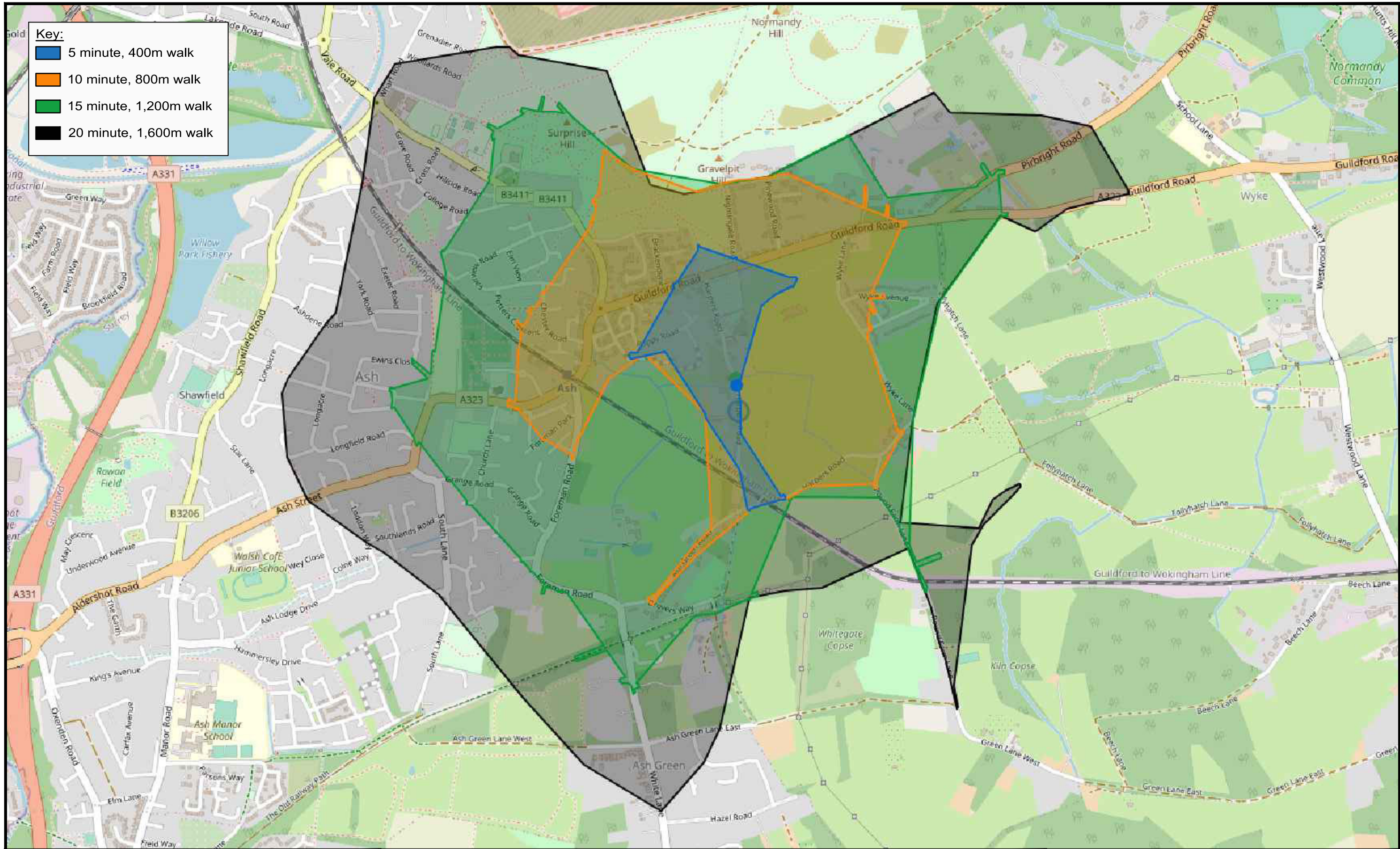
Status  
**PRELIMINARY**



## **APPENDIX B**

Drawing 231684/TS/01 – Walking Isochrones





Bourne  
Homes

Streamside and Land Adjacent  
Harpers Road, Ash  
Walking Isochrones

**LANMOR Consulting**  
Civil Engineers & Transport Planning

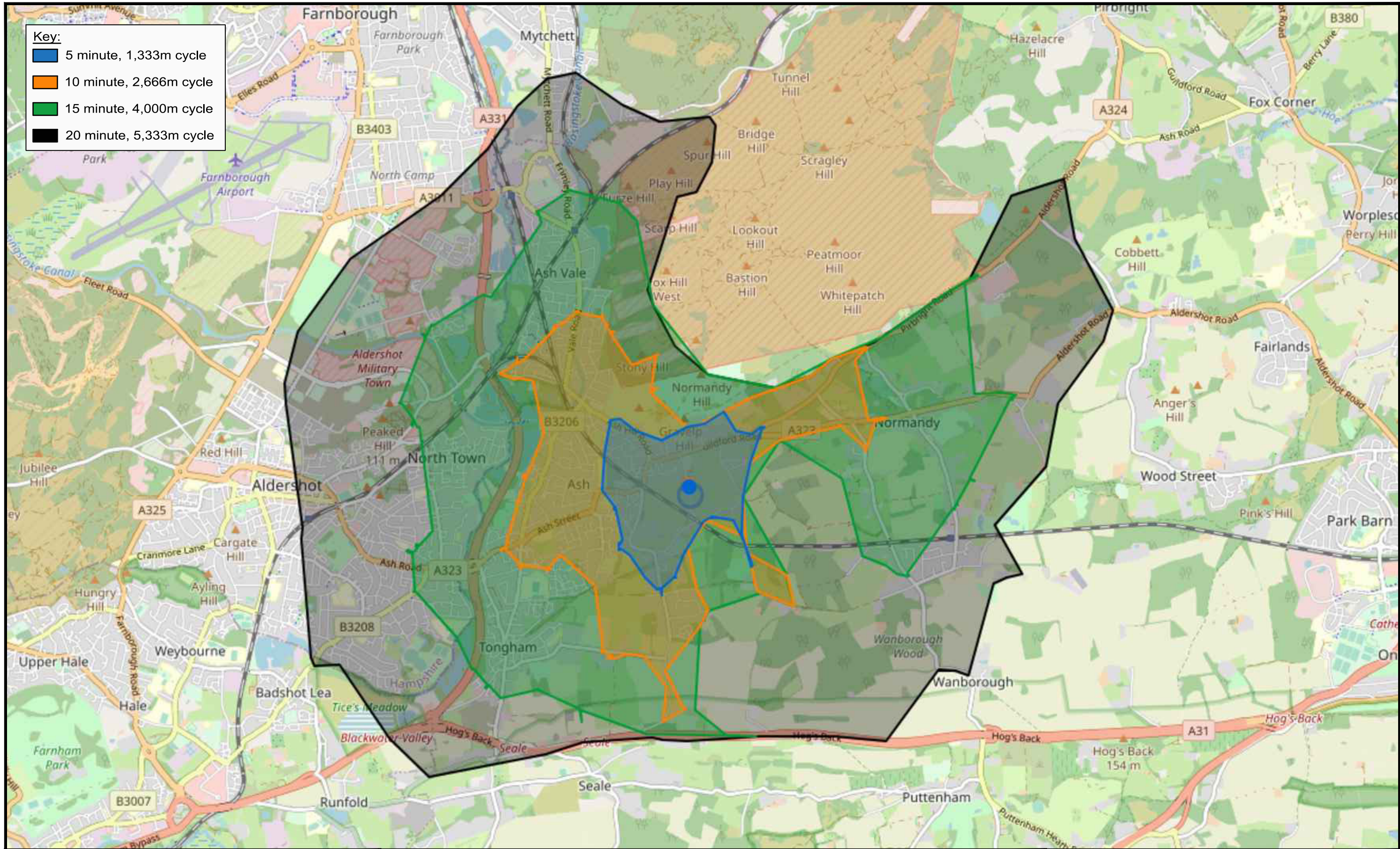
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SCALE	NTS	DRAWN BY	AG	PRJ No.	231684	DWG No.	231684/TS/01
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Drawing 231684/TS/02 – Cycling Isochrones





Key:  
 5 minute, 1,333m cycle  
 10 minute, 2,666m cycle  
 15 minute, 4,000m cycle  
 20 minute, 5,333m cycle

Bourne  
Homes

Streamside and Land Adjacent  
Harpers Road, Ash  
Cycling Isochrones

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SCALE NTS

DRAWN BY AG

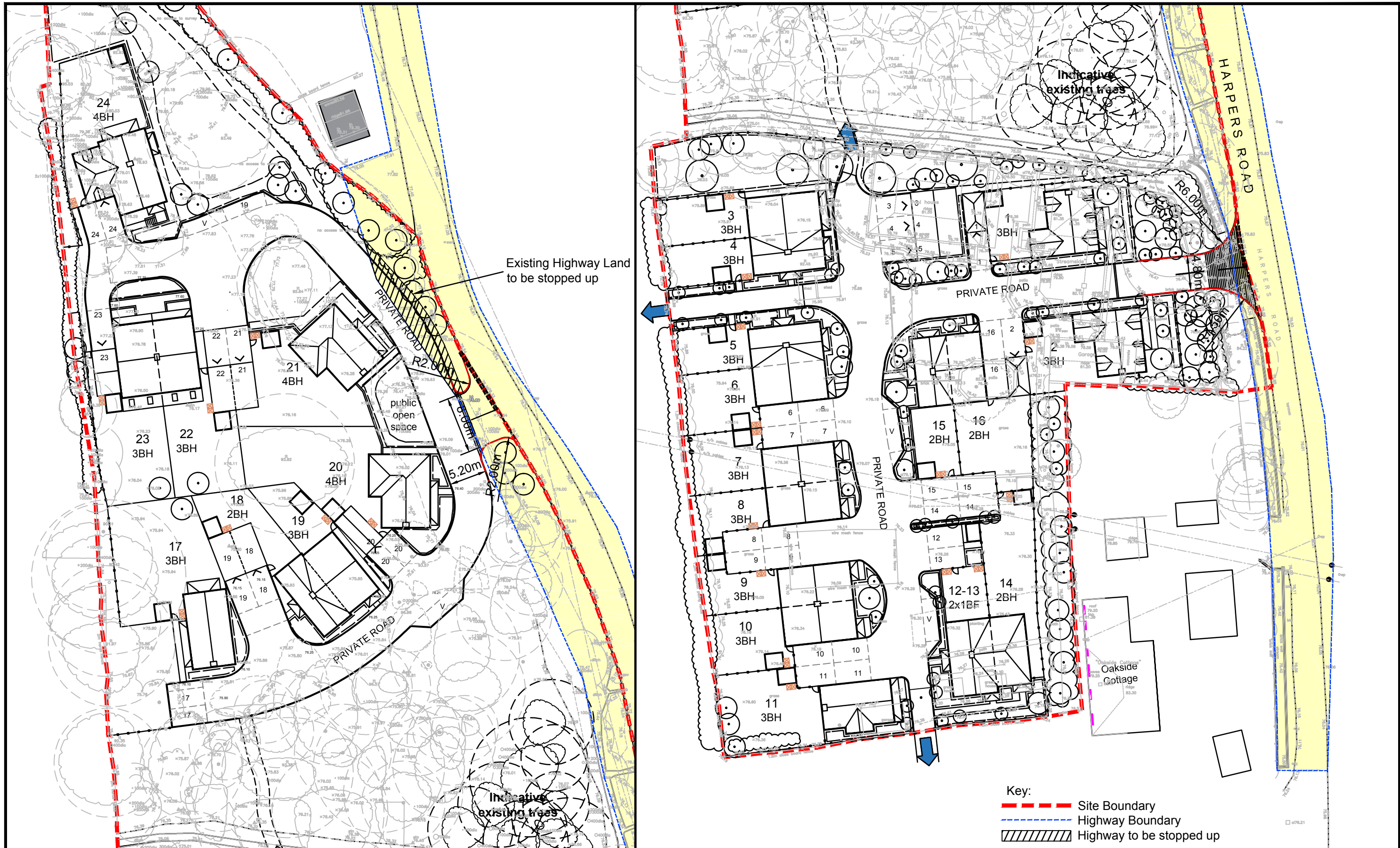
PRJ No. 231684

DWG No. 231684/TS/02



# **APPENDIX C**

Drawing 231684/TS/03 – Proposed Access Arrangements



- Key:
- - - Site Boundary
  - - - Highway Boundary
  - / / / / Highway to be stopped up

Bourne Homes

Streamside and Land Adjacent  
Harpers Road, Ash

Proposed Access  
Arrangements

**LANMOR Consulting**  
Civil Engineers & Transport Planning

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SCALE 1:500

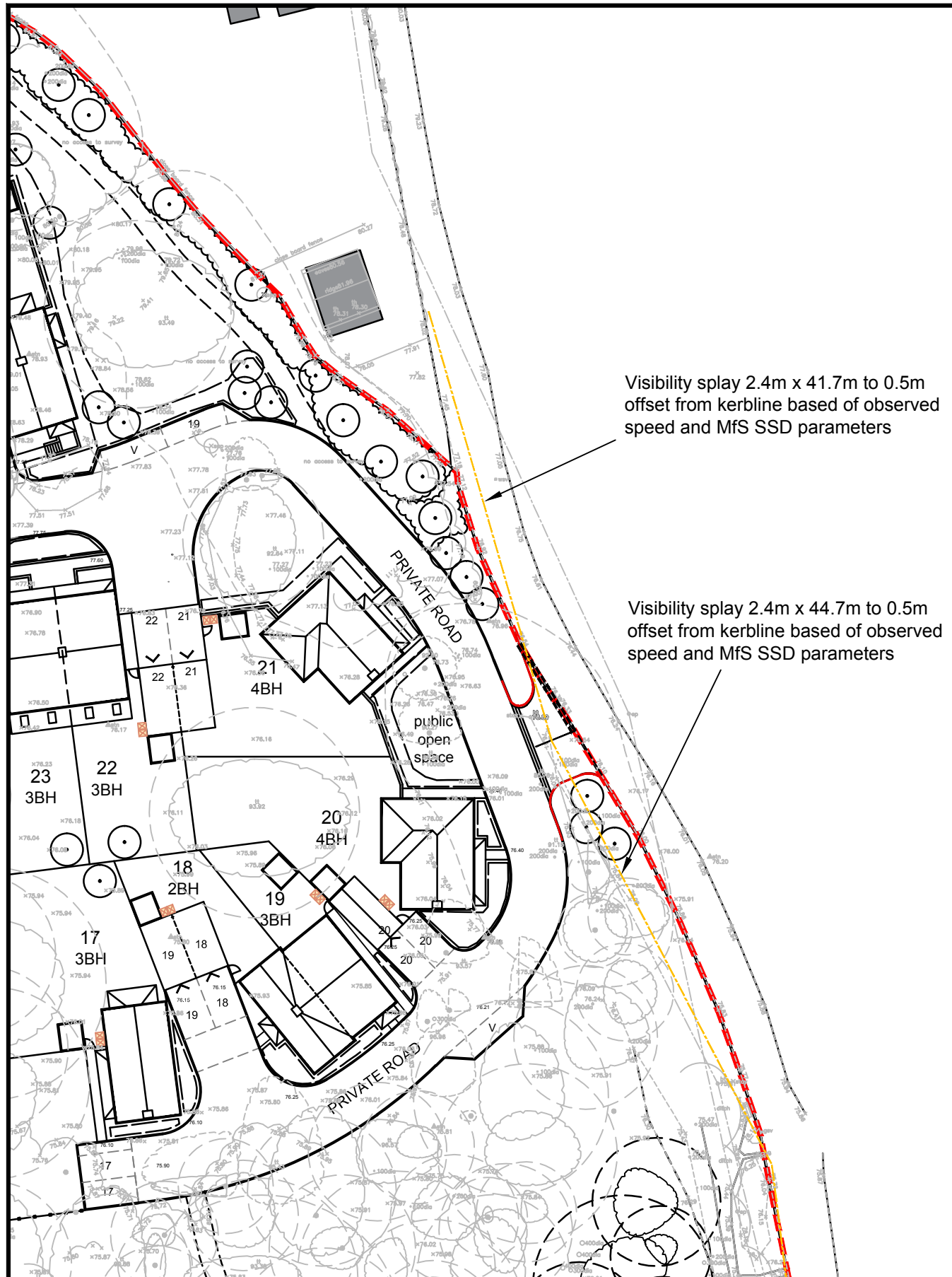
DRAWN BY KBL

PRJ No. 231684

DWG No. 231684/TS/03

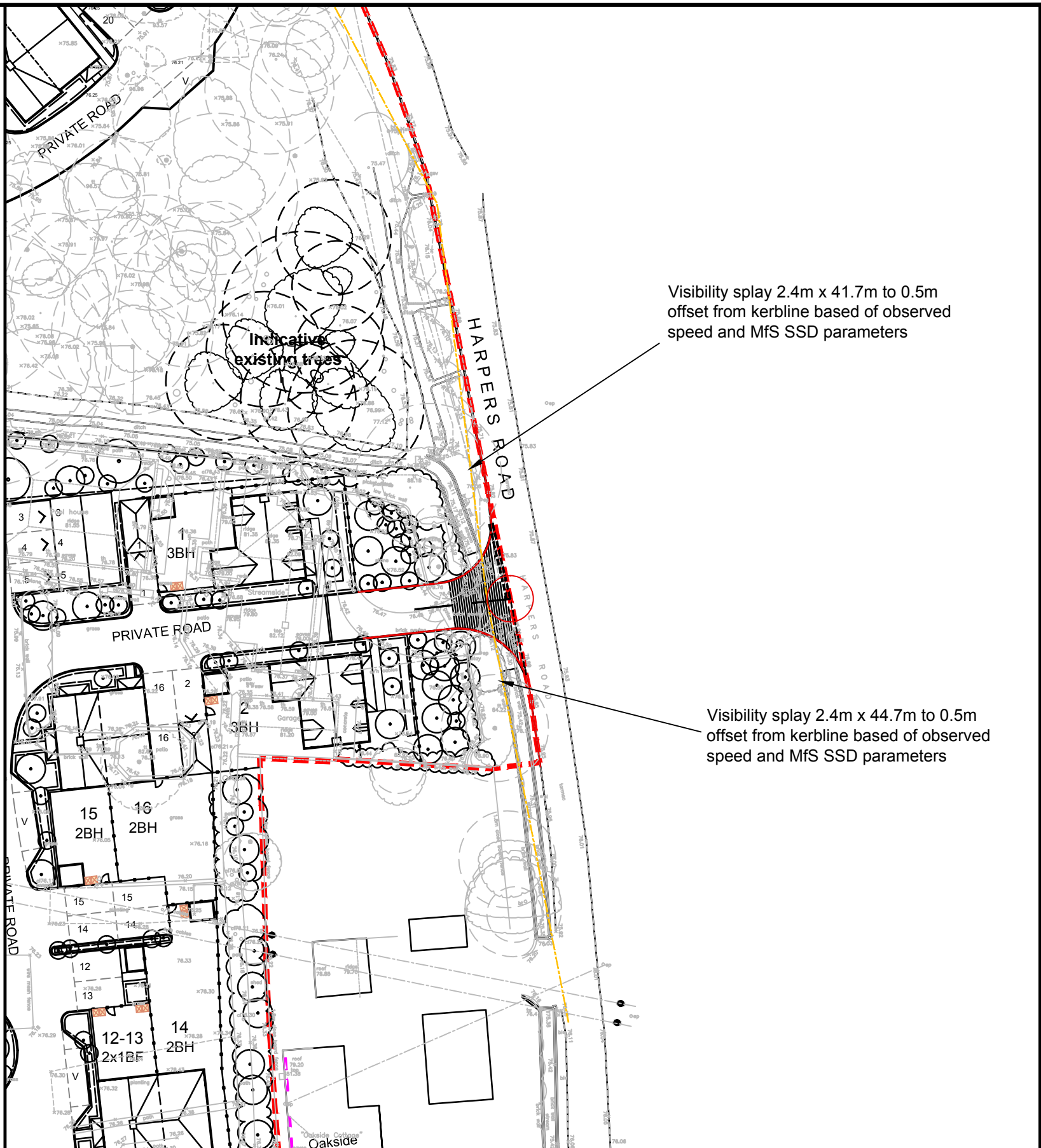
Drawing 231684/TS/04 – Proposed Access Visibility





Visibility splay 2.4m x 41.7m to 0.5m offset from kerbline based of observed speed and MfS SSD parameters

Visibility splay 2.4m x 44.7m to 0.5m offset from kerbline based of observed speed and MfS SSD parameters



Visibility splay 2.4m x 41.7m to 0.5m offset from kerbline based of observed speed and MfS SSD parameters

Visibility splay 2.4m x 44.7m to 0.5m offset from kerbline based of observed speed and MfS SSD parameters

Bourne Homes

Streamside and Land Adjacent Harpers Road, Ash

Proposed Access Visibility

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## **APPENDIX D**

Drawing 231684/TR/01 – Swept-Path Refuse Vehicle





Bourne Homes

Streamside and Land Adjacent  
Harpers Road, Ash

Vehicle Swept Path  
Assessment  
Refuse Lorry

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Drawing 231684/TR/02 – Swept-Path Fire Appliance



Bourne  
Homes

Streamside and Land Adjacent  
Harpers Road, Ash

Vehicle Swept Path  
Assessment  
Fire Appliance

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