

Highways Technical Note

SITE: Land at Green Lane, Ford
PROPOSED: New Dwelling
OUR REF: ITR/6445/HTN.03
DATE: 15th April 2026

Executive Summary

The proposal for one 4-bedroom dwelling would generate a very low level of vehicle movements. Three off-street parking spaces are provided in accordance with adopted standards. The existing substandard access from Green Lane would be closed, and a new access from Old Castle Road would achieve the required 2.4 m x 43 m visibility splays, in both directions, within land under the applicant's control. The proposals accord with emerging traffic calming proposals for Old Castle Road. Swept-path analysis confirms cars can enter, park, turn and leave in forward gear. Bin collection arrangements would be easy and in accordance with current standards.

The development is therefore acceptable in highway and parking terms.

Introduction

Bellamy Roberts, Transport Planning Consultants has been instructed by Benchmark Planning on behalf of Mr and Mrs Lewy to advise and consider the access and internal arrangement for the proposed dwelling at Green Lane, Ford.

The site is currently served from Green Lane a restricted byway and forms a crossroads junction with Old Castle Road.

The visibility at the junction is poor and restricted by the property boundary hedge to the east.

The proposal is to permanently close off the existing vehicular access from Green Lane and provide a new access, designed to current standard from Old Castle Road.

The site lies within a 30 mph speed limit and the recommended visibility splays to either direction, should be 43m as set out in Manual for Streets, Table 7.1

Whilst for a single dwelling an 'x' dimension of 2m would be acceptable, a distance of 2.4m has been provided. This would ensure that an exiting vehicle would not need to encroach onto the main carriageway.

A plan reference BR.6445.301 is presented at [Appendix 1](#) which illustrates the proposed visibility splays. Such splays can be achieved and accord with the standards.

In addition to the access requirements the internal parking arrangements have been analysed using the autoTRACK programme. The results of the swept path of a family sized estate car are presented at [Appendix 2](#) and illustrate that all necessary movements can be undertaken with vehicles arriving and departing in a forward gear.

The layout can comfortably accommodate the necessary vehicles safely.

Summary

The proposal would close off an existing access which is served from a substandard junction, resulting in the benefit of other highway users.

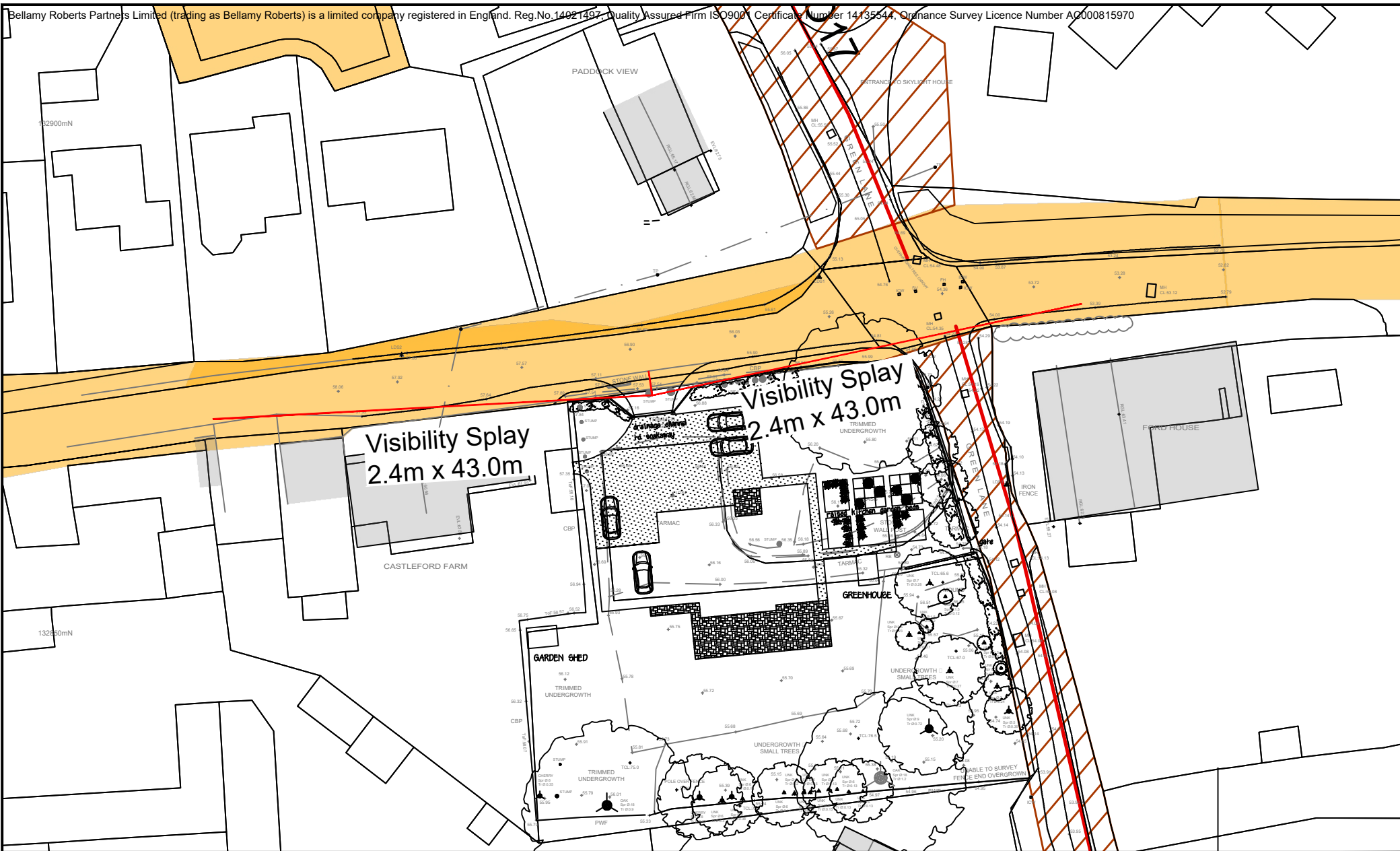
The proposed access can be provided in accordance with current highway standards and would accommodate the anticipated vehicles safely.

There are no highway technical issues with the proposal.

APPENDICES

APPENDIX 1

Visibility Splays



PROJECT	Land at Green Lane, Ford
TITLE	Access Visibility Splay



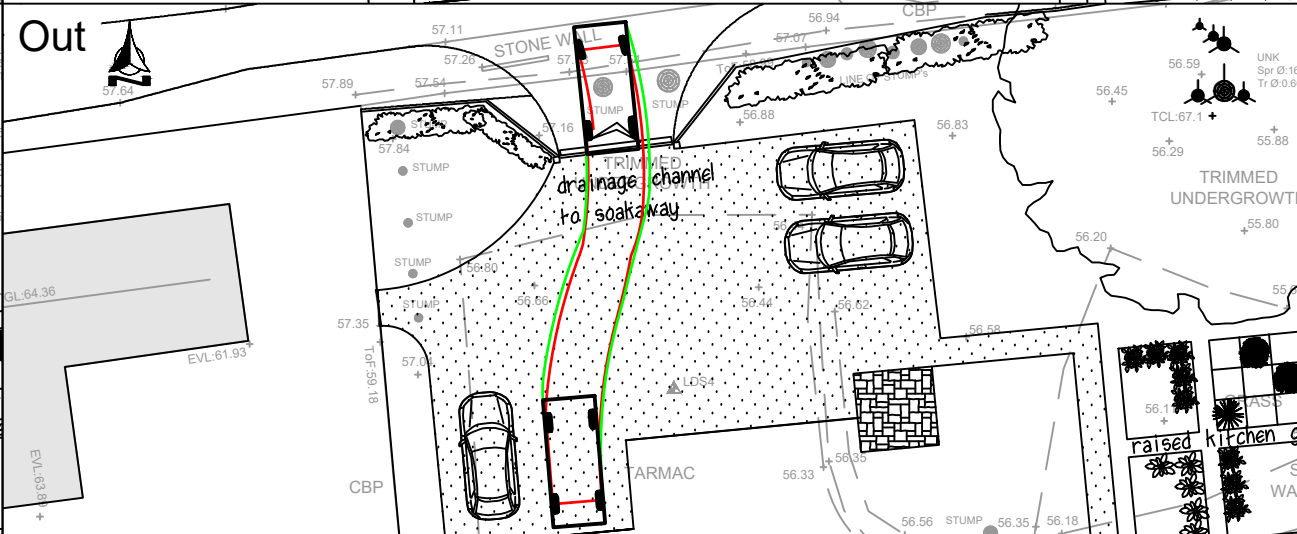
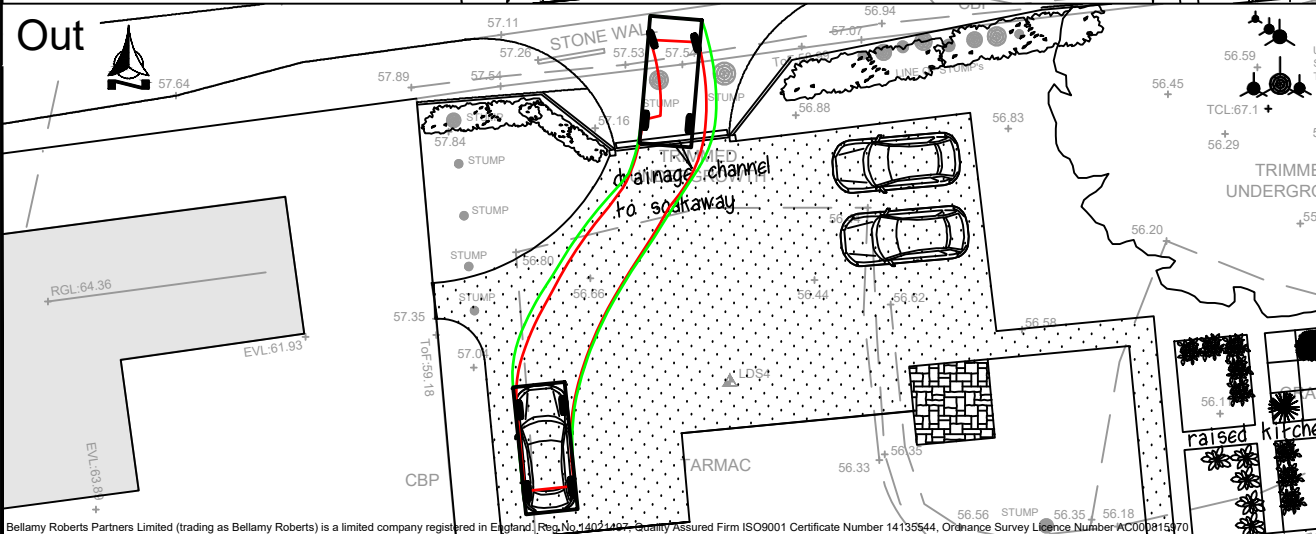
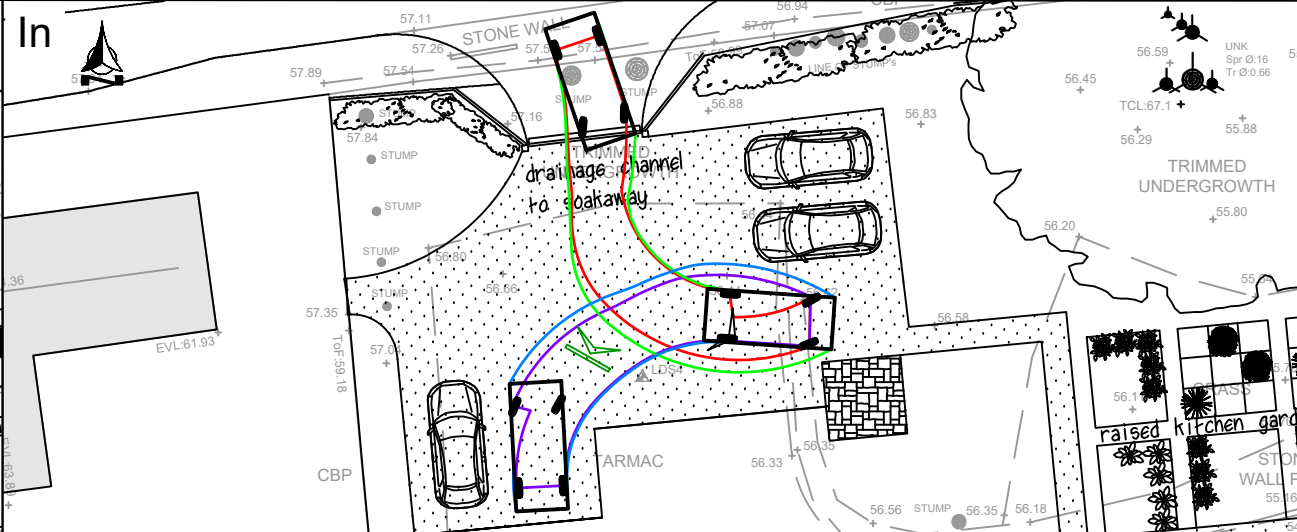
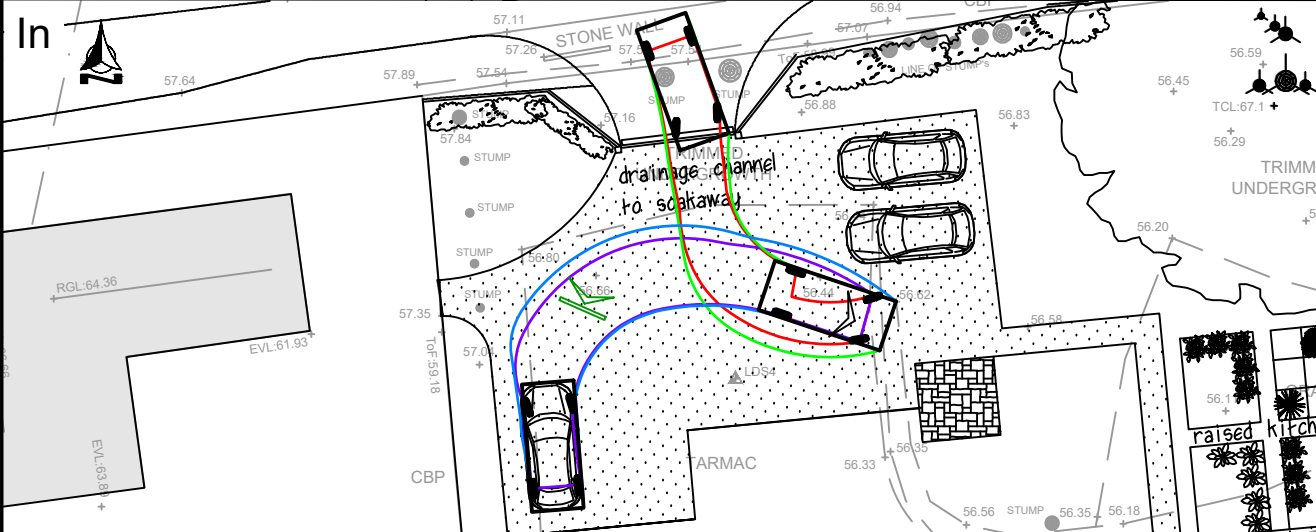
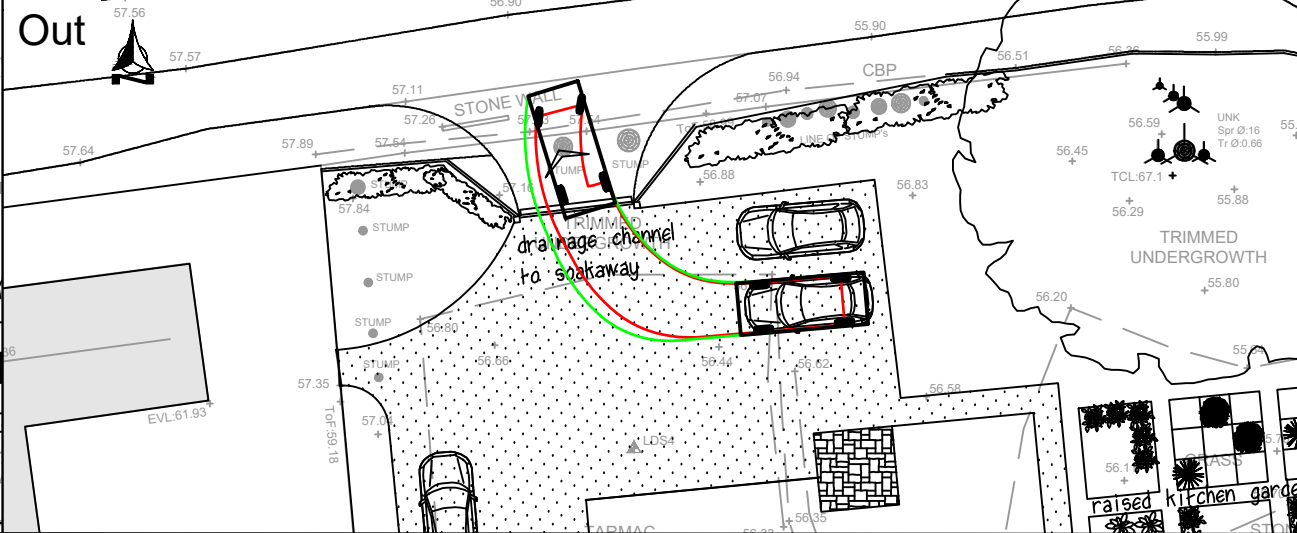
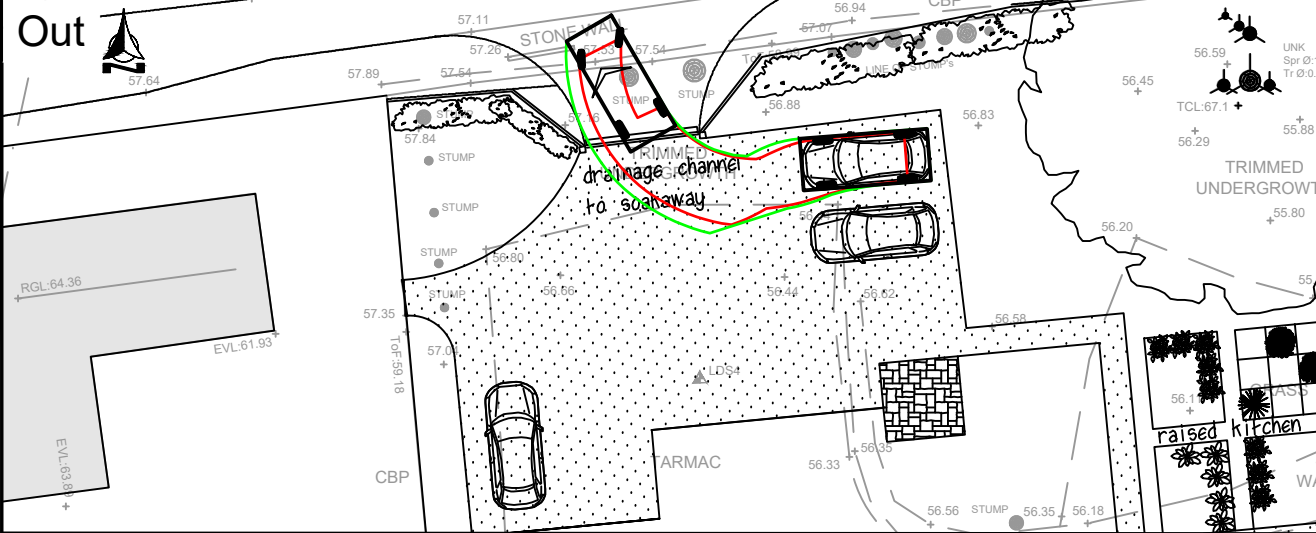
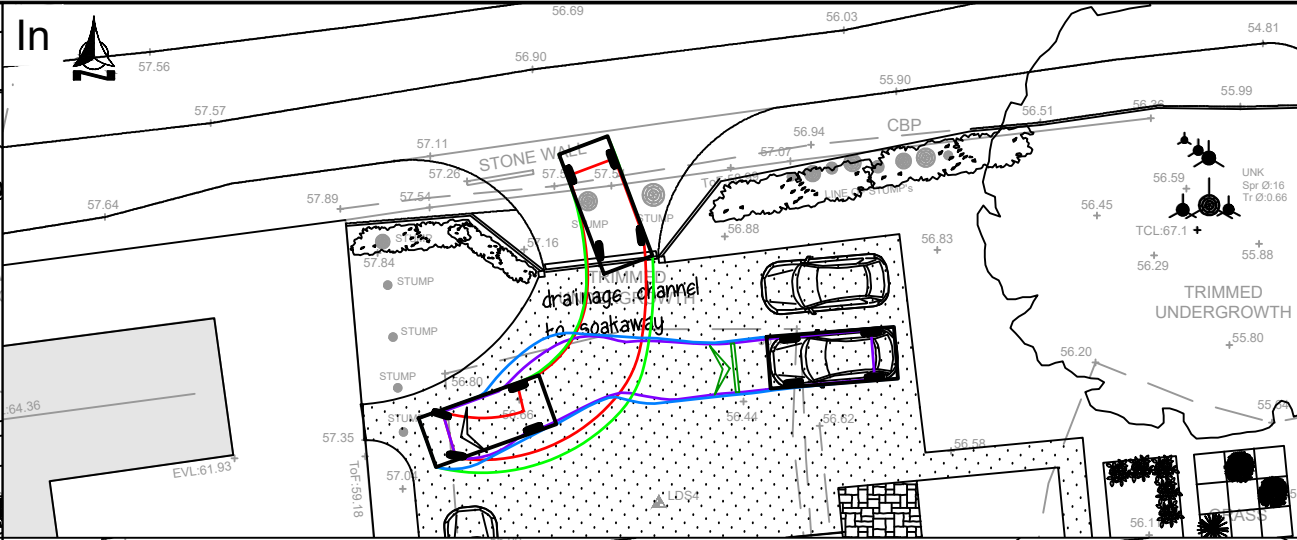
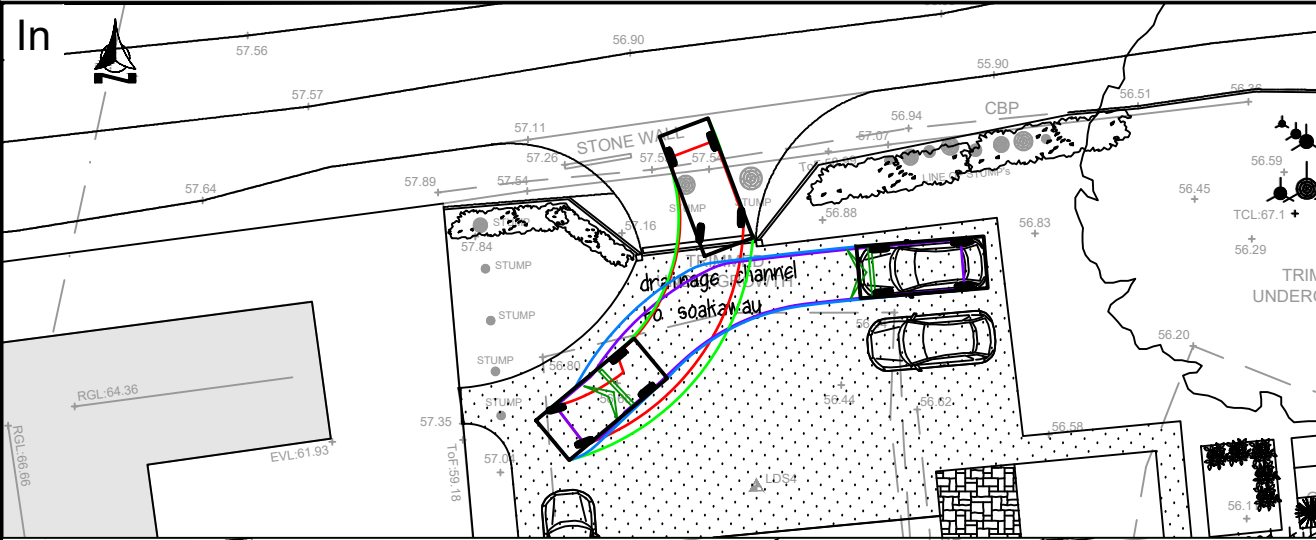
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DATE	12/03/26	DRAWN BY	CR
SCALE	1:500 @ A4	CHK BY	IR
CLIENT	Benchmark Development Planning Ltd.		
DRAWING No.	6445-301	REV No.	A

A	Highway Boundary Added	CV	IR
AMENDMENT		DATE	ISSUED
		CHK	

APPENDIX 2

Internal Track
Private Car



Notes	
	
DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

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CLIENT		Benchmark Development Planning Ltd.	
PROJECT		Land at Green Lane, Ford	
TITLE		Internal Track Private Car	
DRAWN BY	CR	DESIGN BY	-
DATE	12/03/26	CHK BY	IR
SCALE	1:500 @ A3	DRAWING No.	6445-201