

Ashcourt

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**Proposed Mixed-Use Development  
Land to the South of Raich Carter  
Way, Dunswell  
Construction Traffic Management Plan**

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October 2024

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Ashcourt

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Client Commission

Client:	Ashcourt	Date Commissioned:	August 2024
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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

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# PROPOSED MIXED-USE DEVELOPMENT, LAND TO THE SOUTH OF RAICH CARTER WAY, DUNSWELL CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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## 1. INTRODUCTION

### 1.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Construction Traffic Management Plan (CTMP) in support of a planning application for a proposed mixed-use development on land to the south of Raich Carter Way in Dunswell, East Riding of Yorkshire. A plan of the proposed site layout is attached as Appendix 1. The proposals include a Petrol Filling Station (PFS) with convenience store, a drive-thru coffee shop, two drive-thru fast-food units, a Park & Ride (P&R), and a bus depot.
- 1.1.2 The local planning and highway authority for the site is East Riding of Yorkshire Council (ERYC). The local planning and highway authority immediately to the east and south of the site is Hull City Council (HCC), therefore HCC Highways will be a key consultee on the scheme.
- 1.1.3 A Transport Assessment (TA) (LTP, 2024a) and a Travel Plan (TP) (LTP, 2024b) have also been produced alongside this CTMP.

### 1.2 Scope

- 1.2.1 The scope of this report is outlined below:

Introduction – Brief summary of the site location, proposed development and planning history.

Local highway network – Description of the local highway network adjacent to the site, including details of key geometric features, speed limits and waiting restrictions.

Construction traffic access arrangements – Description of the proposed access arrangements for construction and staff vehicles arriving and departing the site.

Construction programme – Details of the anticipated construction period at the site, the vehicles that are to be used and the expected frequency of construction vehicle movements at the site.

Traffic management measures - Description of traffic management measures that are to be implemented to minimise the effects of traffic travelling to and from the site during the construction period, including reference to:

- Measures to control traffic movements;
- Measures to reduce conflict;
- Parking arrangements and manoeuvring facilities;
- Promoting car sharing amongst staff;
- Measures to protect pedestrians;
- Measures to ensure appropriate storage of materials;
- Highway cleaning regime; and
- Signing strategy.

## 2. SITE LOCATION&DEVELOPMENT DETAILS

### 2.1 Site Location, Existing Site& Planning History

- 2.1.1 The proposed development site is located on agricultural land to the south of Raich Carter Way near Dunswell in the East Riding of Yorkshire. The site is bound by Raich Carter Way to the north, the River Hull to the east, dwellings served via Evergreen Drive, Fieldside Garth and Meadow Garth to the south, and the A1079 Beverley Road to the west. The approximate location and boundary of the development site is shown in red in Figure 1 below.

Figure 1: Site Location



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- 2.1.2 It is understood that there have been no recent pertinent planning applications relating to the development site.

### 2.2 Development Proposals

- 2.2.1 This report is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals involve the development of the site to accommodate the following:

Dunswell Park & Ride (P&R);

Go Ahead (formerly known as East Yorkshire Motor Services (EYMS)) Bus Depot;



Petrol Filling Station (PFS), with 8 bays, with an associated convenience store (Gross Floor Area (GFA) of 444m<sup>2</sup>);

Drive-Thru Coffee Unit – circa 184<sup>2</sup> GFA store with a drive-thru lane;

Drive-Thru Fast Food Unit #1 – circa 260m<sup>2</sup> GFA store with a drive-thru lane; and

Drive-Thru Fast Food Unit #2 – circa 260m<sup>2</sup> GFA store with a drive-thru lane.

- 2.2.2 The expected operators, staffing numbers and opening hours of the PFS and drive-thru units are currently unknown, however they are expected to be consistent with similar facilities (including those nearby on Kingswood Retail Park).

#### Dunswell P&R

- 2.2.3 As shown on the site layout plan attached as Appendix 1, the P&R facility will provide circa 500 parking spaces. It is intended that the primary use of the P&R will be to enable residents from Beverley, York and other surrounding settlements to the north of Hull to park at the site and travel to/from Hull city centre on the P&R buses. This would reduce the requirement for driving to/from the city centre and reduce parking demand in and around the city centre too. It is expected that the facility will be primarily used by commuters who work in Hull city centre on weekdays.
- 2.2.4 Information provided by the Applicant suggests that a number of existing bus routes, #23, #121, #X46 and #X47, currently run past the proposed development site and would be expected to re-route via the P&R facility. The frequency of the services to/from the site would be circa every 15 minutes in each direction, with an average journey time of circa 20-30 minutes to/from the P&R and Hull city centre.
- 2.2.5 The re-routing of the bus services listed above would also provide the opportunity for visitors to park within the P&R site and travel on the bus to/from Beverley town centre. This would reduce the requirement for driving to/from the town centre and reduce parking demand in and around the town centre too.
- 2.2.6 It is understood that there is the potential to re-route additional services through the proposed development site which would be expected to increase the frequency of P&R services to/from the site and Hull city centre. In addition, the Applicant could potentially provide additional P&R services, subject to commercial viability.
- 2.2.7 Bus service #11 currently operates along Beverley Road past the proposed development site, routing between Hull Interchange and Castle Hill Hospital. The route, which operates an hourly service in each direction, could be re-routed via the proposed development site. This would result in the opportunity for the site to also operate as a P&R for staff and visitors of Castle Hill Hospital, resulting in less demand for parking at the hospital site.

### Bus Depot

- 2.2.8 The proposed Go Ahead bus depot will provide a new centralised hub, replacing the existing depots in Elloughton and Hull (Anlaby Road). It is understood that the new depot will provide a modern facility that will allow for the introduction of an electric bus fleet from 2025. The facility will include a maintenance section and will also provide an area for training and development.
- 2.2.9 Information provided by the Applicant suggests that the new depot will operate between 04:00-02:00, 7-days a week. The 345 staff currently split across the two existing sites will relocate to work at the proposed development site. It is understood that there will be three shifts at the site: 04:00-12:00, 12:00-20:00 and 20:00-04:00. Information provided by the Applicant suggests that engineers/maintenance staff will work the night shift, and bus drivers will be split across the shifts.

## **2.3 Access Arrangements**

- 2.3.1 Vehicular access to the site will be provided via four new Left-In Left-Out (LILO) junctions, as shown on the site layout plan attached as Appendix 1 and outlined below:

### Raich Carter Way

A LILO junction is proposed to connect with Raich Carter Way within the north-eastern extents of the site. This access will provide access/egress for buses only and will connect directly to the P&R facility, as requested by HCC Highways.

A LILO junction is proposed to connect with Raich Carter Way approximately central on the northern site boundary. This access will provide access/egress for all vehicles.

### A1079 Beverley Road

A LILO junction is proposed to connect with the A1079 Beverley Road within the south-western extents of the site. This access will provide access/egress for buses only, as requested by HCC Highways.

A LILO junction is proposed to connect with the A1079 Beverley Road within the approximate north-western extents of the site. This access will provide access/egress for all vehicles.

- 2.3.2 A system of internal access roads are proposed which will be connected via a number of priority junctions and a mini-roundabout, which will connect each element of the site.
- 2.3.3 Footways are also proposed to be provided throughout the development, providing pedestrian access between the different uses, and to tie in with the pedestrian facilities on Raich Carter Road and the A1079 Beverley Road respectively.



### 3. SITE ASSESSMENT

#### 3.1 Local Highway Network

- 3.1.1 Within the vicinity of the site, the A1079 Beverley Road is a two-way dual carriageway measuring approximately 19.4m in width (including a circa 3.9m wide grassed central reserve) and is subject to a 40mph speed limit. Existing clearway restrictions prohibit stopping on either side of the A1079 Beverley Road within the vicinity of the site.

Photo 1: A1079 Beverley Road



- 3.1.2 The A1079 Beverley Road continues to the south providing access to a number of residential streets including Evergreen Drive and Mizzen Road before connecting with Hall Road via a signalised T-junction circa 630m to the south of the site. Hall Road continues to the west, providing access to a wider residential area and amenities. The A1079 Beverley Road continues further south, connecting with the wider highway network via a series of signalised junctions before connecting with the A165, the A1079 Ferensway and Spring Bank via a signalised junction within Hull city centre approximately 5.2km south of the site.
- 3.1.3 Ferensway continues to the south for circa 900m before connecting with the A63 via a signalised junction. The A63 forms part of the Strategic Road Network (SRN) managed by National Highways (NH).

- 3.1.4 Within the north-western extents of the site, Beverley Road connects with the A1174, Raich Carter Way and the A1079 at Dunswell Roundabout. The A1174 continues to the north through Dunswell and Woodmansey before connecting with the A164 on the south-eastern outskirts of Beverley. The A1079 continues to the west of Dunswell Roundabout, connecting with the A164 via Jock's Lodge junction providing access to Beverley, and also continuing further north-east providing a link to the wider highway network including to York and surrounding villages.
- 3.1.5 Raich Carter Way forms the northern site boundary and is a two-way dual carriageway which measures approximately 15.3m in width (including a kerbed central reservation) and is subject to a 40mph speed limit. Existing clearway restrictions prohibit stopping on either side of Raich Carter Way within the vicinity of the site.

**Photo 2: Raich Carter Way**



- 3.1.6 Raich Carter Way forms part of the A1033 and continues to the east of the site for approximately 280m before connecting with Barnes Way and Gibraltar Road via a four-arm priority-controlled roundabout. Barnes Way continues to the north, connecting with a series of further roundabouts that serve Kingswood Retail Park and housing within the wider Kingswood area of Hull. Gibraltar Road continues to the south, connecting with a further roundabout which in turn provides access to leisure and retail facilities.
- 3.1.7 Raich Carter Way continues to the east of Dunswell roundabout for approximately 310m before connecting with Runnymede Way, John Newton Way, the A1033 Thomas Clarkson Way and Gibraltar Road via Roebank Roundabout. It provides access to Kingswood Retail Park, as well as providing connections to residential and industrial estates.



### 3.2 Proposed Construction Vehicle Routing

- 3.2.1 The likely constraints relating to the routing of Heavy Goods Vehicles (HGVs) associated with the construction of the site have been considered, with the proposed routing for all large vehicles accessing/egressing the site during the construction phase outlined below. Given that all roads adjacent to the site are strategic ' ' roads, it is expected that HGVs (subject to testing their size) could be accommodated on all routes.

#### Vehicle Arrivals:

- 3.2.2 Construction vehicle arrival routes are shown in Figure 2 and outlined below:

From the north:

- A1174 – A1079 Beverley Road

From the east:

- Raich Carter Way

From the south:

- A1079 Beverley Road – U-turn at Dunswell Roundabout – A1079 Beverley Road

From the west:

- A1079 – A1079 Beverley Road

Figure 2: Construction Vehicle Arrival Routes



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Vehicle Departures:

3.2.3 Construction vehicle departure routes are shown in Figure 3 and outlined below:

To the north:

- Raich Carter Way – A1174

To the east:

- Raich Carter Way – U-turn at Dunswell Roundabout – Raich Carter Way

To the south:

- A1079 Beverley Road

To the west:

- Raich Carter Way – A1079

Figure 3: Construction Vehicle Departure Routes



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

3.2.4 Construction staff trips made by car and/or Light Commercial Vehicles (LCVs) would also be expected to utilise the routes outlined above to access/egress the site.

3.2.5 All relevant parties involved in making deliveries of construction materials, once the construction of the site commences, will be instructed on the above routing arrangements before arriving/departing the site. This arrangement is to be strictly enforced, and all sub-contractors and suppliers are to be monitored to ensure that they use the defined route.

- 3.2.6 Distances to overhead structures or cables have not been measured and have generally been assumed to permit the safe passage of vehicle/load combinations up to 4.95m high, unless signing is in place indicating otherwise, in accordance with 'Prevention of Strikes on Bridges over Highways' (NR, 2014). Any signed low bridges (i.e. with a headroom of less than 5.03m) have been noted within the route assessment. Similarly, the route assessment does not consider the load bearing capacity of any bridges or structures along the proposed route, although any signed weight limits have been noted.

## 4. CONSTRUCTION DETAILS

### 4.1 Construction Programme

- 4.1.1 The delivery and construction/installation period of the proposed development is anticipated to take place over an approximate 18-month period, with the various phases outlined in Table 1 below, as provided by the Applicant.

Table 1: Construction Phases

Period	Details	Period
Phase 1	Initial access road, park and ride and bus depot and buildings	10-12 months
Phase 2	Remaining road networks and infrastructure	Starting 6 months into construction period, lasting until month 12
Phase 3	PFS and drive-thrus	Starting 12 months into construction period, lasting until month 18

- 4.1.2 During the construction period there would be trips associated with the arrival and departure of construction staff as well as the delivery of parts and construction materials.
- 4.1.3 It is envisaged that construction activities will take place Monday to Friday between the hours of 07:00-19:00 and on Saturdays between 09:00-16:00. Deliveries will be scheduled to take place outside of the peak hours, Monday to Friday between 09:00-16:00.

### 4.2 Construction Vehicle Details

- 4.2.1 Parts of the construction process will require the movement of material and components to and from the site using HGVs. It is understood that the largest vehicle required to access the site during the construction period will be a standard articulated HGV. It is understood that the construction of the development will not require the delivery of any abnormal loads.
- 4.2.2 In addition to the above, a number of smaller vehicles are expected to be used during the construction period. These are typically expected to be commercial vans and belong to members of the building trade (e.g. electrical engineers/civils contractors).

### 4.3 Construction Phase Traffic Generation

- 4.3.1 The frequency of construction vehicle movements will depend on the individual activities undertaken, however it is not anticipated that this would have a significant impact on the local highway network. The delivery and construction/installation period is expected to last for approximately 18 months.
- 4.3.2 Information has been provided by the Applicant in relation to the number of daily deliveries expected during the construction period, as shown in Table 2.



Table 2: Daily Deliveries

Month	Number of Daily Deliveries				
	Standard	Muck Removal	Aggregate	Concrete/ Tarmac	Total
1	5-10	5	-	-	10-15
2	5-10	-	-	-	5-10
3	5-10	-	5	-	10-15
4	5-10	-	-	-	5-10
5	5-10	-	-	-	5-10
6	5-10	5	-	-	10-15
7	5-10	-	-	-	5-10
8	5-10	-	5	-	10-15
9	5-10	-	-	-	5-10
10	5-10	-	-	20	25-30
11	5-10	-	-	-	5-10
12	5-10	-	-	20	25-30
13	5-10	5	-	-	10-15
14	5-10	-	5	-	10-15
15	5-10	-	-	-	5-10
16	5-10	-	-	20	25-30
17	5-10	-	-	-	5-10
18	5-10	-	-	-	5-10

- 4.3.3 Table 2 indicates that the number of daily deliveries to the site will occur during months 10, 12 and 16 of the construction period, with circa 25-30 deliveries expected. Each delivery is expected to generate two vehicle movements; one arrival and one departure. Therefore, during the peak construction periods, there is expected to be circa 50-60 two-way daily movements expected to be generated by deliveries.
- 4.3.4 The Applicant has also provided detail in regards to the expected construction staff that are expected to work on-site, as outlines in Table 3 below.

Table 3: Construction Staff

Period	No. of Daily Staff
Phase 1	30-40
Phase 2	15
Phase 3	30

- 4.3.5 Table 3 outlines that there is expected to be a circa 30-40 construction staff on site per day, which is expected to take place during Phase 1 of construction. The Applicant has confirmed that construction workers will travel to/from the site in shared transport to minimise the number of vehicle trips to/from the site. Furthermore, staff vehicle movements would typically occur at the start and end of the working day and generally not coincide with the movement of large construction vehicles.

- 4.3.6 Vehicle parking for site workers during all stages of construction will be accommodated on-site. No vehicles will park on the adjoining road network at any stage. It is also noted that vehicle trips generated during the construction phase are temporary and would cease upon completion of the works at the site.

## **5. TRAFFIC MANAGEMENT MEASURES**

### **5.1 Introduction**

- 5.1.1 Although the expected vehicle trip generation is expected to be relatively low (as identified in Section 4.3), there are a number of traffic management measures that are proposed to reduce the impact during the construction period, and these are outlined below.

### **5.2 Measures to Control Traffic Movements**

- 5.2.1 Banksmen would be on-site at the relevant access points to manage large vehicle movements during the construction period. All HGVs would enter and exit the site in a forward gear.
- 5.2.2 Deliveries to the site are expected to be predominantly limited to off-peak weekday periods which will ensure that construction activities at the site do not adversely impact on the operation of the local highway network during peak periods. Deliveries to/from the site will be pre-planned and scheduled to avoid conflicts and ensure that any impacts associated with construction traffic movements can be mitigated.

### **5.3 Measures to Reduce Conflict**

- 5.3.1 Banksmen with a Traffic Marshal qualification (as a minimum) will be available on-site at all times during the construction period to coordinate the movement of vehicles. This will ensure that two large vehicles do not attempt to use the site access junction at the same time and therefore ensure that safety on the access road and the public highway is not compromised.
- 5.3.2 A daily delivery sheet will also be used to coordinate deliveries in order to avoid vehicles arriving simultaneously and is to be provided on a weekly basis to the construction supply chain. All deliveries will be preplanned and staggered throughout the day to minimise the potential of conflict.

### **5.4 Parking Arrangements and Manoeuvring Facilities**

- 5.4.1 Construction staff are likely to travel in cars or small vans and these trips would typically occur at the start and end of the working day and therefore not coincide with the movement of large vehicles. As previously outlined, car sharing amongst staff is to be promoted and expected to form a realistic travel mode for those staff employed by the same company.
- 5.4.2 Adequate parking provision will be provided in order to accommodate all operatives onsite. As such, an adverse impact on the operation of the surrounding highway network is not envisaged.
- 5.4.3 The internal compound areas are to be arranged in such a way that all delivery vehicles will be able to enter and exit in a forward gear, reducing the number of reversing manoeuvres that are required on-site. Adequate driver visibility is to be provided at all times.

## **5.5 Promoting Car Sharing Amongst Staff**

- 5.5.1 Car sharing amongst staff is to be promoted at the site and is expected to form a realistic travel mode for those employed by the same company. Furthermore, given the weekday operating hours of the site (07:00-19:00), it is considered that the majority of staff trips could be expected to occur outside of the typical weekday network peak periods.

## **5.6 Measures to Protect Pedestrians/Cyclists**

- 5.6.1 Temporary signing/barriers will be provided to safeguard pedestrians where necessary. Furthermore, and as previously outlined, a banksman will direct large vehicles in and out of the development site and therefore ensure that any pedestrians and cyclists are adequately protected within the vicinity of the site.

## **5.7 Storage of Materials**

- 5.7.1 All plant and construction materials are to be securely stored within the site compounds when not in use and therefore will not adversely affect the operation of the public highway. As much waste as possible is to be recycled, and where possible vehicles delivering materials to site will leave with waste.
- 5.7.2 Contractors are to work with reference to best practice guidance including the 'Considerate Constructors Scheme – Code of Considerate Practice' (CCS, 2017), which makes specific reference to minimising the impact of deliveries, parking and working within the highway.

## **5.8 Highway Cleaning Regime**

- 5.8.1 Throughout the construction of the site, a suitable cleaning methodology, such as wheel wash facilities and/or a contracted road sweeper supplier, is to be employed at the site to reduce the risk of mud/dust/dirt being transported to public roads. Monitoring should be undertaken by the site manager in order to assess the cleanliness of the adjacent carriageway on an ongoing basis.

## **5.9 Traffic Signing Strategy**

- 5.9.1 It is recommended that a suitable temporary signing strategy will be implemented to facilitate access to/from the site for vehicles associated with the development. The temporary signing strategy would be subject to ERYC and HCC Highways approval and will be installed prior to the commencement of works at the site and maintained as necessary for the duration of the works.
- 5.9.2 It is recommended that suitable temporary signing is provided along the key routes including Raich Carter Way and the A1079 Beverley Road to advertise the HGV construction route and warn other road users of the likely presence of construction vehicles making turning movements. All signing will be in accordance with The Traffic Signs Regulations and General Directions (TSRGD) 2019. No temporary Traffic Regulation Orders (TROs) are required in support of this strategy

## 6. REFERENCES

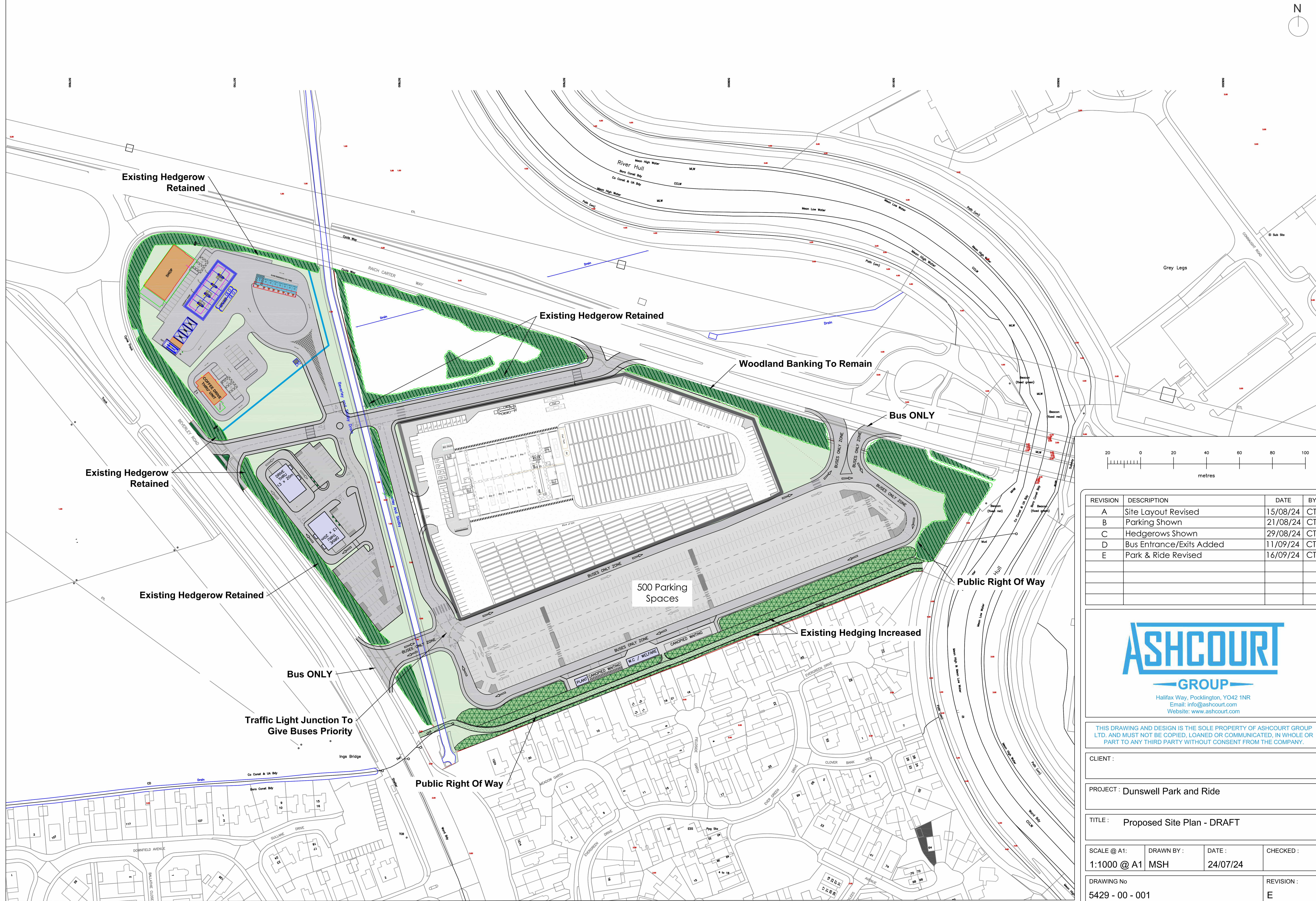
CCS (Considerate Constructors Scheme), 2017. Considerate Constructors Scheme – Code of Considerate Practice'. <https://www.ccscheme.org.uk/ccs-ltd/code-of-considerate-practice-2/>.

LTP (Local Transport Projects Ltd), 2024a. Land to the South of Raich Carter Way, Dunswell. Transport Assessment.

LTP, 2024b. Land to the South of Raich Carter Way, Dunswell. Travel Plan.

## Appendix 1 – Proposed Site Layout





REVISION	DESCRIPTION	DATE	BY
A	Site Layout Revised	15/08/24	CT
B	Parking Shown	21/08/24	CT
C	Hedgerows Shown	29/08/24	CT
D	Bus Entrance/Exits Added	11/09/24	CT
E	Park & Ride Revised	16/09/24	CT

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CLIENT :

PROJECT : Dunswell Park and Ride

TITLE : Proposed Site Plan - DRAFT

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1:1000 @ A1	MSH	24/07/24	

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