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LITTLE GREENE PAINT CO LTD
NEW OFFICE AND WAREHOUSE



CONDITION 16 - ACCESS TO ASHTON OLD ROAD

STATEMENT IN REGARDS COMPLETED HIGHWAYS WORKS

Access off Ashton Old Road



The access road from the site onto Ashton Old Road (North West corner of the site) is an existing access point and was not reconfigured as part of the works to form the new offices and warehouse for Little Green Paint Ltd. The access was tidied and maintained to service a small visitor carpark area for 7 vehicles. The Client has installed new give way signage and one way directional arrows for exit purposes and gates from back of pavement within their site area. The gates are positioned as the application drawings to enable a single vehicle to pull into the access and open the gates manually. Once the gates are opened at the start of the day they are left open until the end of the working day at which point they are secured.



There is a pedestrian gate and pedestrian path access into the site which is opened during normal working day and secured outside of normal working hours

New macadam has been replace up to back of public realm pavement line to provide a suitable surface for vehicle access into the parking area.

Photographs adjacent have been provided showing the completed works.



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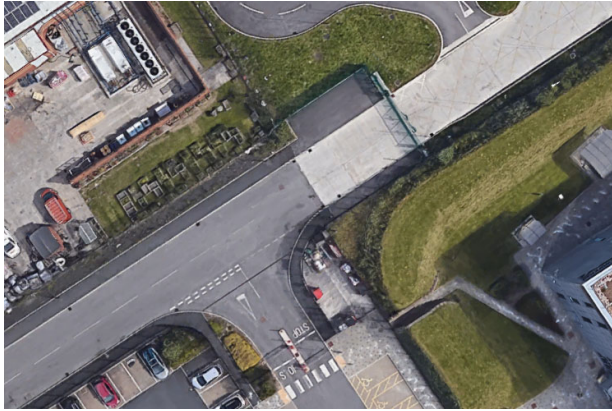
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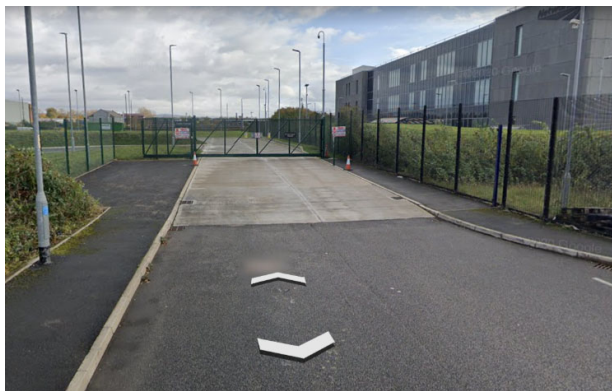
Access off Wolveton Street



The access road onto the site off Wolveton Street was an existing access point onto the site, formalised as part of a Network Rail development to the south of the site.

The access into the Little Green Paint site has been formalised with concrete hard standing and gates. The Little Green Paint site ownership extends to the end of the concrete hardstanding.

The access point is vehicular only and provides access to a HGV goods yard area and a car parking area for office staff.



The gate is an automatic sliding gate that is left open at the start of and end of the working day to allow quick unobstructed vehicular access and during the rest of the day works as an automatic gate for staff and visitors who gain access via a video intercom.

The vehicular traffic movements during the normal working day are predominately HGV deliveries and dispatches. These movements are at present approximately 10-20 per day.



The access point allows for a HGV to wait in front of the automatic sliding gate without obstructing the access point into the adjacent Network Rail site.