MEC
Development Technical Consultants

TRANSPORT

Land West of Westfield Avenue, Earl Shilton
Transport Statement
November 2024

Report Ref: 20851-TRAN-0803 REV A

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Transport Statement
November 2024

REPORT REF: 20851-TRAN-0803 REV A

CLIENT: Avant Homes (England) Ltd

ENGINEER: MEC
The Old Chapel
Station Road
Hugglescote
Leicestershire
LE67 2GB

Tel: 01530 264 753
Email group@m-ec.co.uk

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
October 2023	-	First issue	**Laura Gregson** BSc (Hons) Graduate Transport Planner	**James Wright** BSc (Hons) Graduate Transport Planner	**Tim Rose** BA (Hons) MCIHT MTPS Director
November 2024	A	Amended site name and updates to reflect new site layout	**Tim Rose, BA(Hons) MCIHT MTPS** **Regional Director**		

CONTENTS

APPENDICES

1.0 INTRODUCTION

1.1 MEC has been commissioned by Avant Homes (England) Ltd (hereafter referred to as 'the Client') to undertake a Transport Statement (TS) in support of a proposed residential development on land west of Westfield Avenue, Earl Shilton (hereafter referred to as 'the Site'). A proposed planning layout is provided in **Appendix A,** and a regional site location plan outlined in **Figure 1.1**.

Figure 1.1: Regional Site Location Plan

Source: Google Earth

1.2 The site is located under the authority of Hinckley and Bosworth Borough Council (HBBC), who act as the Local Planning Authority (LPA). Leicestershire County Council (LCC) act as the Highway Authority (HA). This TS has therefore been prepared in accordance with HBBC and LCC's design guidance, which predominantly follows guidance published within the Department for Transport's document 'Manual for Streets' (MfS).

1.3 This proposed development would see the site alter from 5000sq/m of business unit land outlined within approved planning application 14/01279/OUT to an 18 dwelling residential site. The 14/01279/OUT development previously encapsulated the application site for business purpose as well as land to the north of the application site where a residential development of up to 350 dwellings is approved.

Methodology

1.4 This TS has been prepared in accordance with the National Planning Policy Framework (NPPF) and seeks to demonstrate that:

- Safe and suitable access to the site can be achieved for all users;
- Sustainable travel both into the site and to local amenities is plausible and a genuine alternative to private car journeys, and;
- 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.

1.5 This report has been further prepared with reference to the following national and local policy / guidance documents:

- National Planning Policy Framework (December, 2023);
- Guidelines for Providing for Journeys on Foot (CIHT, 2000);
- Manual for Streets / Manual for Streets 2,
- Hinckley and Bosworth Borough Council Town Centre Strategic Transport Development Contributions Supplementary Planning Document (SPD), and;
- Leicestershire Highways Design Guide.

Report Structure

1.6 The structure of this report is as follows:

- Description of the development proposal and site characteristics;
- A review of sustainable transport opportunities and accessibility in the vicinity of the site;
- A review of historic accident data (5-year period) in the immediate vicinity of the site, so as to assess the developments impact, if any, on any known or emerging issues;
- Comment upon tracking data, so as to advise upon servicing accessing site;
- Comment on the trip generation of the existing use of the application site, which can be used to quantify any intensification of use as a result of the proposed use, and;
- Details of any proposed mitigation to make the development acceptable to planning, with regards to Transport.

Disclaimer

1.7 MEC has completed this report for the benefit of the individuals referred to in Paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from MEC.

1.8 MEC accepts no responsibility or liability for:

a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING SITE AND HIGHWAY CONDITIONS

2.1 The application site is located circa 850m west from Earl Shilton's High Street, and 2.1km from the geographical centre of Barwell. In terms of major settlements, Earl Shilton lays approximately 8.0km from Hinckley and an around 16.0km from Leicester. A site location plan can be found below in **Figure 2.1**.

Figure 2.1: Site Location Plan

Source: Google Earth

2.2 The site, rectangular in shape, currently comprises of agricultural land however is approved to situate 5000sq/m of employment space via planning application reference 14/01279/OUT. The application site presently has no carriageway running through it to support the business unit developments but a 7.0m gated access is provided to access the site as located on **Figure 2.1** above.

2.3 The site is bound to the north by residential development for up to 350 properties proposed in planning application 14/01279/OUT. To the west are agricultural allotments and in the south greenspace followed by 5 residential dwellings. Westfield Avenue bounds the application site to the east. Directly beyond this is the Heath Lane Surgery car park, the approval for 9 dwellings (planning application ref: 23/00119/FUL) and the sales centre for the northern residential development.

2.4 **Figure 2.2** shows the extent of the land owned by the client in regards to the proposed development; the land highlighted in red marks the land associated with this application as mentioned, with the yellow demonstrating the rest of the associated land allied with the planning application 14/01279/OUT.

Figure 2.2: Site Boundaries

Source: Google Earth

Existing Vehicular Access

2.5 Westfield Avenue, oriented north to south near the application site, is a single two-way carriageway road with a width of approximately 7.0m at its southern access and thins to circa 5.5m within the residential development to the north. Westfield Avenue operates under a 30mph speed restriction along its extent. The site is entered off Westfield Avenue via a 7.0m gated access depicted within **Figure 2.3.**

Figure 2.3: Existing Access Arrangment off Westfield Avenue

Source: Google Maps

2.6 The access benefits from dropped kerbs on both sides and one area of tactile paving on the south footway as depicted in **Figure 2.3**; the paving at this access links to tactile paving on the east side of Westfield Avenue to assist with pedestrian crossing movements over the carriageway. Whilst the gated area is 7.0m the distance in the junction radii is approximately 23.0m in width.

Existing Pedestrian Infrastructure and Access

2.7 As demonstrated by **Figure 2.3**, the footway along the west edge of Westfield Avenue does not continue past the junction. The footway, 2.0m in width continues after the bend in the carriageway circa 70.0m from the existing site access. The east edge of Westfield Avenue is supported by a 2.0m wide footway traveling into the north residential development and continuing to the turning heads.

2.8 Street lighting is present along all of the Westfield Avenue, with consistent lighting on route to Earl Shilton and Barwell.

2.9 The Heath Lane / Westfield Avenue priority-controlled T-junction approximately 70.0m south of the site access benefits from dropped kerbs, tactile paving and a pedestrian refuge.

Personal Injury Collisions

2.10 When assessing the proposed development, it is considered appropriate to review the level of Personal Injury Collisions (PIC's) that have been recorded in the immediate vicinity of the application site on Westfield Avenue.

2.11 Consequently, the highway safety record has been reviewed using PIC data from Crash Map (crashmap.co.uk) over the most recent 5-year period between 2017 – 2021. The reviewed data from Crash Map is based on information from the Stats19 database and is summarised in **Figure 2.4**; the red 'X' indicates the application site's access location.

Figure 2.4: Recorded Personal Injury Incidents 2017 – 2021 (Crash Map)

Source: Crashmap.co.uk

2.12 As it can be shown, 1 serious injury collision has been recorded in the study area defined in **Figure 2.4**. The collision occurred on 05/02/2018 and involved 2 vehicles and resulted in 1 serious injury. It is considered that 1 PIC over a 5-year period along the evaluated highway does not constitute a highway safety issue in the area.

3.0 SITE SUSTAINABILITY AND ACCESSIBILITY ASSESSMENT

Pedestrians

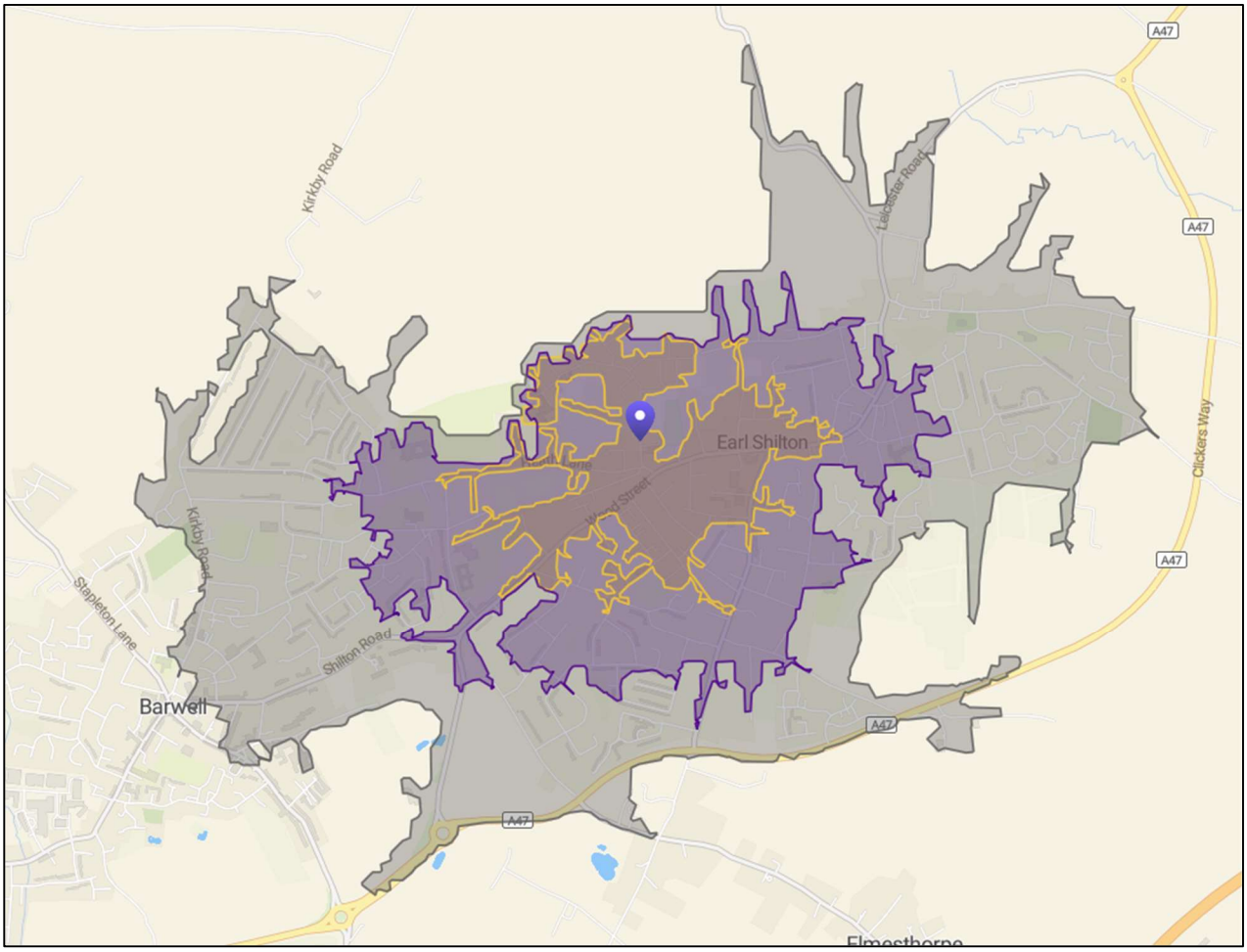
3.1 The Chartered Institution of Highways and Transportation (CIHT) publication [2000] 'Guidelines for Providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1600m). In transport planning terms, the most suitable sites for development are those that generate fewest private car trips, which is achieved by enabling a greater proportion of walking, cycling, and public transport trips.

3.2 The CIHT Guidelines suggests acceptable walking distances to various services. 'Acceptable' distances may vary from person to person depending on their age and general fitness, but the guidelines suggest:

- Maximum distances of 800 metres to town / retail centres, 2000 metres for work / education, leisure and 1200 metres elsewhere
- Acceptable distances of 400 metres to town / retail centres, 1000 metres for work / education, leisure and 1200 metres elsewhere
- Desirable distances of 400 metres to town / retail centres, 800 metres for work / education, leisure and 800 metres elsewhere

3.3 The average walking speed suggested by the CIHT is 3mph, or 5 minutes for every 400 metres. To provide an approximate guide to how far it is possible to walk within 800m, 1200m, and 2000m (10-, 15-, and 25-minute intervals), indicative walking isochrones have been produced, as shown in **Figure 3.1**.

Figure 3.1: 2km Walking Accessibility Map shown in 800m, 1200m, and 2000m Isochrones



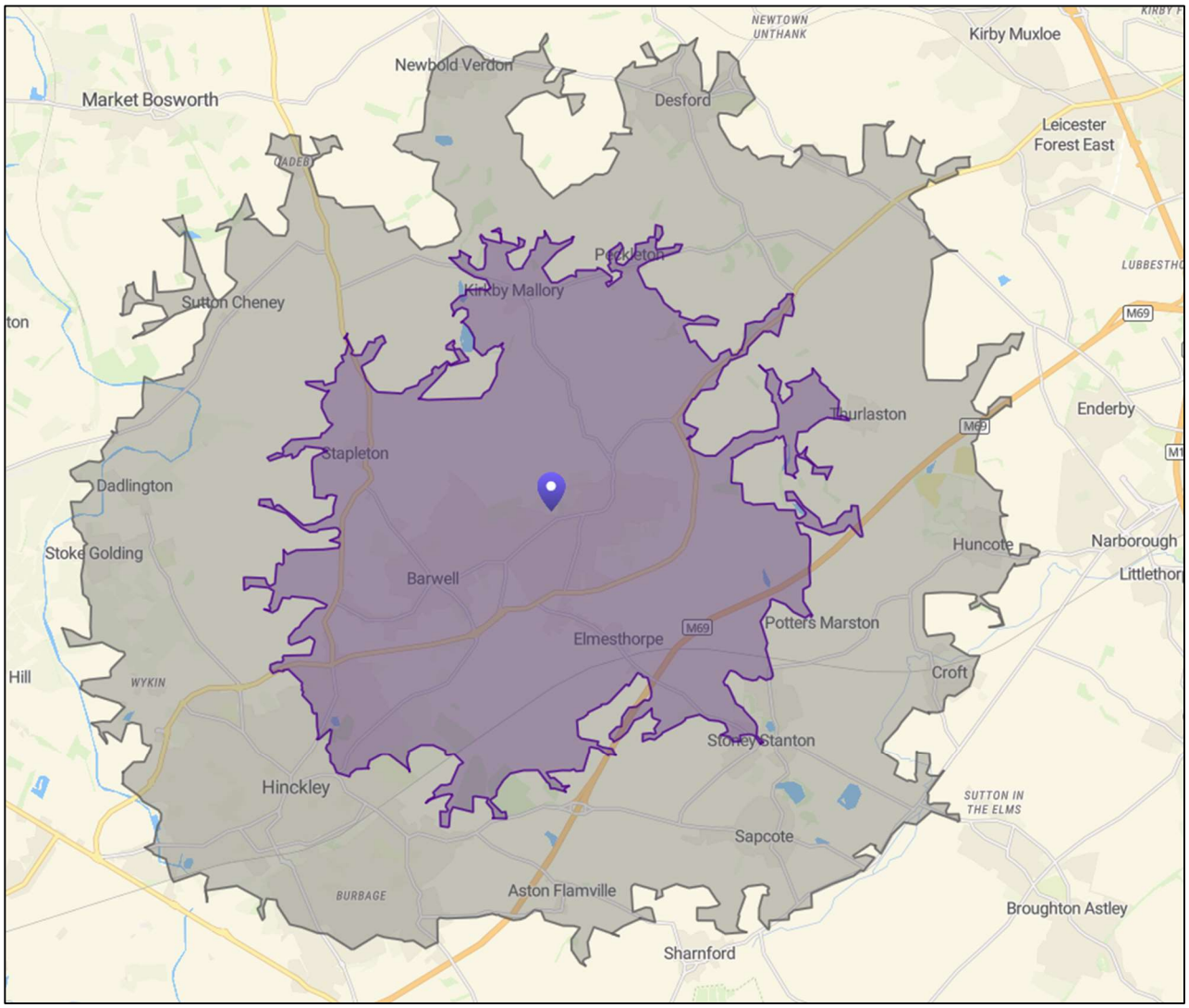
Source: Smappen.com/

3.4 As demonstrated in **Figure 3.1**, the geographical centre of Earl Shilton can be fully accessed within an 800m walk with the whole town accessible within a 2000m walk distance where most amenities will be provided. The centre of Barwell can also be accessed within a 2000m walk distance.

Cycling

3.5 The Department for the Environment publication 'PPG13 – A Guide to Better Practice' (March 2001) states that the bicycle is the ideal mode of transport for journeys under 8km and that cycling *"has clear potential to substitute for short car trips, particularly these under 5km, and to form part of a longer journey by public transport"*. **Figure 3.2** provides indicative cycling isochrones demonstrating where can be accessed via a 5km and 8km cycle.

Figure 3.2: Cycling Accessibility Map shown in 5km and 8km Iscohrones



Source: Smappen.com/

3.6 The above map demonstrates that the entirety of Earl Shilton and Barwell are accessible within a 5km cycle distance as well as the neighbouring villages Elmesthorpe, Stapleton, and Kirkby Mallory. The northeast edge of Hinckley can be accessed within a 5km cycle distance also; in an 8km cycle the entirety of Hinckley can be reached. Outlying villages Croft, Huncote, Thurlaston, Peckleton, Desford, Newbold Verdon, Sutton Cheney, Dadlington, Stoke Golding, Aston Flamville, Stoney Stanton, Sapcote, and Potters Marston are all accessible within an 8km cycle distance.

3.7 Consequently, it is deemed there is a large pool of employment opportunities within a realistic cycling distance to the site. Additionally, the application site is situated in a location well adept to the provision of amenities within its wider local region; the high provision of facilities within 5km and 8km means cycling is a genuine option for future residents carrying out trips to necessary amenities.

3.8 To give an understanding of what roads / cycle routes are used by local cyclists, and as such the extent they can support existing cycle movements, analysis of Strava Heatmaps has been concluded. **Figure 3.3**

demonstrates the routes used by cyclists, where the 'hotter' (brighter) lines indicate the more frequently used routes; the red 'X' indicates the site's location.

Figure 3.3: Strava Cycling Heatmap

Source: Strava.com/Heatmap/

3.9 As the heatmap demonstrates, Hinckley Road is the most frequented road and serves as the artery cycle route between Earl Shilton and Barwell to the southwest. Heath Lane is highlighted to be a popular route with it leading east to the north of Barwell where Barwell Football Club and Barwell Cricket Club grounds are situated. Given the evident volume of cyclists using the roads, it is considered the infrastructure is of a sufficient level to accommodate cycle movements to the surrounding towns, and ultimately shows cycling from the site is a genuine substitute to travelling by private car.

Bus Provision

3.10 The closest bus stop to the site is the opposite and adjacent 'New Street' bus stops circa 220m and 270m south from the application site. Both stops comprise of a flag-and-pole design with timetable infrastructure and yellow cage road markings, and is served by the No.148 and 158 Sapphire bus services. The adjacent westbound stop also serves the No.1 bus service; **Table 3.1** provides a summary of the services.

3.11 It should be noted that east of the development site are the next closest stops; the opposite and adjacent 'Mountfield Road' bus stops lay circa 300m from the site and also serve the No.148 and 158 Sapphire services, as well as the No.1 service at the westbound stop. Both stops benefit from a flag-and-pole design, timetable information and yellow cage road markings. At the eastbound adjacent stop there is also a shelter provided.

Table 3.1: Bus Services Summary

Service	Operating Days	First Bus	Frequency (Minutes)			Last Bus	Route	Provider
			Morning	Midday	Evening			
148	Mon - Fri	05:42	30	30	30	22:00	Nuneaton - Leicester	Stagecoach Midlands
	Saturday	05:35	30	30	30	22:00		
	Sunday	07:40	60	60	60	19:10		
158 Sapphire	Mon - Fri	05:25	20	20	30	22:49	Nuneaton - Leicester	Arriva Midlands
	Saturday	05:51	30	30	30	22:49		
	Sunday	08:20	60	60	60	18:20		
1	Mon - Fri	10:10	120	240	240	16:40	Hinckley - Earl Shilton	Arriva Midlands
	Saturday	10:10	120	120	120	16:10		
	Sunday	No Sunday Service Available						

*Source: Traveline.info *Times accurate as of time of writing.*

3.12 The above table demonstrates the closest bus stops to the site have good public transport links. Buses to major settlements Nuneaton and Leicester run every 20 minutes the majority of the week with hourly intervals every Sunday between buses. As bus services run frequently during typical daylight shift pattern hours, future residents could utilise the provision when commuting to the site and employment.

Rail Provision

3.13 Hinckley Railway Station is located circa 6.4km from the application site and can be easily accessed via public transport routes. The station is managed by East Midlands Railway and provides links to Leicester and Birmingham New Street; typically services run every hour, even on weekends. Less frequent services are provided as far as Cambridge and Gloucester. The next immediate stations are Nuneaton Railway Station and Narborough Railway Station.

3.14 Hinckley Railway Station provides 16 spaces of cycle storage that is sheltered and protected by CCTV coverage. As calculated by Google Maps directions function the journey to the railway via cycle would take 23 minutes.

Accessibility Assessment

3.15 To place the above sections into context, it is important to consider the locality of amenities, facilities, and services in relation to the site and subsequently pedestrian travel and public transport methods available to reach them. **Table 3.2** provides an extensive, but not exhaustive list of local amenities.

Table 3.2: Accessibility Assessment

Facility	Approx Distance (m)	Approx Journey Time (minutes)*	
		Walking	Cycling
Education			
Heath Lane Academy Entrance	850	10	4
Fusion Academy	1000	12	4
St Simon & St Jude Primary School	1100	13	5
Health			
Heath Lane Surgery	25	1	0
Footworks Podiatry and Chiropody	240	3	1
Saffron Pharmacy	400	5	2
Retail			
Vs Convenience Store	250	3	1
Co-op Food Earl Shilton	500	6	2
Nisa Local Convenience Store	700	8	3
First Choice Convenience Store	1000	12	4
Public transport			
New Street bus stops	220	2	1
Mountfield Road bus stops	300	4	1
Leisure			
The Arts Academy of Dance	500	6	2
Earl Shilton Skate Park	550	7	2
Kingscroft Bowls Club	700	8	3
Earl Shilton Town Cricket Club	750	9	3

**Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86. All public transport times are taken from Google Maps' 'directions' feature.*

3.16 The above accessibility assessment showcases there are multiple key amenities and services within acceptable distances as outlined by CIHT. From section 2.0, it is clear the site is supported by a high level of pedestrian infrastructure providing safe walking routes to the above amenities, ultimately promoting active travel.

3.17 Moreover, the bus provision in the local area provides residents with a genuine option when commuting into Hinckley or Leicester, further expanding the amenities in suitable range.

3.18 As such, when taking into consideration the location of the application site, it is considered the development is situated within a sustainable location, supported by a good level of public transport provision.

4.0 DEVELOPMENT PROPOSAL

Development Quantum

4.1 The proposed development is a residential site comprising of 18 dwellings. Dwellings are to be split into 4 affordable dwellings and 14 market dwellings. The schedule of accommodation is listed below:

- 12 x 2-bed dwellings;
- 5 x 3-bed dwellings, and;
- 1 x 4-bed dwelling.

4.2 The proposed associated car parking includes 36 spaces total; not including three single garages, totalling 39 car parking spaces. The full proposed planning layout can be found within **Appendix A**.

Access Arrangements

4.3 The residential development would be entered via two vehicular accesses. The southern access would take the form of a circa 4.8m wide carriageway with 6.0m radii and incorporating 2.0m wide footways on both sides of the carriageway. The northern access is a 4.5m wide private drive in accordance with LCC's Highway Design Guide.

Visibility

4.4 It is necessary to consider visibility of vehicles emerging from the development onto Westfield Avenue. The visibility splays should be measured at an 'x' setback distance of 2.4m in accordance with guidance set out in The Department for Transport's document 'Manual for Streets (MfS)' to replicate the driver's eyeline position at the junction, with 'y' distances also to be provided in accordance with the stopping distances (SSDs) set out in MfS. **Table 4.1** outlines the SSDs as written in MfS table 7.1.

Table 4.1: Derived SSD's for Streets (MfS)

Speed	KPH	16	20	24	25	30	32	40	45	48	50	60
	MPH	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		11	14	17	18	23	25	33	39	43	45	59

Source: Manual for Streets table 7.1

4.5 As previously stated, Westfield Avenue operates under a 30mph speed restriction in the vicinity of the application site, therefore a 'Y' distance of 43.0m is appropriate. To the north of the access is a raised shelf on the bend of the road, thus a 'Y' distance to the north of 25.0m has been evaluated to account for speeds dropping to 20mph.

4.6 In addition to the 'Y' distance it is necessary to determine an appropriate 'X' distance, which is the setback distance from the kerb line to the drivers eyeline when waiting at the give way line. Manual for Streets recommends a distance of 2.4m. Therefore, it is appropriate to provide visibility splays of 2.4m x 43.0m to

the south and 2.4m x 25.0m in the north. Drawing number 20851_08_020_03 contained within **Appendix B** illustrates that these splays are achievable.

Servicing

4.7 It is necessary to consider how a refuse lorry, the largest anticipated vehicle to regularly gain access to the site, can gain access to all dwellings, turn around, and exit in forward gears. Consequently, swept path analysis has been undertaken using the most up to date version of the computer software CausewayCAD. The swept paths are based upon a Phoenix 2-23W (with Elite 2 6x4 chassis) refuse vehicle measuring 10.52m by 2.53m, the results of which are illustrated on Drawing 20851_08_020_03 contained within **Appendix B**. It has been demonstrated a refuse vehicle is able to access the sites adoptable road, turn around, and exit in forward gears.

4.8 It should be noted that the refuse vehicles bonnet overhangs the private shared driveways on drawing 20851_08_020_03; it is confirmed that this drive is flat surface and no obstruction, such as fencing, is in the line of the refuse movement. At no point do the wheels pass over the footways or private driveways.

Parking

4.9 HBBC publishes car parking standards for new developments in their Local Plan (2006 – 2026) documents. The guidance recommends for dwellings with 3 or less beds 2 spaces and dwellings with 4 or more beds 3 spaces. When assessed against the standards the total number of parking spaces required for the development is 37 spaces.

4.10 The proposal will see each dwelling receive 2 outdoor car parking spaces totalling 36 spaces. The 4-bed dwelling, as well as 3 x 3-bed dwellings, will receive garage provisions to accommodate another space placing the total car parking spaces at a proposed 39 spaces. This accords with the standards set out by HBBC.

4.11 For garages, HBBC recommends that a single garage be 6.0m x 3.0m and a double garage will be minimum of 6.0m x 6.0m. The development is proposed to have 3 single garages of dimension 6.5m x 3.4m. Thus, the dimensions of the proposal align with HBBC guidance.

4.12 It is expected that bicycles will be stored within the boundary of the properties, sheds, garages or similar storage facilities.

4.13 It is considered that the above investigations demonstrate that the proposed would accord with the relevant design guidance published by HBBC and should be considered acceptable.

Traffic Generation

4.14 To determine the impact of the proposed 18 dwellings, an analysis of the Trip Rate Information Computer Systems (TRICS), a computer program that assists in estimating trip rates to and from a variety of land uses, has been undertaken. As the site is currently set to accommodate 5000sq/m of business units as

shown in planning application 14/01279/OUT, it is necessary to examine the trips of the business land-use against the 18 dwellings to establish the differential impact of the development.

4.15 Planning application 14/01279/OUT provided the trips demonstrated below in **Table 4.2** within Table 6 of the accepted Transport Assessment.

Table 4.2: Business Unit Trip Rates

Time Period	Trip Rates (per 100 sq/m)		Trip Generation (5000 sq/m)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	1.945	0.290	97	15	112
PM Peak (17:00-18:00)	0.158	1.865	8	93	101

4.16 As Table 4.2 highlights, the planning permission would generate in the region of 112 AM peak hour trips and 101 PM peak hour trips. During the AM peak this equates to an average of one vehicle movement every 0.5 minutes; in the PM peak hour this equates to an average of one vehicle movement every 0.6 minutes.

4.17 **Table 4.3** provides a summary of the likely vehicle trips for the proposed 18 dwellings using the approved trip rates from application 14/01279/OUT for the north Westfield Avenue residential development.

Table 4.3 Residential Trip Rates

Time Period	Trip Rates (per unit)		Trip Generation (18 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.167	0.439	3	8	11
PM Peak (17:00-18:00)	0.412	0.264	7	5	12

4.18 Table 4.3 demonstrates the proposed dwellings result in 11 trips during the AM peak hour and 12 in the PM peak hour. During the AM peak this equates to an average of one vehicle movement every 5.5 minutes; in the PM peak hour this equates to an average of one vehicle movement every 5 minutes.

4.19 Thus, based on the above, the development proposal would have a reduction of 101 trips in the AM peak hour and decrease of 89 in the PM peak hour from the approved commercial trip generation.

5.0 CONCLUSIONS

5.1 MEC has been commissioned by Avant Homes Ltd to undertake a Transport Statement for a proposed residential development at Westfield Farm, Earl Shilton. The proposed development would see the site alter from 5000sq/m of business units outlined within approved planning application 14/01279/OUT to an 18 dwellings residential site. Consequently, this Transport Statement report has been prepared in support of the current planning application.

5.2 A review of the local collision data highlighted 1 PIC had been recorded in the most recent 5-year period within the vicinity of the site. It is considered less than 1 PIC/year is not a significant amount, and therefore it has been concluded there is no existing highway safety concern.

5.3 It has been demonstrated that the site is located in a sustainable location with key amenities and services located with acceptable walking and cycling distances from the application site. Moreover, the site is supported by a good level of bus provision, especially facilitating movements to Nuneaton and Leicester.

5.4 Visibility splays of 2.4m x 43m to the south and 2.4m x 25m to the north are appropriate for the 30mph speed restriction and 20mph assumption for the raised shelf carriageway as per Manual for Streets standards.

5.5 The proposed layout and access arrangements would accommodate the turning movements of a large refuse vehicle entering, turning around, and exiting the development in a forward gear, as determined through swept path analysis.

5.6 The proposal accords with parking guidance set out by HBBC and provides up to 39 spaces; including three single garages.

5.7 The development would generate 11 vehicle movements in the AM peak hour and 12 in the PM peak; this is a reduction of 101 trips in the AM peak and 89 trips in the PM peak from the trip generation in the approved scheme for the site. Thus, there would not be an adverse impact on the local highway network.

5.8 In conclusion, the site is located in a highly sustainable location, meets relevant design standards, and the level of trips generated by the proposal would not impact upon the safe operation of the local network; where appropriate, mitigation measures have been put in place. It is considered that the proposed development is acceptable in transport terms.

MEC
Development Technical Consultants

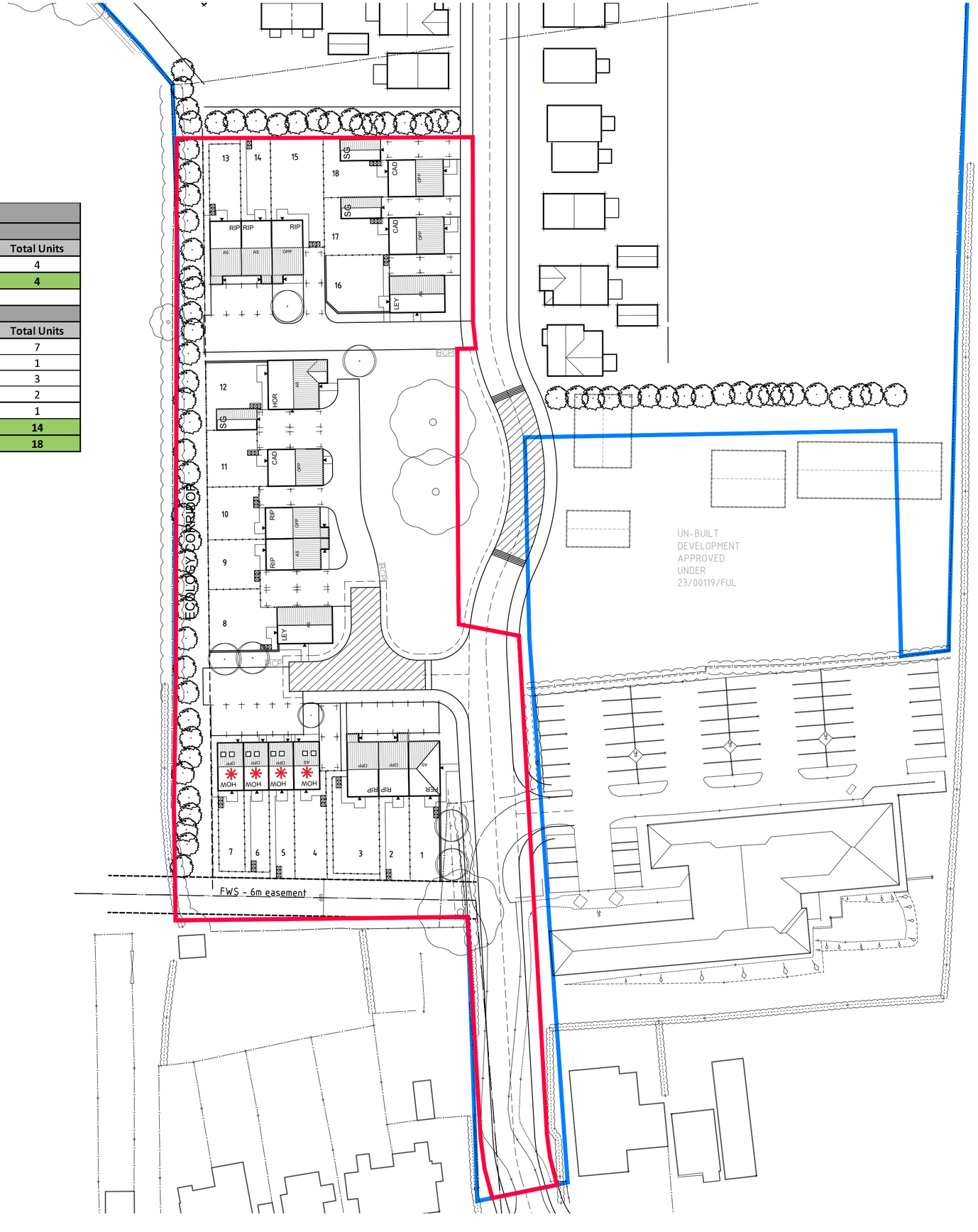
APPENDICES

APPENDIX A

Accommodation Schedule			
Affordable 20%			
House Type	**Arrangement**	**Accomodation**	**Total Units**
Howarth	Semi/End	2 BED	4
Total			**4**
Open Market			
House Type	**Arrangement**	**Accomodation**	**Total Units**
Ripon	Semi/End	2 BED	7
Fernlee	Semi/End	2 BED	1
Cadeby	Detached	3 BED	3
Leyburn	Detached	3 BED	2
Horbury	Detached	4 BED	1
Total			**14**
Grand Total			**18**

KEY

- Existing trees retained
- Indicative landscaping
- Existing trees to be removed
- Indicates block paviors
- Application boundary
- Indicates affordable housing
- Other land within applicants control
- Indicates bin storage area
- BCP Shared bin collection point



Notes

Revision	Date	Amendment	Initials
A	17.10.24	Boundary line amended, plots 3 & 4 fenceline altered, bin collectoin points shown.	DS

Radford ARCHITECTURAL SERVICES
T 01902 762854 M 07977 253860
W www.radford-architectural.co.uk
E radfordarchitecturalservices@gmail.com

Client: AVANT homes

Project: WESTFIELD AVENUE, EARL SHILTON

Title: PLANNING LAYOUT

Dwg No. 3187-200

Revision: A

Scale @A2: 1:500

Drawn: DS

Date: DEC 2023

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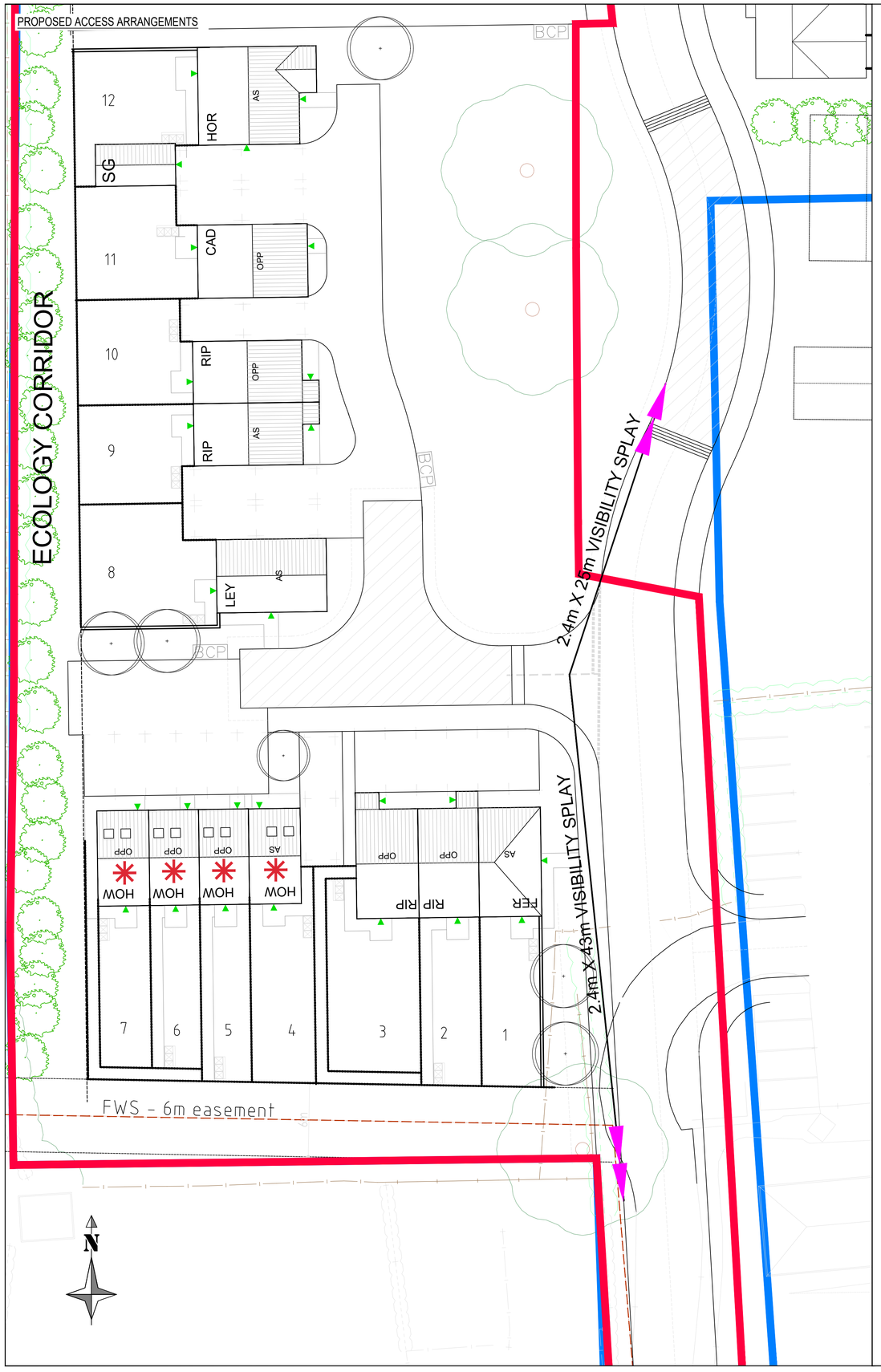
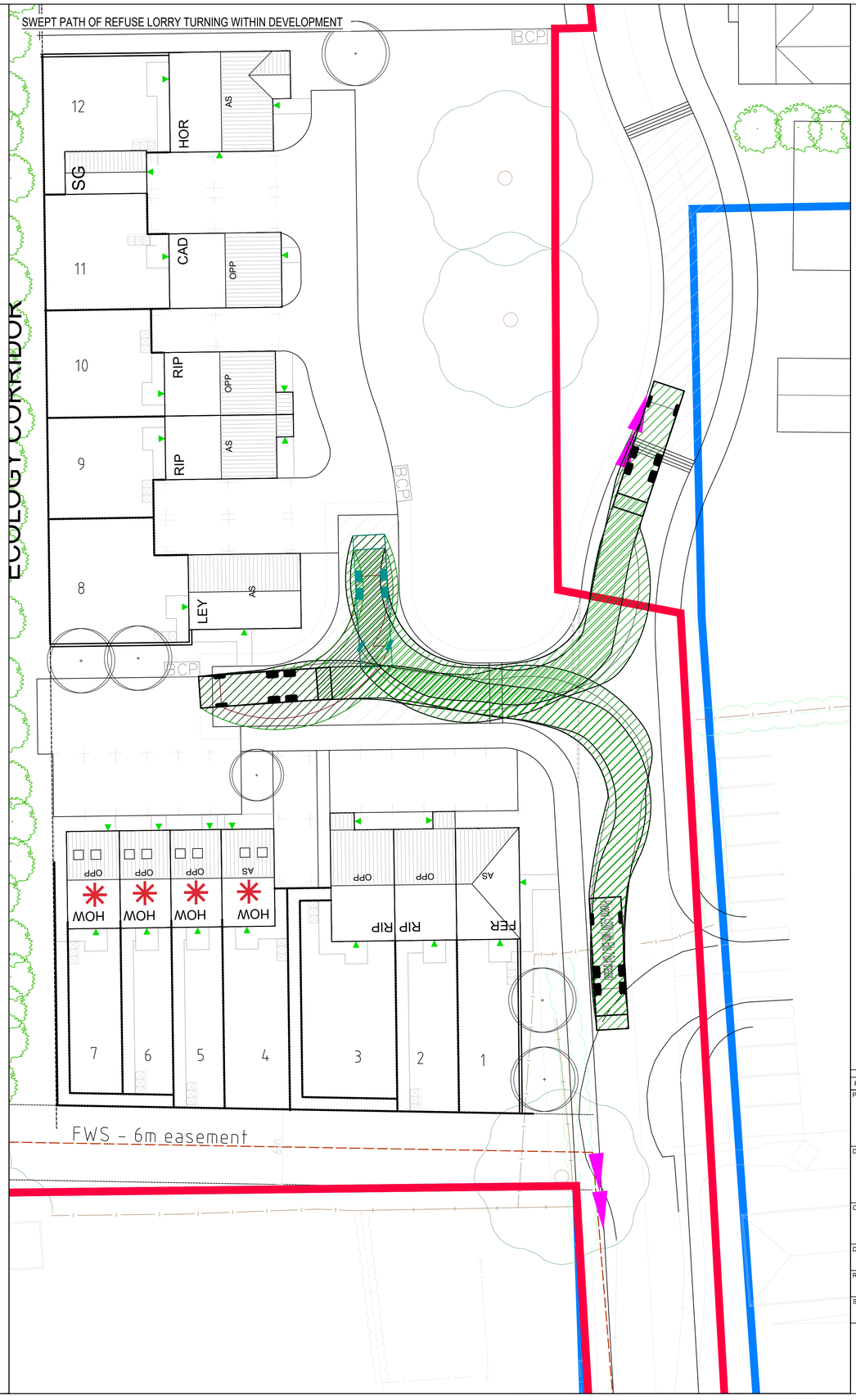
APPENDICES

APPENDIX B

PROPOSED ACCESS ARRANGEMENTS

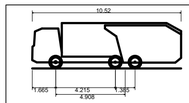


SWEPT PATH OF REFUSE LORRY TURNING WITHIN DEVELOPMENT



NOTES:

1. DO NOT SCALE THIS DRAWING.



Phoenix 2-23W (with Elite 2 6x4 chassis)	
Overall Length	10.520m
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	9.950m

REFUSE LORRY PROFILE

REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:
-	FIRST ISSUE	DG	CH	TR	06/11/24

PROJECT:
WESTFIELD FARM
EARL SHILTON

DRAWING TITLE:
PROPOSED ACCESS ARRANGEMENTS WITH REFUSE LORRY SWEPT PATH

CLIENT:
AVANT HOMES (ENGLAND) LTD

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M·EC Consulting Development Engineers
Telephone: 01530 264 753
Email: group@m-ec.co.uk
Website: www.m-ec.co.uk

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MEC
Development Technical Consultants

The Old Chapel
Station Road, Hugglescote
Leicestershire LE67 2GB
T: 01530 264753
E: group@m-ec.co.uk
www.m-ec.co.uk