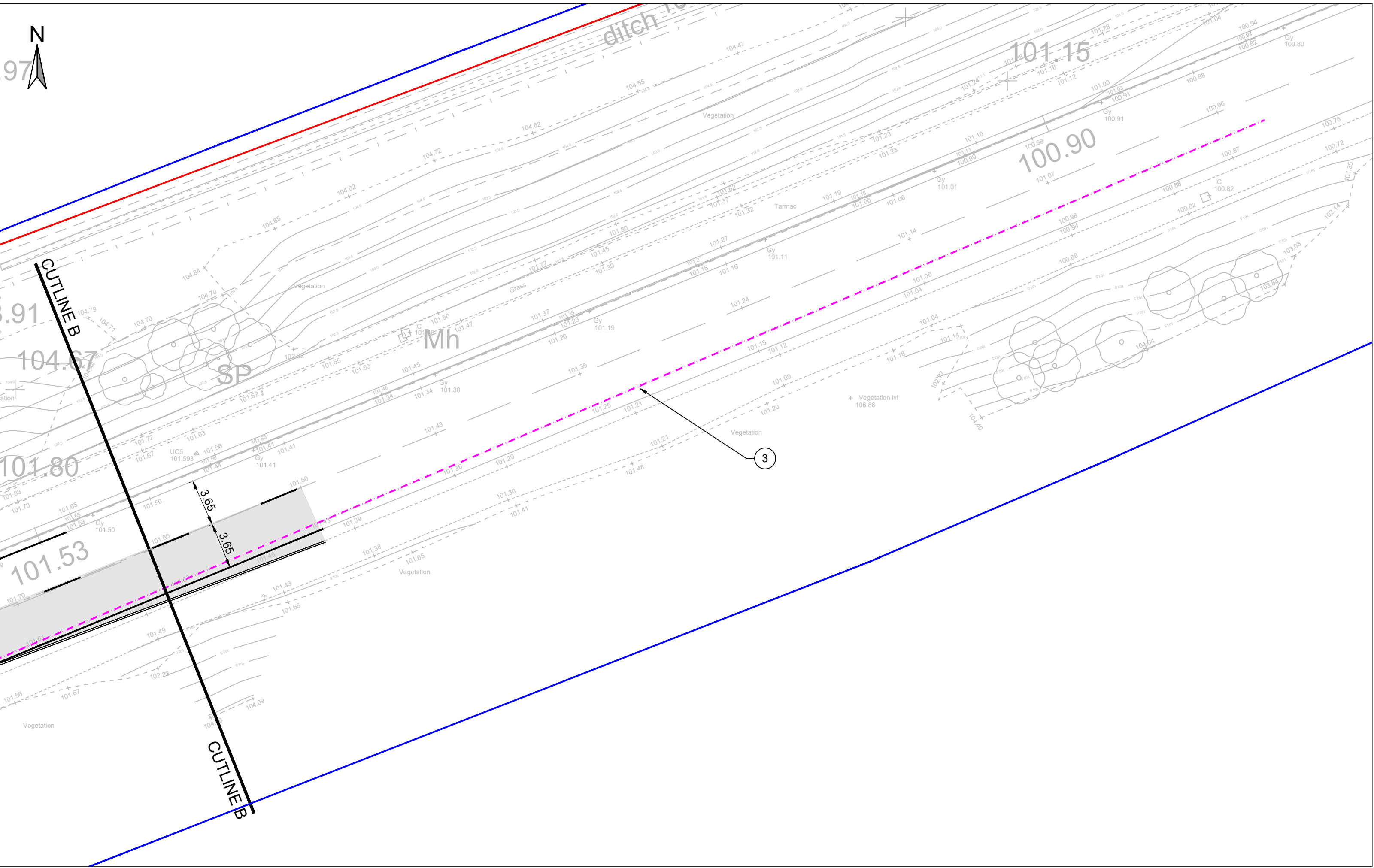
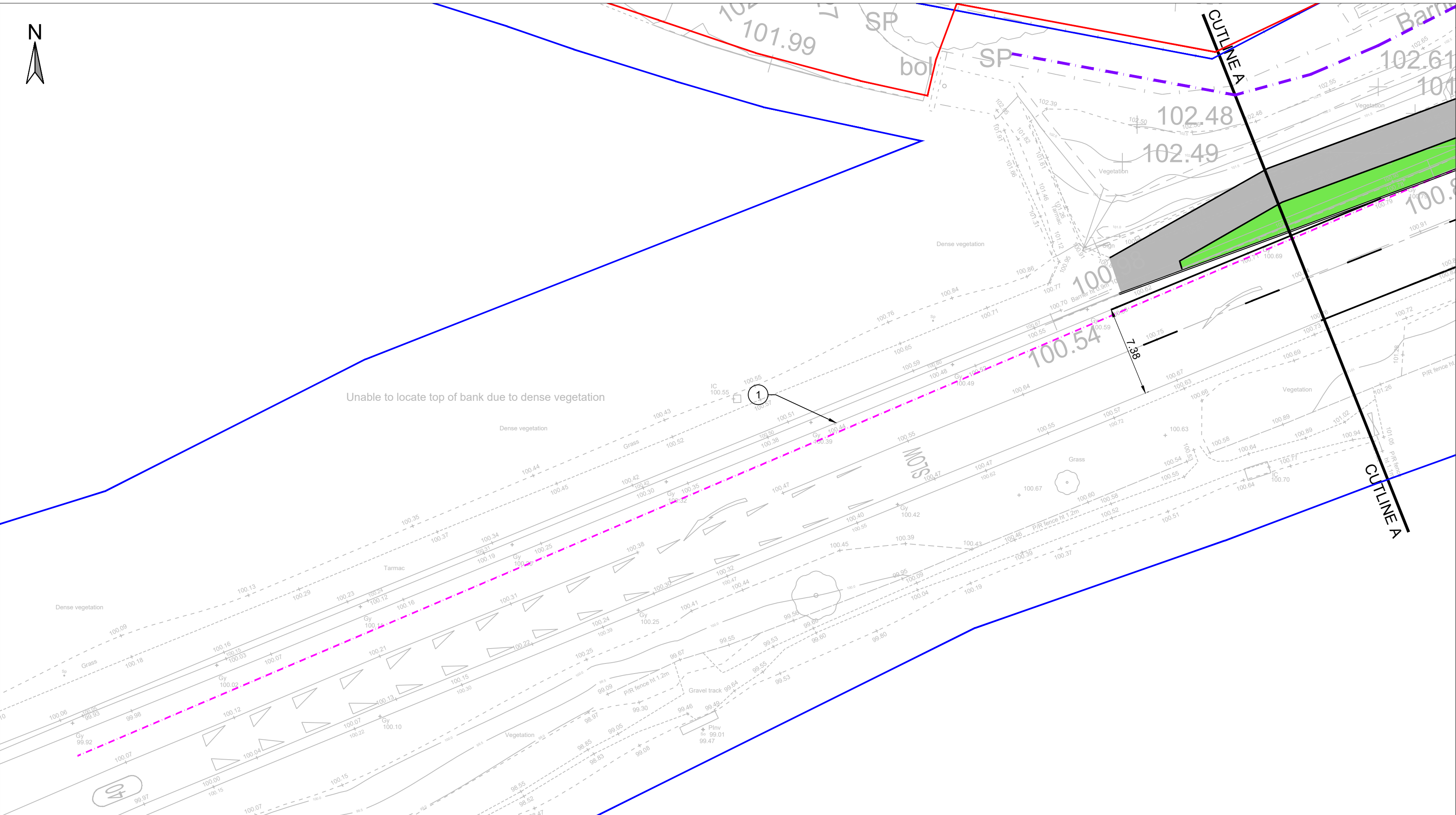
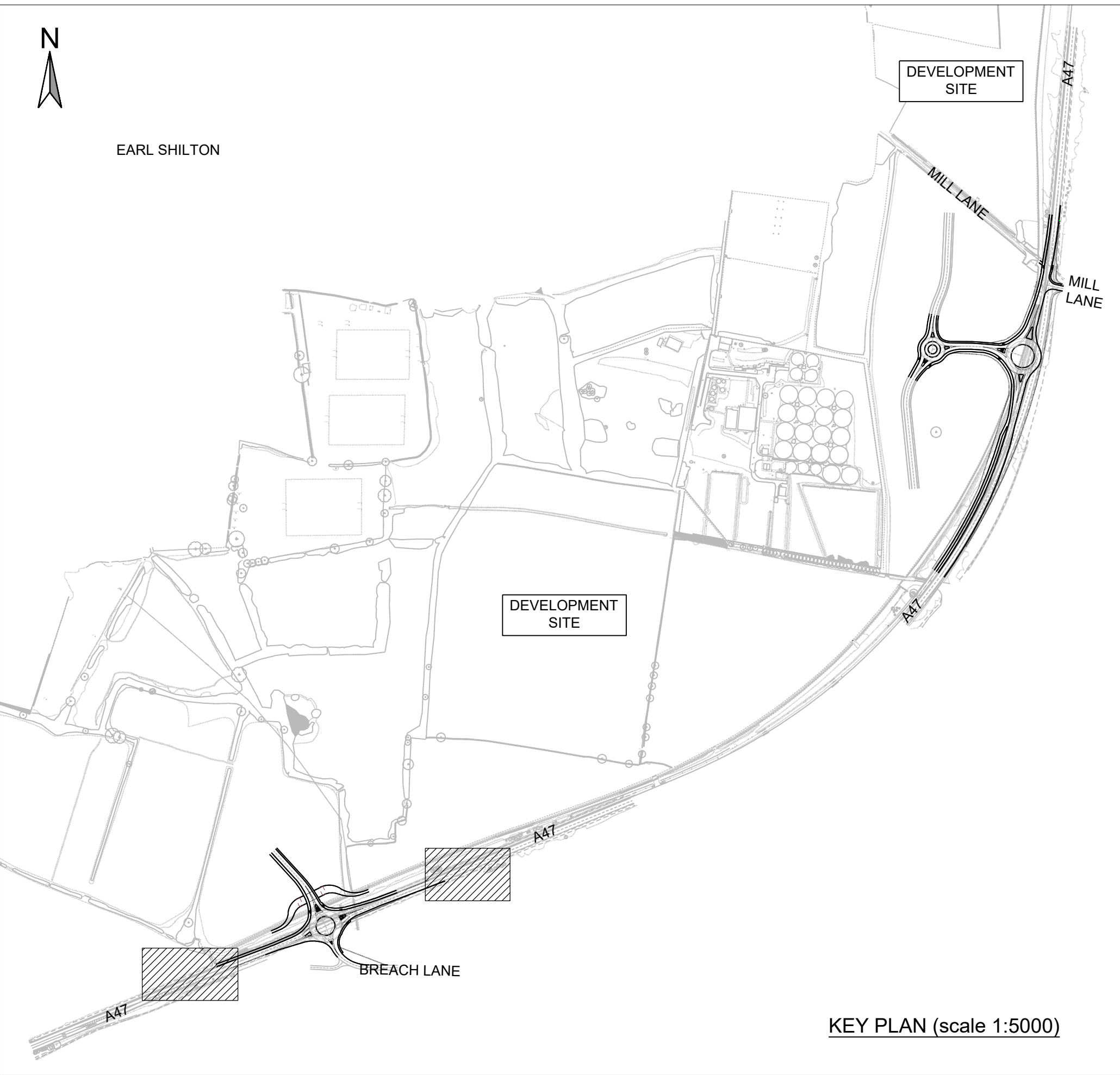




Visibility splays					
Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	CD116 & CD109	Stopping sight distance	n/a	215m	
2	CD116 & CD109	Stopping sight distance	n/a	90m	
3	CD116 & CD109	Stopping sight distance	n/a	215m	
4	CD116 & CD109	Stopping sight distance	n/a	90m	

CD 109 Highway link design			
General			
Design Criteria	A47 North	A47 South	Comment
Existing speed limit (mph)	N/A	N/A	
Actual speed - 85th percentile (mph)	N/A	N/A	No data available
Proposed speed limit (mph)	N/A	N/A	No change in speed limit proposed
Design Speed (kph)	100	100	
Proposed Cross Section	ch = 7.3m Lane = 3.65m HS = 1m	ch = 7.3m Lane = 3.65m HS = 1m	As per existing cross section
SSD - Horizontal (m)	215	215	
SSD - Vertical	Refer to long sections	Refer to long sections	
Horizontal curvature (m)	2040	2040	
Vertical curvature	Refer to long sections	Refer to long sections	

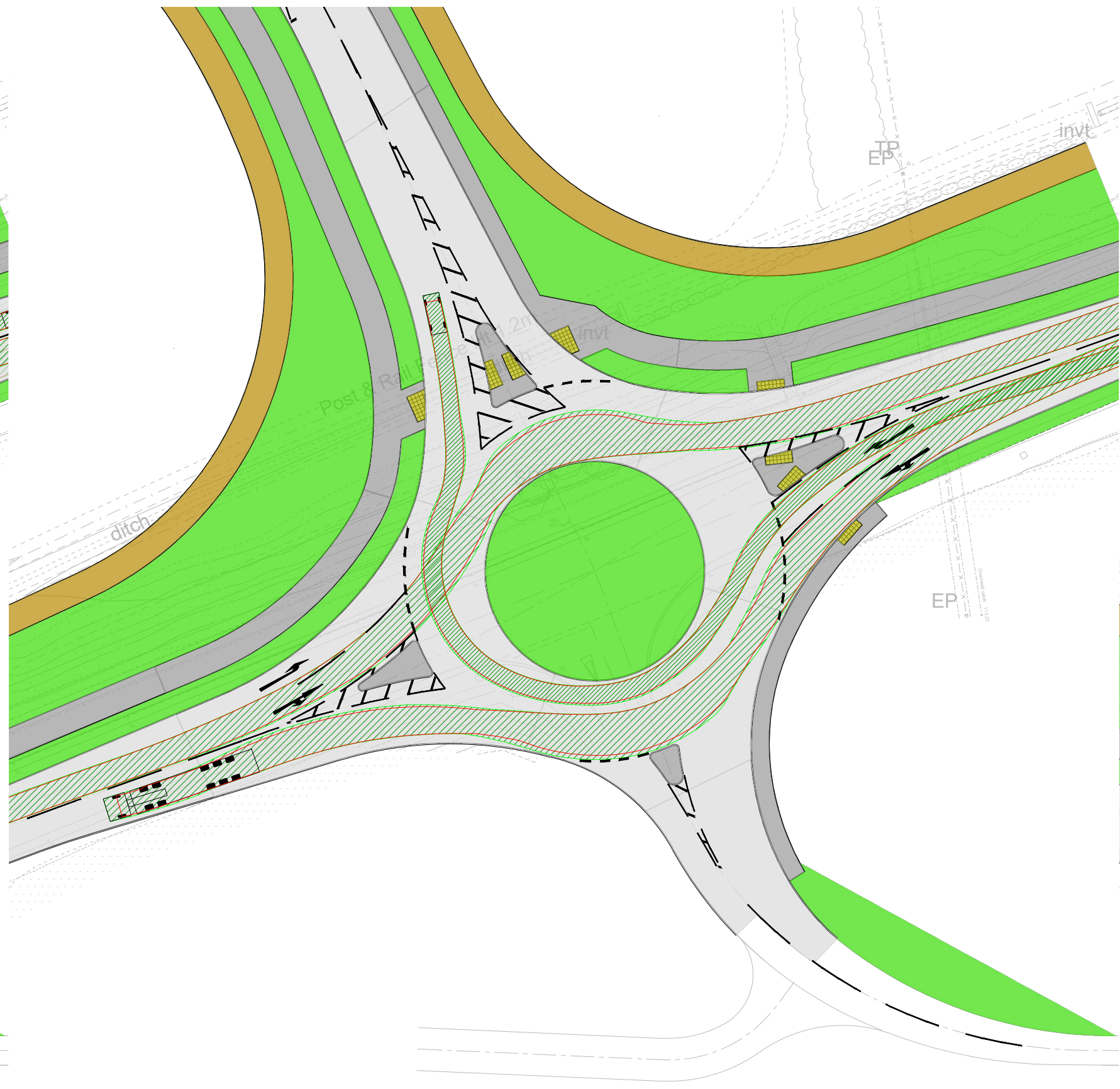
Key - General Arrangement		Key - Geometry - Roundabout	
	Carriageway		Entry Path Radius
	Footway		Entry Flare
	Verges		Entry Angle
	Tactile - Blister - uncontrolled crossing		
	Public right of way		
	Planning Application boundary	Key - Visibility	
	Highway boundary (LCoC)		Junction approach SSD
			Refer to visibility table



0 2.5 5 7.5 10 12.5 m
SCALE 1:250

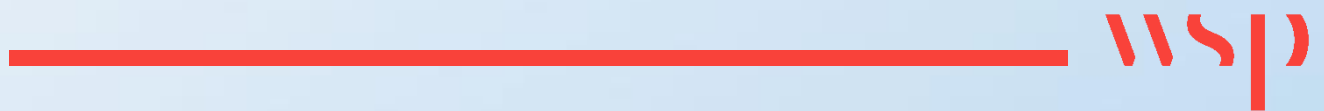
PRELIMINARY ISSUE

Client		Project Name		Issuing Office	
					
		A47 EARL SHILTON		Tetra Tech Leicester Executive Park, Aradon Way, Anstey, Leicester, United Kingdom, LE17 7GR Tel: +44 (0)115 8234 8000 www.tetratechleurope.com	
Drawn By		Checked By		Approved By	
18.08.2023 NM IF		18.08.2023 NM IF		18.08.2023 NM IF	
15.08.2023 NM IF		15.08.2023 NM IF		15.08.2023 NM IF	
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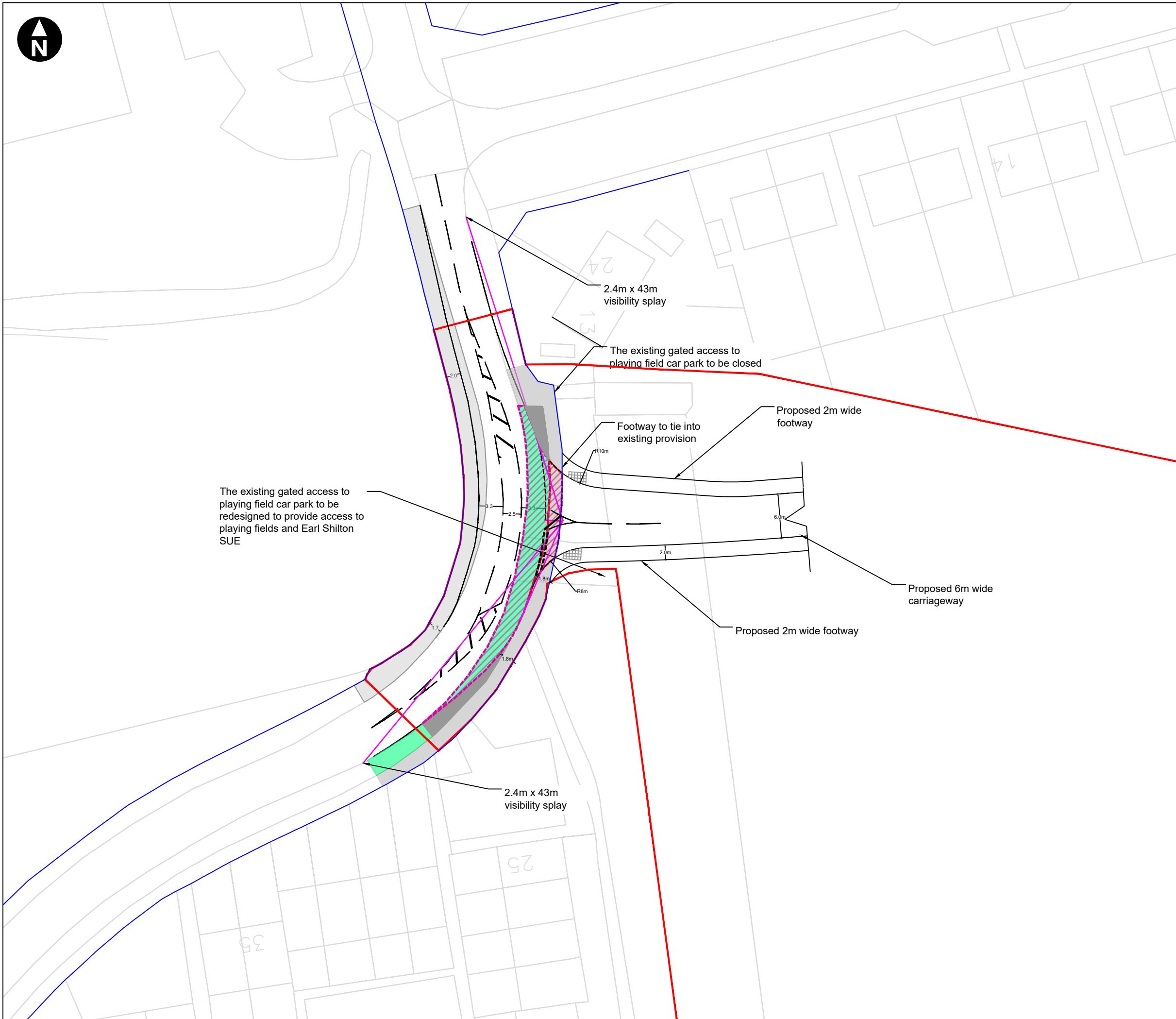


Appendix E

ASTLEY ROAD ACCESS

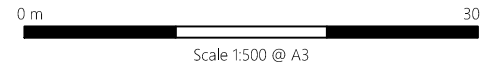


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- Key
- Existing
 - Existing footway
 - Existing verge
 - Highway boundary
 - 2.4 x 43m visibility splay
 - Verge to become carriageway
 - Footway to become carriageway
 - New areas of footway

- NOTES:
- Alternative access to the playing fields will be suitably located beyond the cut line and that the detail will be submitted as part of the relevant reserved matter application.
 - Highway boundary reproduced from a plan provided by LCC
 - This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
 - Reference should be made to other documents accompanying this planning application.
 - Drawing to be used for planning purposes only.



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Client

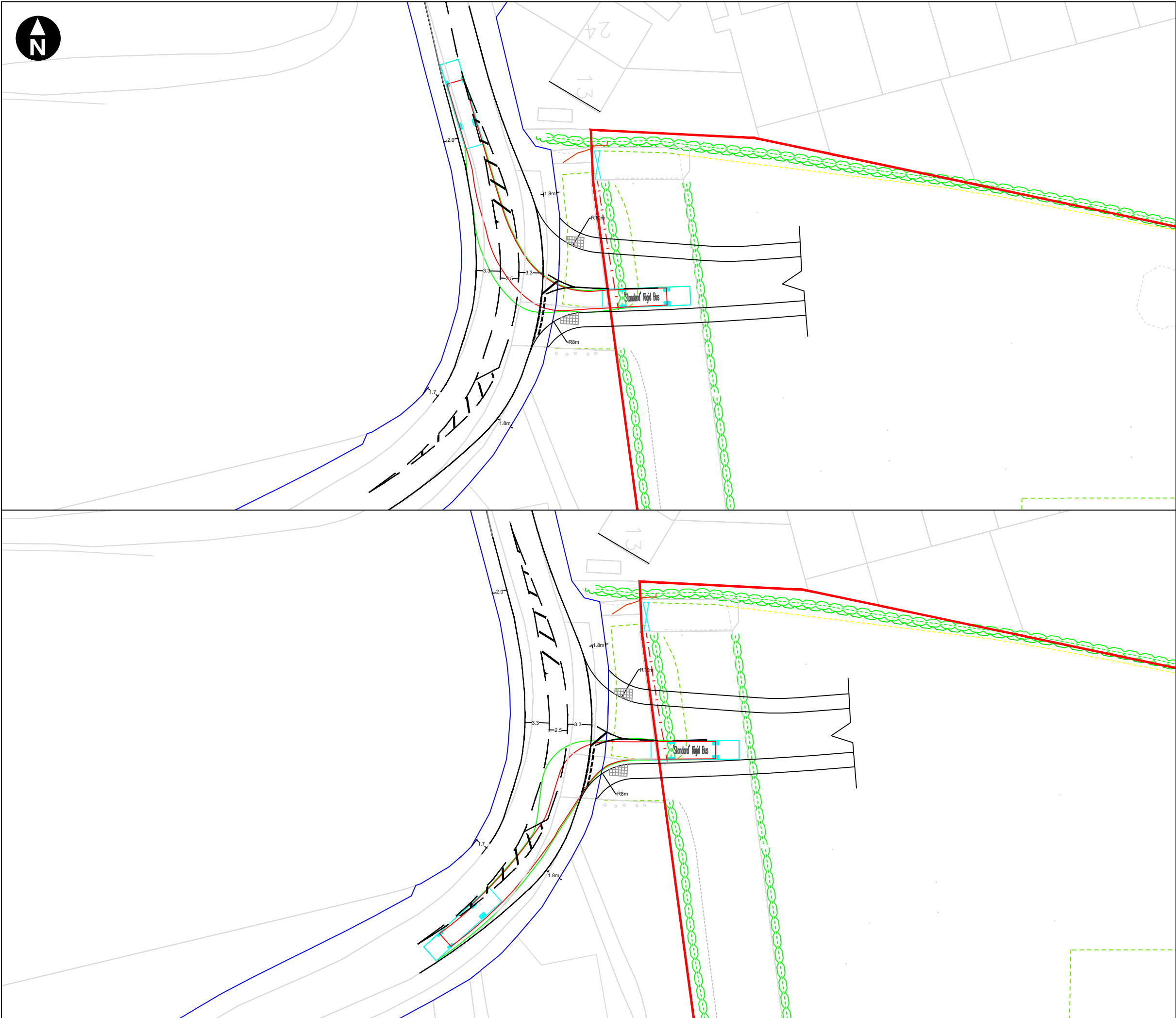
Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension
Transport Assessment

**Proposed Site Access from Astley Road
General Arrangement**

February 2024





Key

- Vehicle body outline
- Vehicle wheelbase

Standard Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.000m
Min Body Ground Clearance	0.300m
Track Width	2.300m
Lock to Lock Time	10.0s
Wall to Wall Turning Radius	10.771m

NOTES:

- Swept path assessment undertaken at a speed of 15kph.

0 m 30 m
Scale 1:500 @ A3

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Client

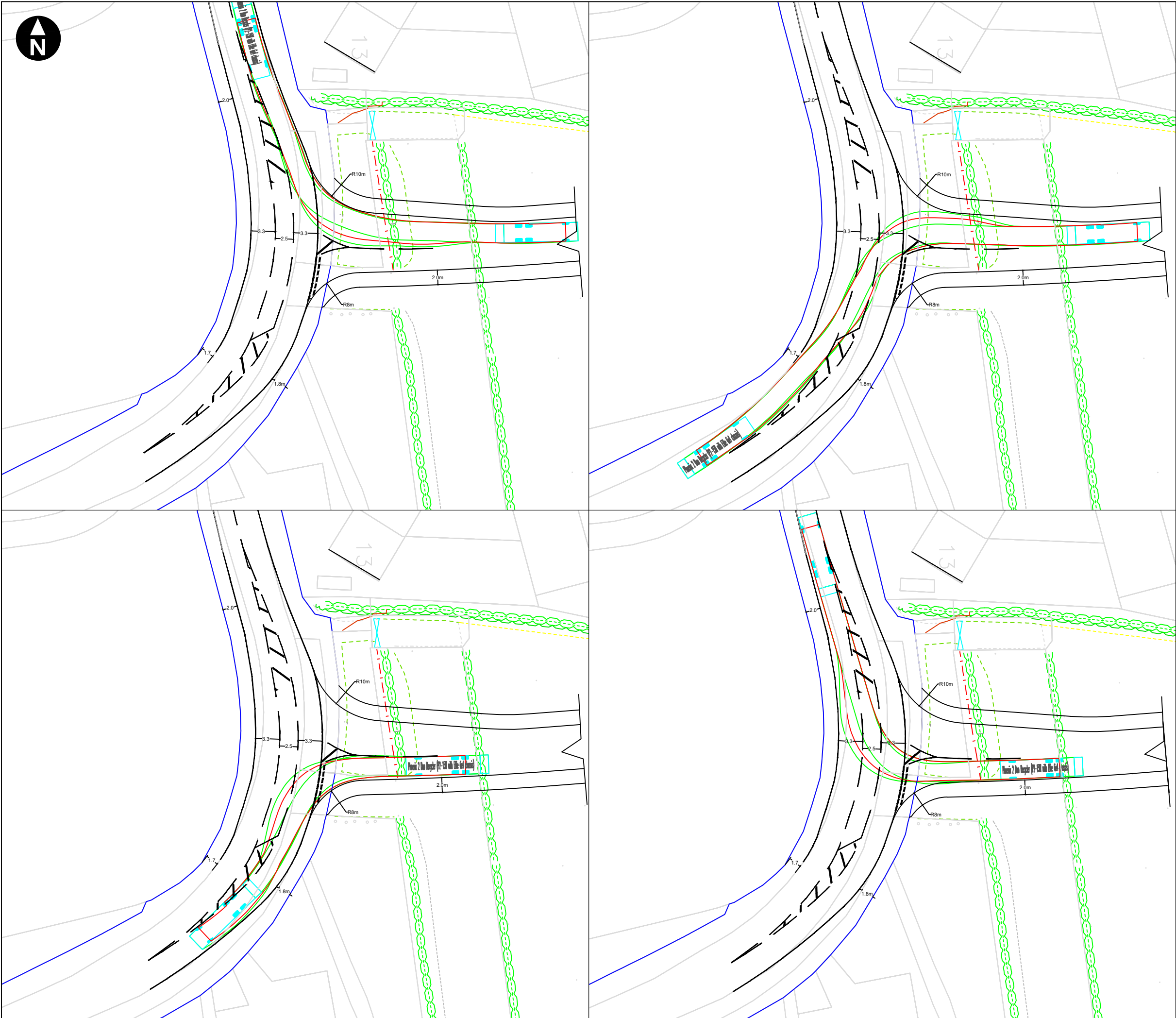
Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension
Transport Assessment

**Proposed Site Access from Astley Road
12m Bus Swept Path Analysis**

February 2024

wsp



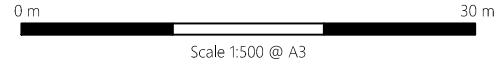
Key

- Vehicle body overhang
- Vehicle wheelbase

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.52m
Overall Width	2.50m
Overall Body Height	2.50m
Min Body Ground Clearance	0.20m
Track Width	2.00m
Lock to lock time	2.00s
Kerb to Kerb Turning Radius	11.550m

- NOTES:
- Swept path assessment undertaken at a speed of 15kph.



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Client

Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension
Transport Assessment

**Proposed Site Access from Astley Road
RCV Swept Path Analysis**

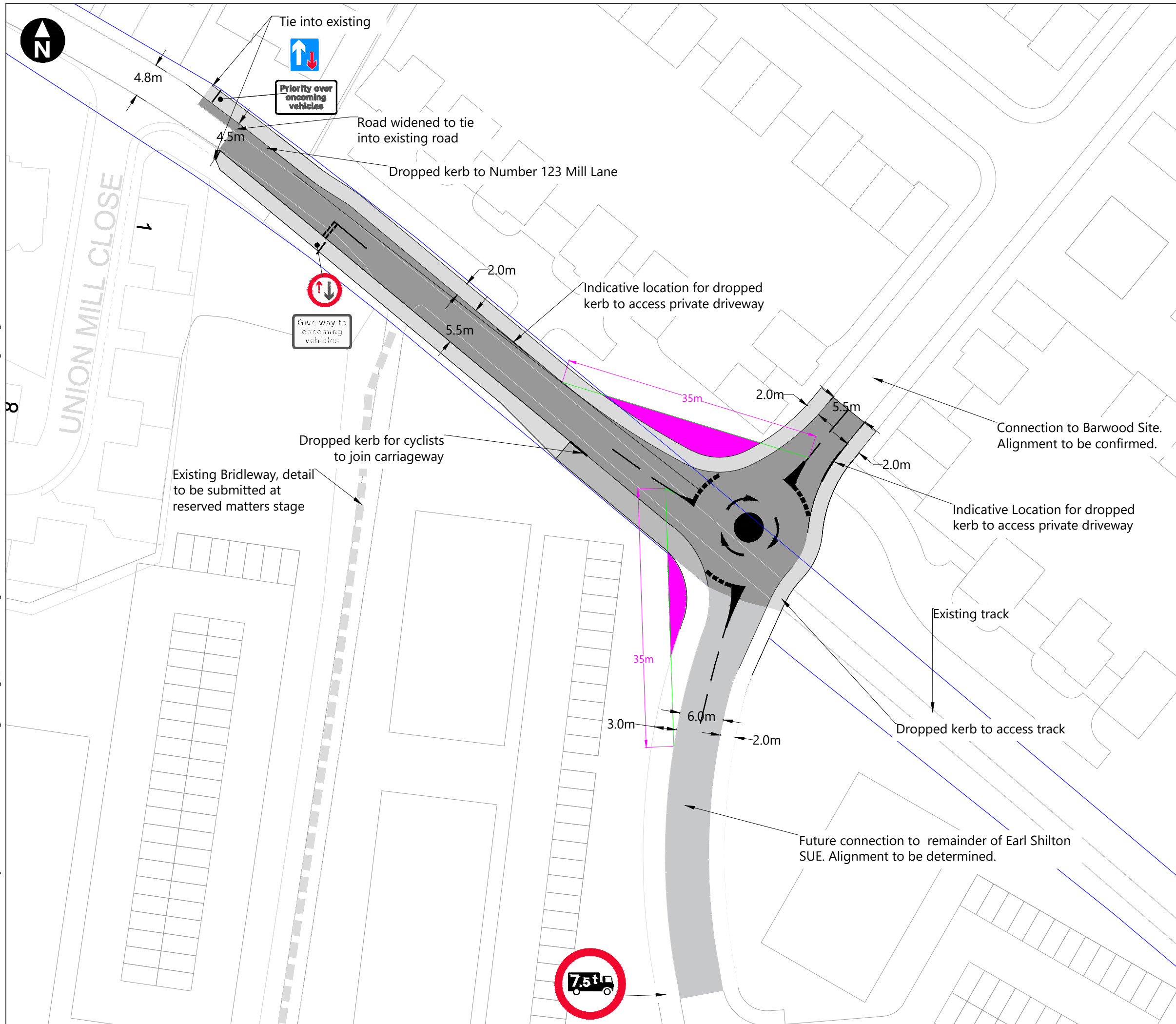
February 2024



Appendix F

MILL LANE ACCESS





Key

- Proposed carriageway
- Proposed footway
- Proposed shared route pedestrian / cyclist
- Proposed lane marking
- Indicative Proposed development. For illustrative purposes only.
- Site boundary
- Highway boundary
- Visibility from Table 5.21, CD116
- Area required for visibility

NOTES:

- This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
- Reference should be made to other documents accompanying this planning application.
- Drawing to be used for planning purposes only.

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Scale 1:500 @ A3
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Barwood Strategic Land LLP

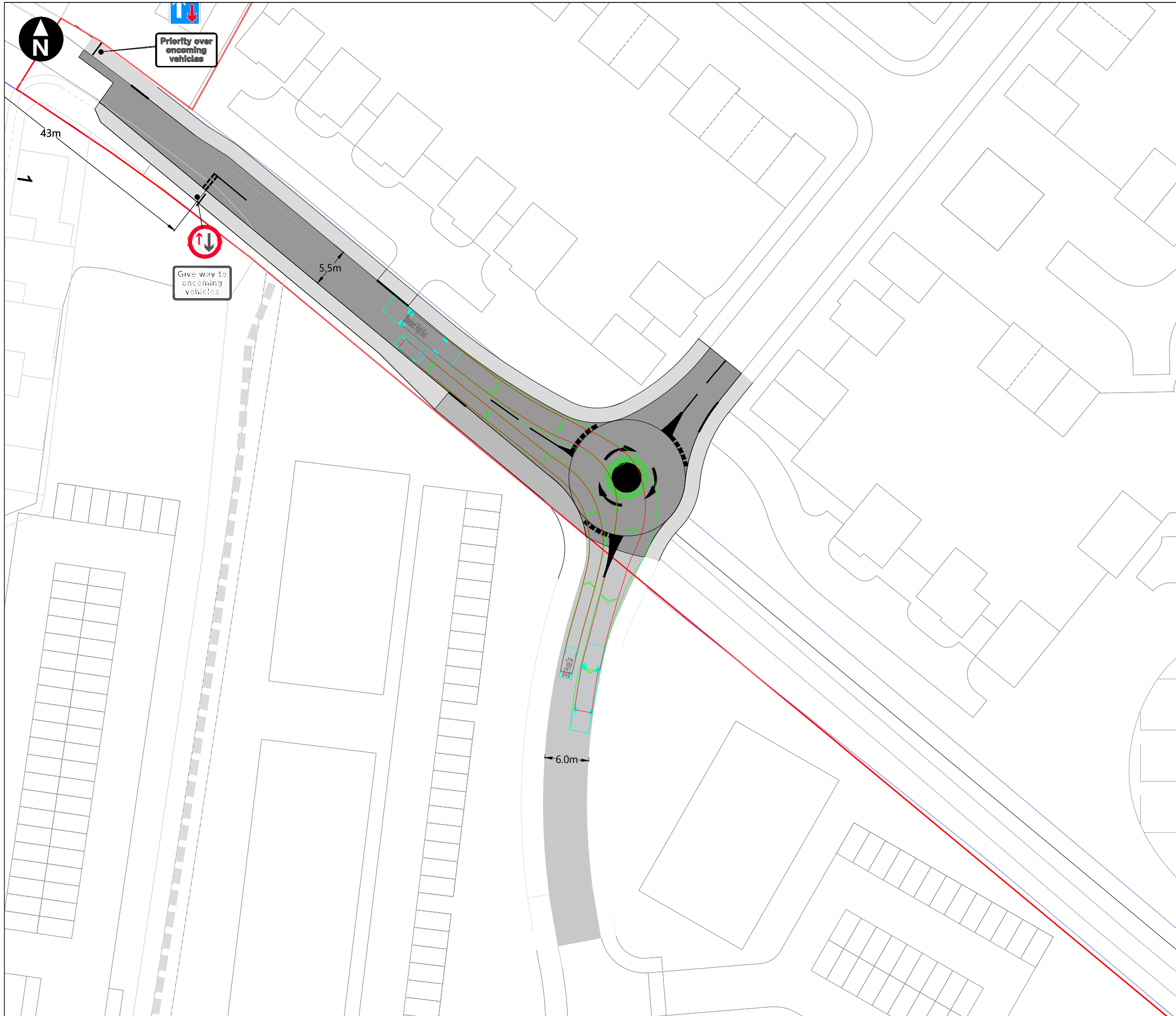
Earl Shilton Sustainable Urban Extension (SUE) Planning Application

**Mill Lane
General Arrangement Plan**

February 2024

wsp

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Key

Vehicle body
Vehicle wheel track

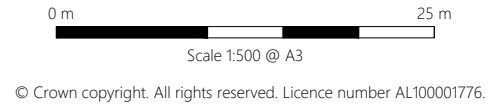
***Standard* Rigid Bus**

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

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

- NOTES:**
1. Swpet path analysis undertaken at a speed of 15kph.



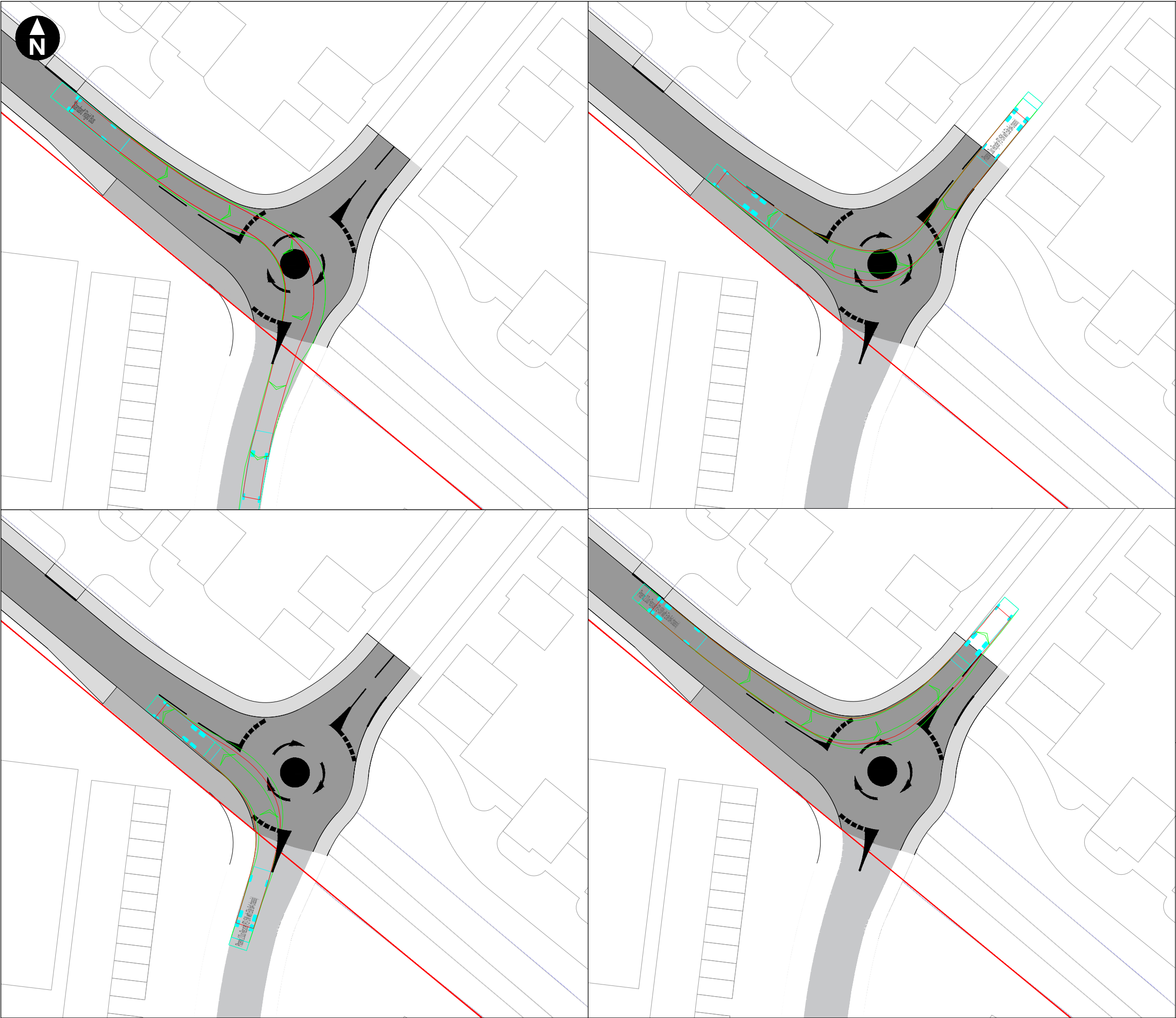
Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

Mill Lane
12m Bus with opposing car Swept Path
Analysis

February 2024





Key

Vehicle body

Vehicle wheel track

Phoenix 2-23W (with Elite 2 6x2ML chassis)	10.520m
Overall Length	2.530m
Overall Width	3.211m
Overall Body Height	0.416m
Min Body Ground Clearance	2.530m
Track Width	4.00s
Lock to lock time	10.250m

NOTES:

- Swpet path analysis undertaken at a speed of 15kph.

0 m

25 m

Scale 1:500 @ A3

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Barwood Strategic Land LLP

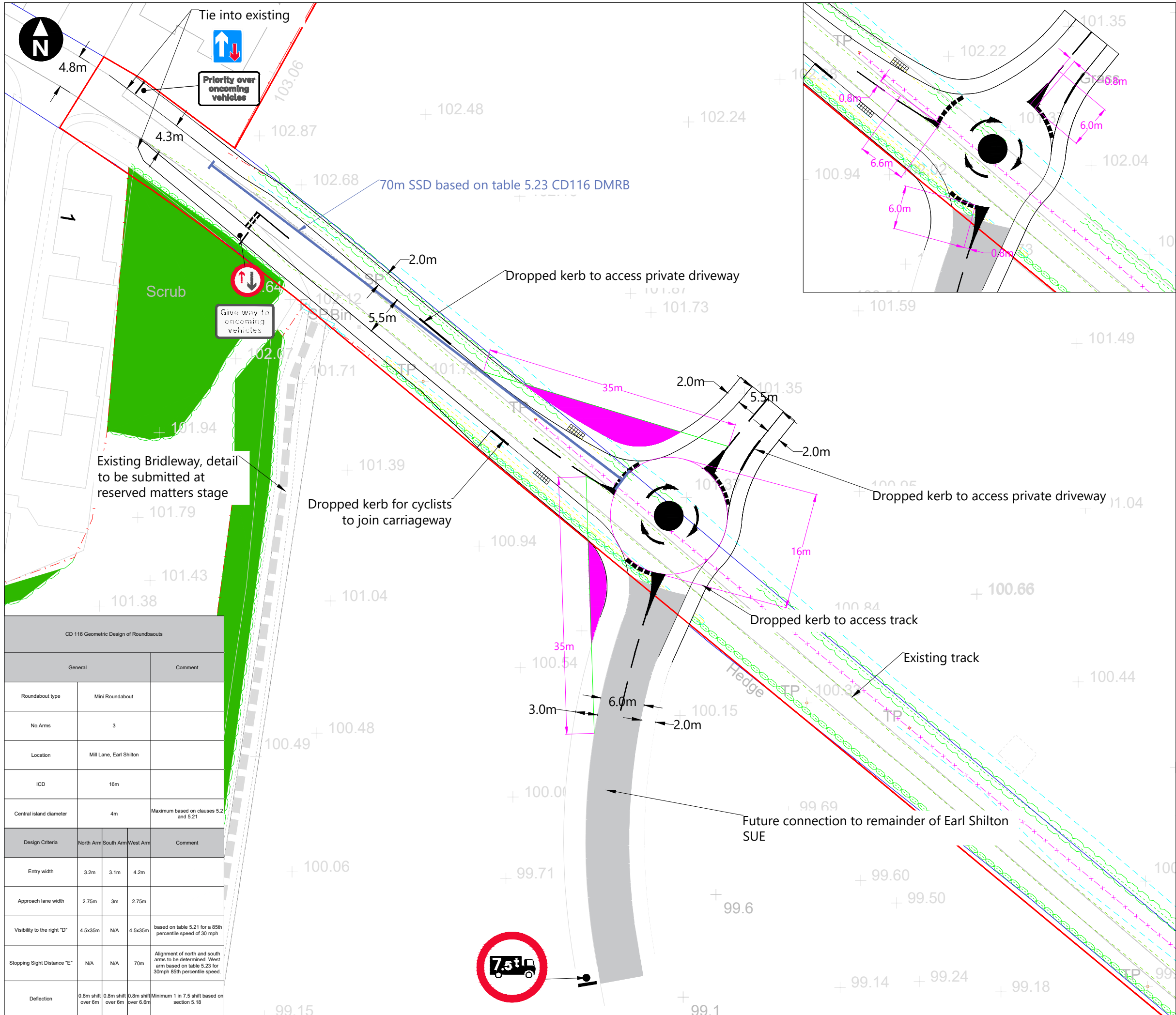
Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

Mill Lane
RCV Swept Path Analysis

February 2024

42523-WSP-XX-XX-DR-OT-00005_S0_P01.4

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Key

- Proposed scheme
- Proposed lane marking
- Site boundary
- Highway boundary
- Visibility from Table 5.21, CD116
- Area required for visibility

- NOTES:
- This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
 - Reference should be made to other documents accompanying this planning application.
 - Drawing to be used for planning purposes only.

0 m 25 m
Scale 1:500 @ A3
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Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

**Mill Lane
General Arrangement Plan with
Topographical Survey**

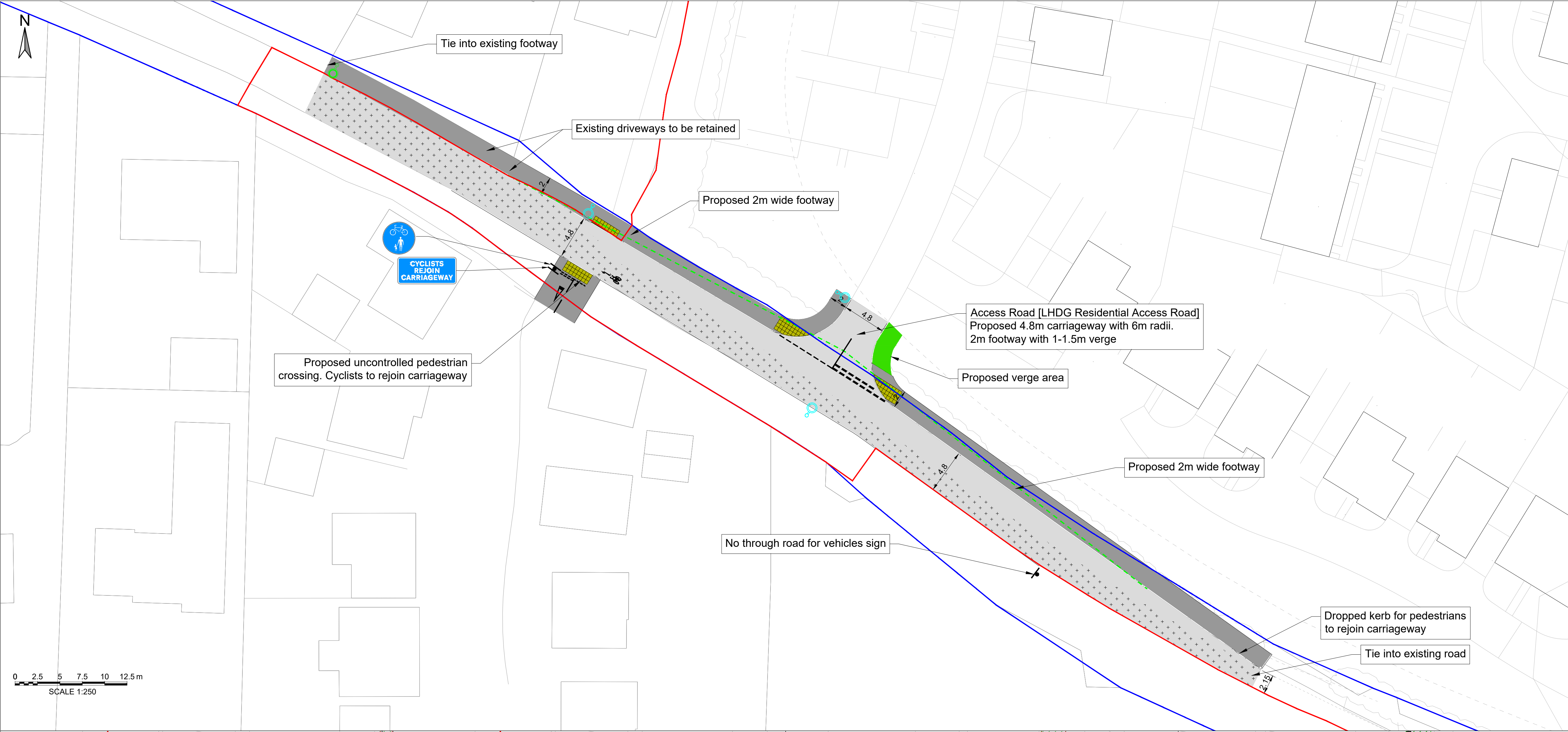
February 2024

wsp

Appendix G

BREACH LANE ACCESS





- Notes - General Arrangement**
- The information shown on this drawing is intended to provide a general overview of the highway improvement works. Please refer to the detailed design drawings for specific project details.
 - Do not scale from this drawing. All dimensions must be checked/verified on site.
 - Any discrepancies noted on site are to be reported to the engineer immediately.
 - All works to be undertaken in accordance with Leicestershire County Council design standards, specifications and standard details.
 - This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 - No works shall commence within the existing public highway until the legal agreement has been signed.

Key - General Arrangement

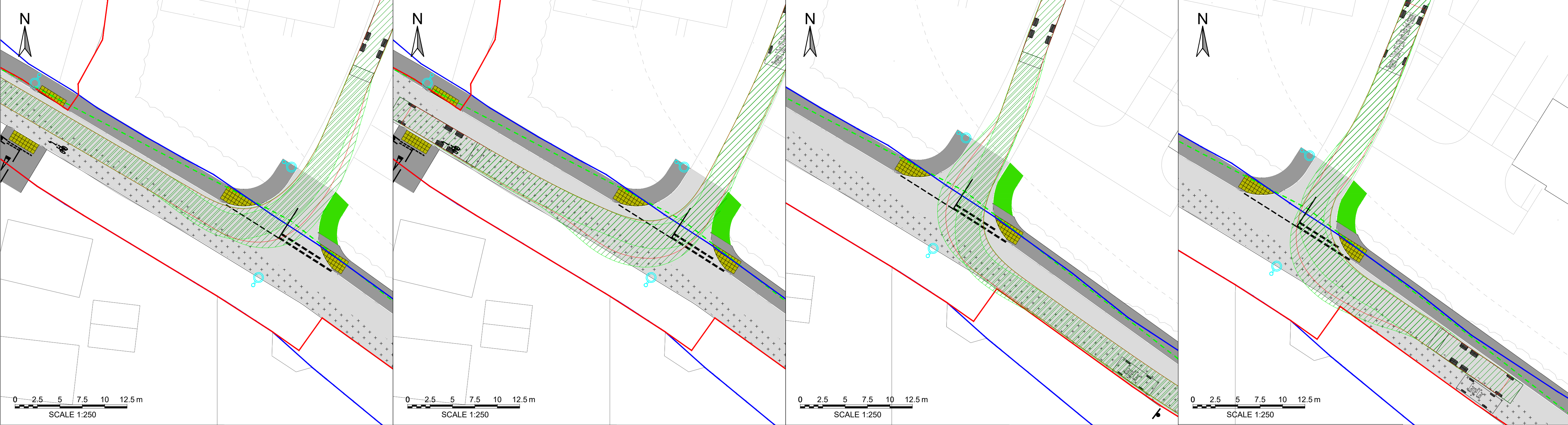
- Area of new carriageway
- Area of carriageway re-surfacing
- Footway
- Verges
- Tactile - Blister - uncontrolled crossing
- Highway boundary (Leicestershire County Council)
- Site boundary
- Non-illuminated traffic sign
- Existing lighting column to be relocated [Location TBC].
- Indicative new lighting column position [TBA with LCC].

Key - Visibility - Junction & Bends

- Junction visibility - 2.4m x 43m (LHDG Part 3 Table DG4 based on 30mph speed limit)

Key - Vehicular Tracking

- Vehicular wheel track - forward
- Vehicular overhang - forward



Vehicle tracking		 Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) Overall Length 11.200m Overall Width 2.530m Overall Body Height 3.751m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.500m
Vehicle	Refuse Vehicle	
Speed	15kph	
Manoeuvre	Left turn into site	

Vehicle tracking		 Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) Overall Length 11.200m Overall Width 2.530m Overall Body Height 3.751m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.500m
Vehicle	Refuse Vehicle	
Speed	15kph	
Manoeuvre	Right turn exiting site	

Vehicle tracking		 Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) Overall Length 11.200m Overall Width 2.530m Overall Body Height 3.751m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.500m
Vehicle	Refuse Vehicle	
Speed	15kph	
Manoeuvre	Right turn into site	

Vehicle tracking		 Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) Overall Length 11.200m Overall Width 2.530m Overall Body Height 3.751m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.500m
Vehicle	Refuse Vehicle	
Speed	15kph	
Manoeuvre	Left turn exiting site	

PRELIMINARY ISSUE

P05	VEHICLE TRACKING SPEED AMENDED TO 15KPH	16.02.2024	NM	IF	IF
P04	INDICATIVE STREET LIGHTING ADDED	21.12.2023	NM	IF	IF
P03	DESIGN LAYOUT AND TRACKING AMENDED	07.12.2023	NM	IF	IF
P02	VEHICLE TRACKING AMENDED	16.01.2023	GO	IF	MR
P01	PRELIMINARY FIRST ISSUE	13.01.2023	GO	IF	MR
Rev.	Description	Date	Drn	CHK	App

Issuing Office
Tetra Tech Leicester
4th Floor, No.1 Great Central Square,
Vaughan Way, Leicester, LE1 4JS
Tel: +44 (0)11 6234 8000
www.tetrateteurope.com

Client

BLOOR HOMES

Project Name
A47 EARL SHILTON

Sheet Title
**BREACH LANE
PRELIMINARY GENERAL ARRANGEMENT**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033564	GO	Jan '23	IF	Jan '23	IF	Jan '23	1:250	S3
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
B033564	- TTE	- XX	- BL	- DR	- H	- 0101	P05	

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Appendix H

BUS STRATEGY



TECHNICAL NOTE: Bus Strategy

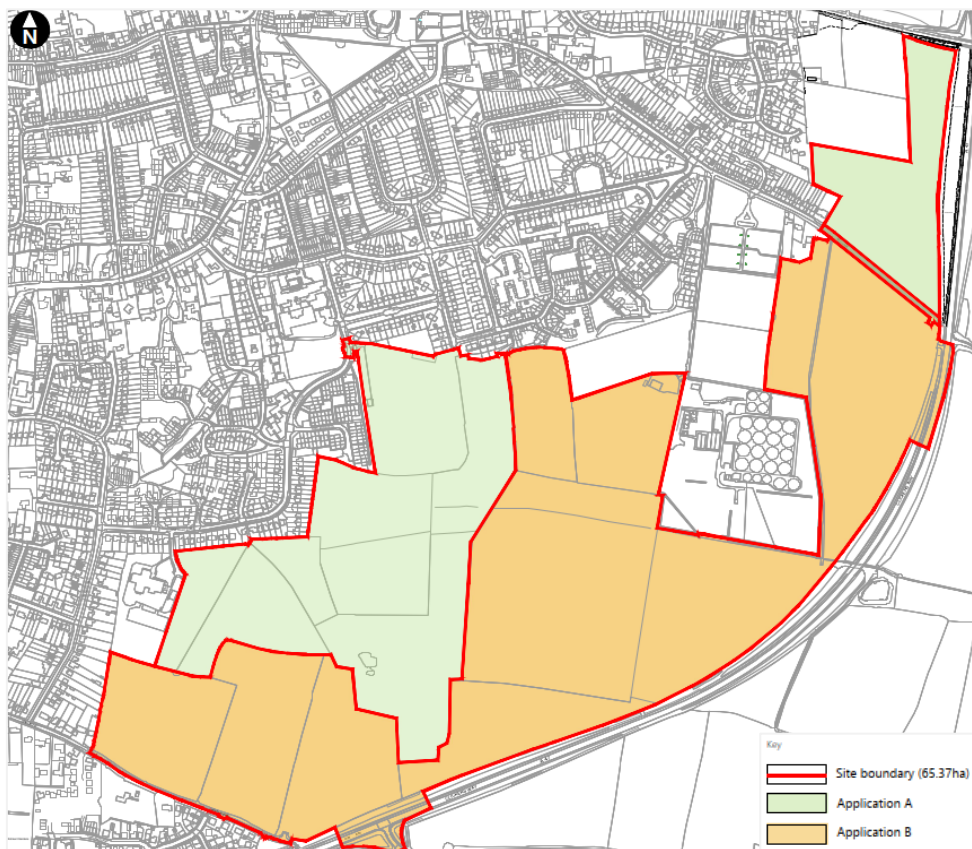
DATE:	19 March 2024	CONFIDENTIALITY:	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	AUTHOR:	Sam Gardner
CHECKED:	Bev Coupe	APPROVED:	Bev Coupe

1. INTRODUCTION

Overview

WSP UK Limited (WSP) has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the ‘Applicants’) to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development known as the Earl Shilton Sustainable Urban Extension (SUE). The Earl Shilton SUE is an allocated site within the Hinckley and Bosworth District Council (HBBC) Local Plan for up to 1,600 dwellings, employment, primary school, local centre and associated infrastructure. The two separate, but aligned, OPAs are referred to as Applications A and B. Application B for Bloor Homes and Jelson was submitted in December 2021 and Application A for Barwood Strategic Land was submitted in March 2023. **Figure 1** shows the indicative planning application boundaries.

Figure 1 Indicative Planning Application Boundaries for Applications A & B



One Transport Assessment (TA) (referred to herein as ‘the submitted TA’ and Framework Travel Plan (FTP) (‘the submitted FTP’) were produced to support both OPAs. The Leicestershire County Council (LCC) Highways Development Management (HDM) team provided comments on the submission which identified the need to provide more information on the proposed Site access strategy, including proposals for bus provision.