
From: highways@planning.leics.gov.uk
Sent: 14 June 2024 15:15
To: Alex Jelley; Planning Folder New
Cc: barry.walker@leics.gov.uk
Subject: Response To Application Number 24/00083 at Land at Burbage Fields Farm
Bullfurlong Lane Burbage
Attachments: 2024 0083 04 Land at Burbage Fields Bullfurlong Lane Burbage 14.06.2024.pdf;
Refuse Vehicle Spec.pdf

Please find attached my representation in response to the above planning submission.

On behalf of
Leicestershire County Council
County Hall
Glenfield
Leicestershire
LE3 8RJ

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MONITORED ***

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: 24/00083/HYB

Highway Reference Number: 2024/0083/04/H/R2

Application Address: Land At Burbage Fields Farm Bullfurlong Lane Burbage Leicestershire

Application Type: Hybrid

Description of Application: Re-consultation. Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Redrow Homes and Peter Andrew Farmer

County Councillor: Cllr Amanda Wright

Parish: Burbage

Road Classification: Adopted Unclassified

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by the Local Planning Authority (LPA), Hinckley and Bosworth Borough Council (HBBC), on a hybrid planning application at land at Burbage Fields Farm, Bullfurlong Lane, Burbage, Leicestershire. The proposed development is for 422 dwellings, public open space, associated infrastructure, and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots.

This is the LHA's third response to the planning application. The LHA's initial response (19 February 2024) was a holding response pending a review of the information submitted. In its second response (5 April 2024), the LHA provided observations on the following:

- Site access arrangements;
- Highway safety matters in the vicinity of the site;
- Sustainable modes of travel to serve the proposed development; and
- Public Rights of Way.

However, the LHA's second response also identified several concerns associated with the proposed development, as follows:

- Proposed site access arrangements and swept path analysis;
- Additional Personal Injury Collision data required for at least 2023;
- Junction model files required to check junction capacity assessments;
- Amendments to internal layout;
- Updated Residential Travel Plan; and
- Details of Public Rights of Way improvements.

After the LHA's previous response to the application, the LHA had a meeting with the applicant and LPA on 9 May 2024. The LHA has now been consulted on additional information submitted in support of the application which is listed below:

- Rodgers Leask Limited Highway Technical Note (HTN) 'Land at Burbage Fields - Response to National Highways', Document Ref: 21390-RLL-24-XX-TN-D-5015, Revision P01, dated 25 April 2024;
- Rodgers Leask Limited Highway Technical Note (HTN - LCC) 'Land at Burbage Fields - Response to LCC Highways', Document Ref: 21390-RLL-24-XX-TN-D-5016, Revision P01, dated 23 April 2024;
- Rodgers Leask Limited Highway Technical Note (HTN - LCC) 'Land at Burbage Fields - Response to LCC Junction Modelling Comments', Document Ref: 21390-RLL-24-XX-TN-D-5018, Revision P01, dated 17 May 2024;
- Traffic flow spreadsheet;
- Results of junction capacity assessments; and
- Highway schemes of mitigation.

Further comments on the additional evidence and the impact of the proposed development are provided below.

Site Access

Coventry Road Access

In the highway observations dated 5 April 2024 the LHA provided several comments on the site access drawing and supporting information.

After a review of the revised drawing 21390-RLL-23-XX-DR-D-5008 Revision P06, the LHA would advise the following:

- The drawing now shows dropped kerbs and road markings allowing cyclists to join and leave the cycle facilities; and
- The proposed uncontrolled crossing is quite far away from the desire lane for pedestrians on Coventry Road wishing to cross the access. It would be useful if it could be relocated closer to the junction.

Traffic Regulation Order

The applicant has indicated that they will provide double yellow line restrictions to protect the visibility splays from the site access. The LHA is not against the principle of imposing such restrictions here, however the applicant should note that the approval and implementation of the Traffic Regulation Order (TRO) would be subject to a separate process and consultation. The contribution for the TRO is £7,500, which would be included in the Section 106 if planning permission is granted.

Vehicle Swept Path Analysis

To ensure a refuse vehicle or bus could access / egress the site, the LHA advised the applicant that they would need to repeat the previous Swept Path Analysis (SPA) with a refuse vehicle of at least 11.2m length, or a larger refuse vehicle if the Local Waste Authority (HBBC) already uses a larger vehicle. The applicant has now submitted the following drawings:

- Coventry Road Site Access Refuse Vehicle (11.2m) Access / Egress (drawing ref: 21390-RLL-23-XX-DR-D-5012 Revision P04); and
- Coventry Road Site Access Bus Access / Egress (drawing ref: 21390-RLL-23-XX-DR-D-5009 Revision P06).

Vehicle speeds of 15kph have been used and after checking these drawings the LHA is satisfied that a refuse vehicle and bus could access and egress the site from Coventry Road in all directions in a safe and controlled manner.

Ghost Right Turn

In the previous highway observations the LHA highlighted that further justification was required to demonstrate that a simple priority junction was appropriate to serve the quantum of development being applied for. The applicant has now submitted further evidence in paragraphs 3.15 to 3.1.11 of the technical note to support the site access arrangements.

The applicant has quoted 400 two-way movements on Coventry Road in the AM-PM peaks, but Annual Average Daily Traffic (AADTs) are needed to use the chart in DMRB CD123 in Figure 1 below. The predicted trip generation figures seem to point to something more substantial than a simple junction being needed based on the AADT on Coventry Road which are presented in the traffic flow diagrams on the LPA website on 23 January 2024 and the likely AADT on the minor road which will serve the proposed development.

The applicant would need 8.5m for the carriageway (2.5m turning lane and 3m running lanes), plus a 2m footway. Following a review of the drawings which have been provided there would not be space to fit in this 10.5m total corridor width. Therefore the LHA would agree with the applicant that there would be insufficient room within the highway to fit in a ghost island right turn lane. However, the effect on pedestrians crossing on Coventry Road could be mitigated by providing traffic islands with tactile paving.

Figure 2.3.1 Approximate priority junction provision on single carriageway roads based on flows only

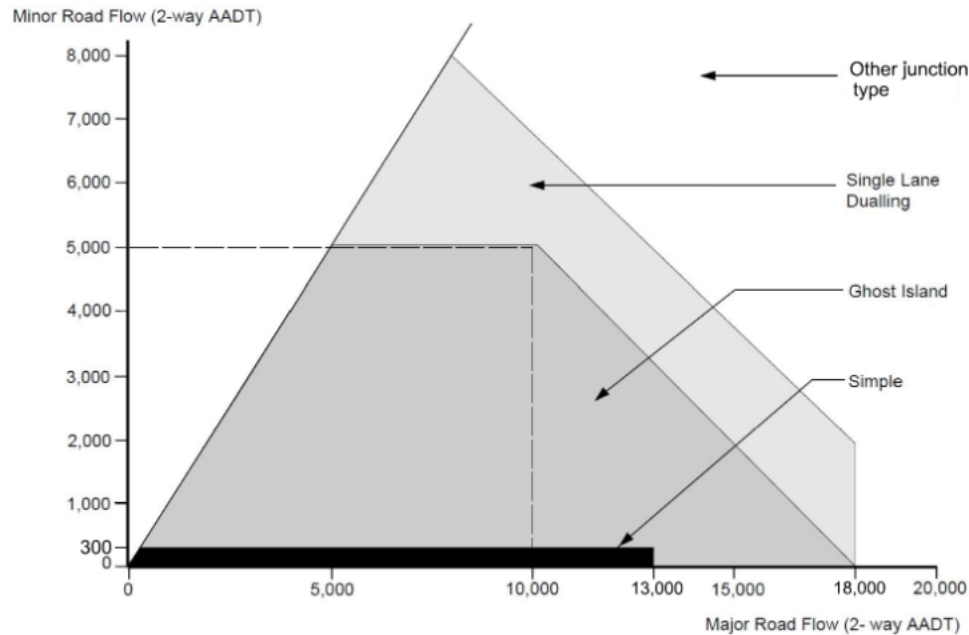


Figure 1: Approximate priority junction provision on single carriageway roads based on flows only reproduced from Figure 2.3.1 of CD 123: Geometric design of at-grade priority and signal-controlled junctions

Notwithstanding this, the applicant is therefore required to consider the access proposals and submit revised proposals accordingly.

Flanders Close Access

In the initial proposals the applicant identified Flanders Close as a second point of access to serve the proposed development and this would form an extension to the access arrangements put forward as part of LPA applications 21/00502/OUT and 23/00148/OUT.

The applicant has now added the missing information in line with the LHA request and the details of that site access are acceptable. Flanders Close Site Access Refuse Vehicle (11.2m) Access / Egress shown on drawing ref: 19409-RLL-21-XX-DR-D-5005 Revision P02 also demonstrates that there is sufficient clearance for a refuse vehicle to pass oncoming vehicles.

Notwithstanding the above, the LHA understands the applicant has changed the proposals so that vehicular access will not be via Flanders Close to the development and will be from Coventry Road only.

Workhouse Lane Stopping Up

Drawing 19409-RLL-20-XX-DR-C-2100 Rev G shows a wider length of dropped kerbs. If planning permission is granted the exact length of dropped kerbs can be confirmed by a swept path analysis at the S278 detailed design stage.

Summary

Based on the quantum of the proposed development and the AADT / development flows the LHA would have concerns that the proposed simple priority junction would be more than twice the recommended figure that a single access according to the guidance in Table DG1: General geometry of residential roads of the LHDG.

Therefore the applicant should revisit the site access arrangements and ensure that safe and suitable access proposals are submitted for review and approval.

Highway Safety

The initial Transport Assessment (TA) provided a review of the Personal Injury Collision (PIC) data for the period January 2019 – January 2023. The applicant has now obtained additional PIC data to cover January 2023 – December 2023, which showed there were another three collisions. Two of the collisions were on the M69, which is under the jurisdiction of National Highways (NH). The other collision occurred on the B578 Lutterworth Road.

Notwithstanding the above the LHA has checked its own database for the period from January 2019 to 31 March 2024 and a summary of the results is presented below:

- Total of 46 PICs –There was one fatal collision, seven serious collisions and 38 slight collisions in the period under consideration; and
- 10 collisions in 2019, eight collisions in 2020, five collisions in 2021, eight collisions in 2022, 11 collisions in 2023 and four collisions up to 31 March 2024.

The fatal collision in September 2023, happened on the A5 Watling Street, just north of the M69 Junction 1. The A5 is under the jurisdiction of NH so the LHA does not have any further comments on this collision.

However, the LHA note that one collision occurred on Coventry Road in January 2023. The PIC was classified as serious and involved a vehicle overtaking parked vehicles.. Therefore the LHA would ask the applicant to consider the circumstances around this collision and what mitigation may be required given the LHA concerns with the site access arrangements.

Trip Generation

The applicant considered the predicted trip generation for the proposed development in the initial TA dated November 2023. The applicant has used locally derived trip rates, which are based on survey data from the existing Ambion Way development, which consists of 72 dwellings. The Care Home trip rates were extracted from the TRICS database, which is the industry standard system for predicting trip generation. More details of the trip rates by land use can be found in Tables 13 and 14 of the initial TA. The total predicted vehicle trip generation is outlined in Table 16 and reproduced in Figure 2 below.

Table 16: Vehicle Trip Generation

Time Period	Arrivals	Departures	Two-Way
Residential (433 dwellings)			
AM Peak Hour 07:30 – 08:30	120	247	367
PM Peak Hour 17:00 – 18:00	210	84	295
12-Hour 07:00 – 19:00	1,275	1,293	2,568
24-Hour 00:00 – 24:00	1,491	1,503	2,995
Residential Care Home (66 residents)			
AM Peak Hour 08:00 – 09:00	5	4	9
PM Peak Hour 17:00 – 18:00	2	3	5
12-Hour 07:00 – 19:00	51	55	106
24-Hour 00:00 – 24:00	59	63	123
Total			
AM Peak Hour 08:00 – 09:00	125	251	376
PM Peak Hour 17:00 – 18:00	213	87	300
12-Hour 07:00 – 19:00	1,326	1,348	2,674
24-Hour 00:00 – 24:00	1,551	1,567	3,118

Note: Rounding error to 1dp

Figure 2: Predicted vehicle trip generation for proposed development from Rodgers Leask Transport Assessment, Revision P07, dated November 2023

The LHA considers the approach to trip rates / trip generation is robust and suitable to test the impact of the proposed development on the local highway.

Highway Impact

Since the latest highway observations in April 2024, the LHA has had the opportunity to review the transport modelling outputs and the junction capacity assessments. For reference the applicant has used Pan Regional Transport Model (PRTM) and then used the outputs along with observed flows to inform the junction capacity assessments.

Base Year Traffic Assessment

To establish an understanding of the performance of the existing highway network, a base year assessment was first undertaken using PRTM by the LHA's Framework Modelling Consultant, AECOM, on the applicant's behalf.

The review of the baseline PRTM model including a review of how the model performs in the vicinity of the site, concluded that the model was suitable to test the impact of the proposed development.

Future Scenarios

During initial discussions with the applicant and the LHA, various scenarios with and without development have been considered to understand the impact of the proposed development on the highway: These are listed below:

- 2021 Base Core – Without Development;
- 2026 Base Core – Without Development;
- 2026 Base + Development;
- 2031 Base Core – Without Development; and
- 2031 Base + Development;

The applicant has undertaken a detailed assessment of the initial forecast years including analysis of 'with' and 'without development scenario' to determine the highway impacts of the development. Whilst this testing assists in demonstrating the full impact over the full development in the future, it can also provide a detailed evidence base to enable the determination of suitable trigger points for highway infrastructure and mitigation. This response primarily considers the overall impact of the development in the 2026 modelled year with reference made to appropriate interim and phased testing where appropriate.

As set out above, the model runs also consider the phased impact of development up to 2031 by which time it was anticipated the full development would be built out, however no detailed analysis of the results i.e. junction capacity assessments have been undertaken by the applicant for the 2031 scenario.

Strategic Modelling

It is important to note that the proposed Burbage Fields development was modelled with *two vehicular accesses*.

In the scenarios tested, the development would connect to Flanders Close, thus providing highway access to the Passchendaele Drive / Lutterworth Road junction, and a new priority junction was proposed to the north of the development to connect to Coventry Road.

The full PRTM report is provided in Appendix T of the TA but after a review of the development impact within the study area in the 2026 and 2031 AM and PM peak hours the following key observations can be made:

- Development traffic will route to and from the M69 via Rugby Road and Sapcote Road;
- Increase in vehicles going east towards the A5 via the B578 Lutterworth Road;
- Increase in traffic that goes north towards the centre of Hinckley via Coventry Road, Rugby Road, the B578 Hinckley Road, and Burbage Road;
- Changes in delays between the 2026 'With Development', and the 2031 'With Development' scenarios were generally modest; and
- Most significant delays are forecast at the A5 / B4114 junction.

Junction Capacity Assessments

To establish appropriate inputs for the local junction assessments a revised set of modelled flows for all scenarios (base + development) have been produced which use observed turning movements (from traffic counts undertaken in 2021 and 2023) and modelled growth applied appropriately. The junctions highlighted in the PRTM report are listed below:

1. Coventry Road / Site Access priority junction (site access junction);
2. B578 Lutterworth Road / Passchendaele Drive priority junction;
3. B4109 Rugby Road / Three Pots Road / Canberra Way roundabout;
4. B578 Lutterworth Road / Lychgate Lane Crossroads priority junction;
5. B4109 Rugby Road / Coventry Road priority junction;
6. B4669 Sapcote Road / B4669 Burbage Road / B578 Hinckley Road priority junction;
7. B4109 Rugby Road / Sketchley Road / Sketchley Lane roundabout;
8. A5 / B578 Lutterworth Road priority junction;
9. M69 Junction 1 signalised junction;
10. A5 Watling Street / Wolvey Road; and
11. B4109 Rugby Road / Brookside junction.

Junctions 8, 9 and 10 include arms on the Strategic Road Network so they are under the jurisdiction of NH, however the LHA also note NH comments on the A5 / B578 Lutterworth Road and would ask the applicant to also send the CAD drawing of the junction with annotated geometric measurements for the LPA to review.

It should be noted that while B4109 Rugby Road / Brookside junction was highlighted in the list for detailed assessment this has not been included in any of the documents reviewed by the LHA. This should therefore be submitted.

Whilst the methodology for assessing the impact of the proposed development from the PRTM runs is generally acceptable, there does not appear to be any assessments of the impact of the proposed development in 2031. As 2031 is only seven years away from the date of the planning application the impact of the proposed development is likely to be more noticeable on the network. This should therefore be submitted.

Junction models

The applicant has submitted a technical note (document ref: 21390-RLL-24-XX-TN-D-5018) which provides commentary on the updates to the 2026 junction modelling based on previous LHA comments. The LHA has rechecked the junction models and can advise the following:

Rugby Road/Canberra Road roundabout

The technical note acknowledges that unequal lane usage is occurring on the Rugby Road south arm with no vehicles using the offside lane in the AM peak and very few vehicles using the offside lane in the PM peak (maximum of one vehicle queue using the offside lane).

The applicant should add capacity corrections as it has been demonstrated that drivers would prefer to queue in the nearside lane rather than use the offside lane (and then must get back over to the nearside lane on the exit to carry on north on Ruby Road).

As a basic test, the LHA have removed the right turn traffic (going from Rugby Road South to Canberra Way) from all the flow groups and then modelled the Rugby Road South approach as a single 4m wide lane and the results are shown in Figure 3 below:

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021									
1 - Canberra Way	D1	0.2	12.31	0.17	B	D2	0.0	6.05	0.03	A
2 - B4109 Rugby Road South		1.2	6.90	0.54	A		5.7	20.18	0.86	C
3 - Three Pots Road		0.5	7.00	0.33	A		0.7	10.87	0.41	B
4 - B4109 Rugby Road North		2.1	6.17	0.68	A		0.8	3.34	0.44	A
	2026									
1 - Canberra Way	D3	0.2	14.80	0.19	B	D4	0.0	6.33	0.04	A
2 - B4109 Rugby Road South		2.1	9.75	0.68	A		22.0	66.29	0.99	F
3 - Three Pots Road		0.6	8.11	0.36	A		0.4	10.76	0.31	B
4 - B4109 Rugby Road North		2.7	7.43	0.74	A		0.9	3.51	0.46	A
	2026 + Dev									
1 - Canberra Way	D5	0.3	18.08	0.23	C	D6	0.0	6.44	0.04	A
2 - B4109 Rugby Road South		2.3	10.49	0.70	B		44.3	115.86	1.05	F
3 - Three Pots Road		0.6	8.48	0.38	A		0.5	11.58	0.34	B
4 - B4109 Rugby Road North		3.5	9.05	0.78	A		0.9	3.57	0.47	A

Figure 3: Results of Rugby Road/Canberra Road roundabout junction capacity assessments with LHA amendments.

Although the LHA acknowledge this is a simple method of intercept correction it does highlight that there is potential for the development traffic to increase the Ratio of Flow to Capacity (RFC) value from 0.99 to 1.05 which increases the maximum queue from 22 vehicles to 44 vehicles on the Rugby Road South approach.

RFC is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically, a value of 0.85 is seen as the threshold of practical capacity, with results higher than this more likely to experience queuing or delay.

Therefore it would be useful for the applicant to consider using a method such as the “Barbara Chard Arcady Heath Warning” in this case or undertake individual lane counts to establish exactly how the lanes are being used.

Non-PRTM runs

As set out above the applicant tested the impact of the proposed development in PRTM with two site accesses to serve the proposed development. However, given that vehicular access to the proposed development will be via Coventry Road only the LHA would agree with NH’s response dated 24 May 2024 which asked for a detailed explanation of the process of reassigning the Flanders Close trips to the Coventry Road access and the implications on the junctions near the site.

Therefore the applicant should send all the information highlighted above for review and approval in the 2026 and 2031 scenarios once the correct traffic flows have been identified. The revised flows should consider any changes that arise because of the changes to the flows from the non-PRTM runs. The junction models should then be rerun in 2026 and 2031 scenarios.

Off-Site Implications

Notwithstanding the above concerns with the assessments, the applicant has identified that a scheme of mitigation was required at the B4109 Rugby Road / Coventry Road junction and the B4669 Sapcote Road / B4669 Burbage Road / B578 Hinckley Road junction.

B4109 Rugby Road / Coventry Road junction

The LHA provided observations on the applicant's scheme of mitigation at the B4109 Rugby Road / Coventry Road junction and the applicant has now submitted the following drawings in response to the initial comments:

- RLRE Consulting Engineers drawing ref: 21390-RLL-23-XX-DR-D-5011, Revision P03, dated 10 April 2024; and
- RLRE Consulting Engineers drawing ref: 21390-RLL-23-XX-DR-D-5016, 'B4109 Rugby Road / Coventry Road Mitigation Vehicle Tracking', Revision P02, dated 10 April 2024.

After a review of the updated scheme the LHA comments are listed below:

- The signals phasings are now shown on drawing Rev P03 in line with the LHA previous request. The LHA note that some of the phasings appear to have errors e.g. Stage 1 and 2 show A as being ahead and right, Stage 2 shows B as being ahead only. However these have no impact on the design of the junction i.e. the proposed road markings;
- The junction intervisibility zone has been added to drawing Rev P03 and it falls entirely within the existing highway boundary; and
- The tactile paving layouts within the traffic island on the B4109 do not require the "tails" and should be as shown in the DfT document Guidance on the Use of Tactile Paving Surfaces Figure 11. The tactile paving on Coventry Road has been amended as requested. This can be rectified at the S278 detailed design stage.

Vehicle Swept Path Analysis

The LHA welcome that the vehicle tracking shown on drawing rev P01 shows that vehicle speeds of 15kph have been used. The initial analysis shows the vehicle touching the kerbs for the right turn out and left turn in manoeuvres. Furthermore, the length of the Max Legal Length Articulated Vehicle has increased from 16.5m to 18.55m (May 2023) so the LHA would advise the applicant to rerun the swept path analysis with the longer vehicle and consider the implications for the junction and if any further amendments are required.

Sapcote Road / Hinckley Road / Burbage Road

There was a scheme of mitigation at this junction secured as part of planning applications ref: 21/00502/OUT / 23/00148/OUT and shown on drawing: P19409-22-XX-DR-D-5006, Revision A.

Notwithstanding the above, the LHA would advise the applicant should ensure that once the correct flows have been identified that the highway scheme will accommodate the development traffic or provide an enhanced scheme at this junction to account for the additional vehicles.

Internal Layout

The LHA provided comments on the internal layout of the site and what changes were needed to make the site adoptable. The applicant has provided further information on the cycle / walking links within the site in Paragraph 3.6 of the TN.

The LHA has checked the revised layout shown on Redrow drawing number: 1693-08-02-110, 'Land South of Burbage – Coloured Site Plan' against the LHDG and offer further comments below.

Speed control

Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is either 60m or 40m depending on the design speed of the road. Further information can be found in the LHDG Part 3, section DG4, table DG8.

Forward visibility through bends

Forward visibility envelopes through bends and junction visibility splays should be shown on the plan, and the areas within the envelopes / splays should be conveyed as highway, in accordance with the LHDG. For further information, please see Part 3 of the LHDG, Figure DG2b'.

Bend widening 10 degrees

Bend widening should be implemented at all bends, in line with Para 3.33 which can be found in Part 3 of the LHDG.

Plots 264-363

The road running alongside that which serves plots 264 and 363 is not suitable for adoption due to the road serving fewer than five frontages. The private road should start after the radii. In addition, the private road should also start on the radii outside the front of plot 363 also due to fewer than five houses fronting the highway.

Tracking

The applicant should ensure tracking for a refuse vehicle around the site is carried out, using the specification attached to this response.

Shared surface

The shared surfaces should be in accordance with the Residential Access Way column in Table DG1 of the LHDG. Shared surfaces are to be a completely flush block paved 7.5m corridor, consisting of a 4.8m 'carriageway' and 2x1.35m 'footways'. If shared surfaces are to remain in the development, please detail these areas in block paving.

The applicant should also note that the length of shared surfaces should typically be a maximum of approximately 40m, as the length of the shared surface should not require speed control features, which are not akin to the ethos of a shared surface.

Footway connectivity

A 2m footway is needed at the front of the Local Equipped Area for Play (LEAP), adjacent to the carriageway.

Footway

The footway must follow the carriageway in the vicinity of plots 275/274.

Pedestrian link beyond carriageway

Any isolated and/or interconnecting pedestrian links would not typically be considered for adoption. If they were to be offered for adoption, they may incur an additional commuted sum.

Service margin

The 1m service margin outside plots 83-90 should be a bituminous 1m service margin. It is noted that a 1m service margin is indicatively shown but it is unknown if this is to be verge or bituminous. The applicant should clarify on a revised plan.

Cycleway width and markings

The LHA note that the applicant has introduced a 3m footway, but notwithstanding the applicant's information in their technical note, the LHA would advise the applicant that the principles of LTN1/20 should be applied as this provides guidance for local authorities on designing high-quality, safe cycle infrastructure.

Therefore, in this instance the LHA would advise that a 2-way segregated cycle lane at 3m width and a 2m footway extending up to the crossing as per Table 5-2 in the Cycle Infrastructure Design - LTN 1/20. Please also refer to Section 6.5 Shared Use of LTN 1/20, for an explanation of why shared use it not recommended.

The proposed development has over 400 plots, serving Burbage to the north-east of the development and Hinckley to the north-west, therefore it has a good chance of helping to improve public health and the environment, reducing congestion, connecting our communities, and creating cleaner, greener, happier places, thus a potential chance of receiving future funding for Local Cycling and Walking Infrastructure Plans (LCWIPs).

As such, the development should be designed in such a manner which allows the LHA to have the option to tie in with this development as a part of the planned LCWIP over the Hinckley/Burbage area.

Open public spaces embankments

The LHA would advise the applicant that the LHA does not adopt open public spaces or embankments unless they are supporting the carriageway/footway.

Other Considerations

- The applicant should ensure that any tree that is to be planted within the highway, or the vicinity of the highway is provided with the necessary root protection and likewise any tree that is to remain within the highway or vicinity of the highway is also provided with the necessary tree root protection.
- Where trees are to overhang the highway, they must be of a type with a minimum clear stem of 2.2m. Please note that any tree that is to be situated within the highway will attract a commuted sum in accordance with the LHDG Part 4, MC18, and will require further approval at the S38 stage from the Leicestershire County Council's (LCC's) Forestry team.
- Gradients should conform to the standards set out in Table DG1: General geometry of residential road (internal) of the LHDG.
- All drainage should be in accordance with part 3 DG11 of the LHDG. It must be ensured that surface water from private land does not run or pool in the public highway.
- At this stage the LHA is unable to comment on the vertical alignment, drainage, materials, or proposed construction details.

Private Drives

The LHA has checked the private drives and is satisfied that they have been designed in accordance with the requirements in Part 3 Figure DG17 of the LHDG for the number of dwellings they serve.

Parking

The LHA has reviewed the parking provision across the site and offers further comments below:

- Parking spaces for plots 371-373 need to be wider as they are bound on both sides; and
- The spaces for the following plots are only approx. 5m in length: 30-35, 45-49, 55-59, 70-72, 75-80, 84, 95-96, 101-107, 126-128, 130-131, 141- 147, 152, 157-161, 163-169, 173-178, 180-181, 183-187, 189-195, 204-205, 207-213, 214-216 (these spaces are marked wrong on the plan as 231-233), 222-225, 229-235, 237-239, 261-266, 283-284, 286-291, 298-305, 366, 385-291, 395-396, 399-402. 404-407 and 414-418.

As previously advised by the LHA, the minimum parking space sizes and aisle widths are shown in Figure DG13. Minimum parking size 2.4m x 5.5m, add 0.5m if bounded by a wall, fence, hedge, line of trees or other similar obstructions on 1 side, 1m if bounded on both sides. Therefore, the parking provision for the plots referenced should be reviewed to ensure the parking dimensions are provided in line with the LHDG.

For a garage to count as a parking space it should have internal dimensions of 3m x 6m. The LHA has checked the garage sizes provided and they are acceptable.

Construction Traffic Management Plan (CTMP)

The LHA note the applicants overview of construction requirements in the initial TA and their intention to submit a Construction Traffic Management Plan (CTMP) prior to start of construction.

If planning permission is granted the LHA would require the inclusion of a suitably worded condition to be included on any planning permission for the applicant to provide a CTMP which should include as a minimum details of the proposed routeing of construction traffic, wheel cleansing facilities, location of construction compounds, vehicle parking facilities, treatment of any affected Public Rights of Way, details of any temporary construction accesses that are required, and a timetable for when the measures are required to be in place.

Date Received
24 April 2024

Case Officer
David Hunt

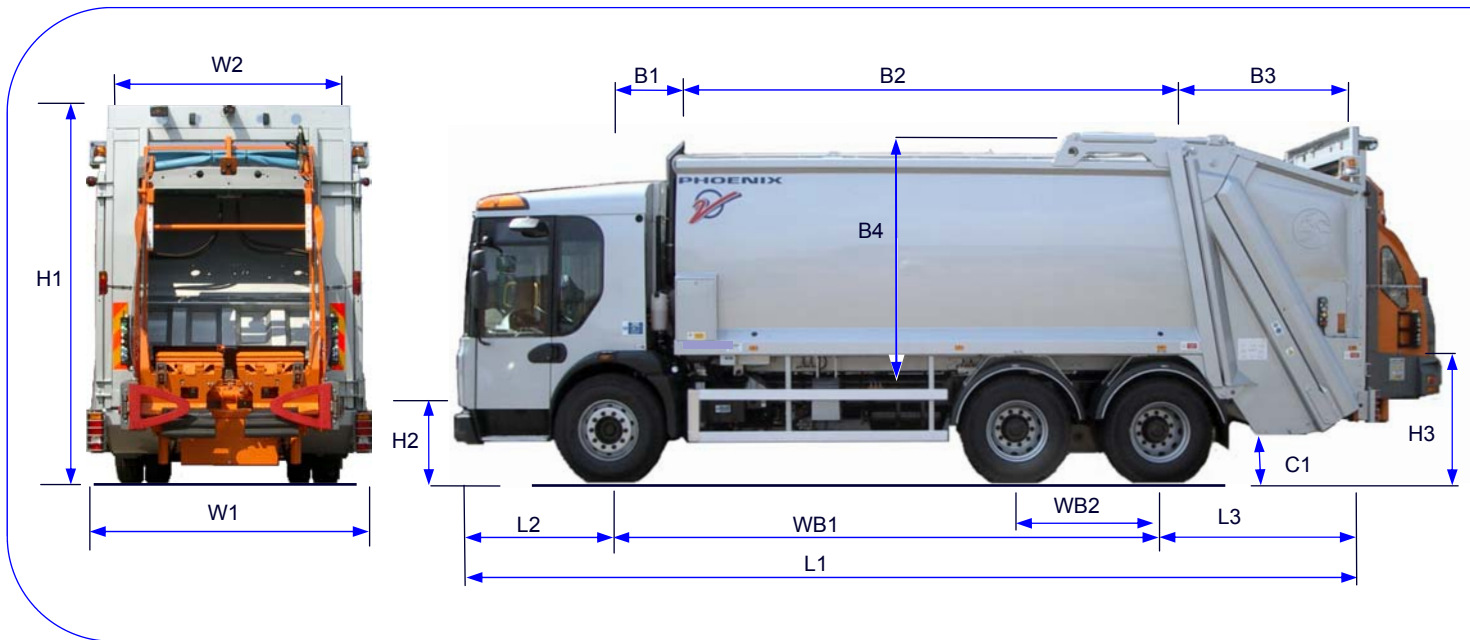
Reviewer
RD

Date issued
14 June 2024

Phoenix 2 Series - Smooth Body RCV

EURO 5i - WIDE TRACK

6 x 4 Wide



Vehicle Model		Phoenix 2-18W 6x4	Phoenix 2-20W 6x4	Phoenix 2-23W 6x4
Compacting Body volume (m ³)		19.45	22.20	24.07
Chassis type		Elite 2 6x4	Elite 2 6x4	Elite 2 6x4
Maximum GVW (kgs)		26000	26000	26000
Unladen weight - no options (kgs) (a)		12720	13180	13280
Front axle Plated Weight		7100 kgs *	8000 kgs	8000 kgs
Rear Bogie Plated Weight		19000 kgs	19000 kgs	19000 kgs
WB1	Wheelbase	4750	5300	5600
WB2	Axle 2 to 3	1385	1385	1385
TWB	Theoretical Wheelbase	4200	4670	4840
L1	Overall Length (excluding binlift)	8490	9090	9390
	Overall length - tailgate raised	9620	10220	10520
L2	Front overhang		1665	
L3	Rear overhang		2125	
	Rear overhang - tailgate raised		3255	
W1	Overall width		2530	
W2	Width inside hopper		2200	
H1	Overall height at exhaust tip		3500 (nominal)	
	Overall height - tailgate raised		5050	
	Overall height - at RCV body		3420	
H2	Floor height (inside cab)		790	
H3	Manual loading height - open-back		1050	
B1	Axle 1 to front of RCV body		650	
B2	Body floor length	4660	5260	5660
B3	Tailgate length		1515	
B4	RCV body height from chassis		2455	
C1	Ground Clearance - Rear unladen		410	
	Approach angle		15.5°	
	Departure angle		16°	
	Turning Circle - metres (b)	16.5	18.9	19.9

(a) Typical bin-lifting equipment will add up to 900kg

(b) Turning circles quoted are kerb-to-kerb with standard tyres, for wall-to-wall figures add 1600mm.

* In open-back form front axle plating at 8000kg required with 315/80R 22.5 tyres.

Optional Cycle guards shown for illustration purposes only

NOTE: Unless otherwise stated, all dimensions are nominal, in mm and represent an unladen condition. All specifications are subject to manufacturers tolerances. An allowance of +/- 2% should be made for all weights. All weights are in kgs and include AdBlue, 50 litres of fuel, oil and water. Additional equipment may alter dimensions and weights quoted. Weight data is based on Volvo D7E 290 bhp engine and Allison MD3000 series gearbox.



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DESIGNED WITH YOU IN MIND

P2-6x4_e5i-2 23-11-07

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Compacting Body

- Constructed from high tensile steel one piece rolled side sheets and braced by front and rear hoops, with pressed integral channels and 'keel' type floor.
- Fitted with under-floor sump to prevent liquid seepage and to allow clean discharge of any liquid content.

Hopper

- Optimised 2.8m³ swept volume capacity, resulting in fewer packing cycles, giving the benefits of reduced wear, fuel consumption and noise.
- Full 2.2m uncluttered loading width.
- Low rake rail height for manual loading and versatile binlift mounting with bolt-on rake rail adaptor for binlifts.
- Sides and floor manufactured from high tensile abrasion resistant steel.
- Substantial pressed side plates form integrated channels to guide the packing mechanism.
- Integral full height body/hopper seal fitted to prevent liquid leakage from bottom edge and hopper sides.
- Reduced overhang for improved weight distribution and manoeuvrability.

Packing Mechanism

- Proven two-plate fabricated packer / sweeper design.
- Manufactured using high tensile abrasion resistant steel.
- Slides within hopper channels on low friction self lubricating bearings.
- Heavy duty packer and sweeper cylinders.
- Nominal 21 second cycle time.

Refuse Ejection Barrier

- Barrier face is manufactured from high tensile abrasion resistant steel, forming a smooth and unobstructed discharge surface.
- Ertalon LFX bearings guide the barrier along rails within the body.
- Multi-staged double acting hydraulic cylinder enables efficient ejection and retraction.

Electrical System

- Fully integrated CANBus system logic.
- Simple display unit in cab for body controls and diagnostics.
- Fully water-proofed side mounted junction box contained within a locker allowing easy access for diagnostics and maintenance via laptop.
- Number and colour coded wiring for easy identification, maintenance and fault finding.
- Weatherproof switch, plug and socket connectors.
- Circuit designed to enhance Health & Safety features, and installation of binlifts. (EN1501-1 compliant)

Hydraulic System

- Quiet, PTO mounted close-coupled standard pump delivers 88 litres/minute at 1000 rpm.
- Body mounted tank with remote pressure fill.
- Full flow 10 micron return line filter controls contaminant levels.
- Engine speed is maintained by electronic throttle control system when hydraulic power consumption increases.
- Separate 2 spool electro-pneumatic operated valves control all system functions.
- Heavy duty inverted sweeping cylinders fitted with maintenance free spherical bearings.
- Heavy duty inverted packing cylinders mounted outside the hopper, clear of the loading area.
- Roof mounted hopper lift cylinders

Safety

-  Approved. Safe by design.
- Two-plate design, automatic body/hopper locks and clean discharge remove the need to approach moving parts.
- Interlocks prevent the mechanism from working unless the hopper is fully lowered.
- Automatic gearbox interlocks enhance safe operations.
- Hopper lift rams are fitted with integral pilot operated load holding valves so that even if a hose fails, or is removed, the hopper cannot descend unless positively powered downwards.
- Indicator lights show the driver when the mechanism is in operation, and when the hopper is out of its locks.
- In cab discharge controls as standard, with external hopper lower controls for optimised safety.
- High level auxiliary rear lights.
- Interlocked access door for safe maintenance operations.

Options

A range of compatible proprietary binlifts and our own Beta 2 trade-lifter are available, for more details of specifications and further standard options please consult a Dennis Eagle Sales representative.

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Dennis Eagle Ltd. (the company) reserves the right to change the specification, design, material, procedures and dimensions of the vehicles described herein without prior notice at any time in the future, in accordance with the company's constant product improvement policy.

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