

Pell Frischmann

Land West of Ratby

Pell Frischmann Response to LCC Comments
109003

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Project	Land West of Ratby
Document Title or Subject	Pell Frischmann Response to LCC Comments
Document Reference	109003-PEF-ZZ-RP-TP-000014
Revision Reference	S2_P1
Date	01/05/2025

1 Introduction

1.1.1 Pell Frischmann (PF) has been instructed by Lagan Homes (the Client) to provide highways and transport advice to support an outline planning application (with all matters reserved apart from access) for a phased, mixed-use development located off Burroughs Road in Ratby.

1.1.2 Leicestershire County Council (LCC) provided comments to Outline Planning Application 24/00914/OUT based on the Transport Assessment, Transport Assessment Addendum, Travel Plan and a response to initial comments. LCC supplied these on 11th April 2025 as replicated within **Appendix A**.

2 LCC Comments 11.04.25

2.1 2109003-PEF-ZZ-XX-DR-TP-00001 Desford Lane Site Access Drawing rev P03 (rev P04)

➤ Whilst the toucan is not exclusively part of this application the applicant should refer to the LHA response for discharge of condition application 25/00147/DISCON to inform the Desford Lane site access drawing.

2.1.1 It is understood that LCC have requested the Toucan crossing is re-located to the east of Pear Tree Business Park as part of their comments on discharge of condition application 25/00147/DISCON. It should be noted that the Toucan crossing is required in order for site users for that development site to reach central Ratby as a continuous footway cannot be implemented along the full length on the southern side of Desford Lane and so all pedestrians/cyclists must cross the road (and central Ratby is north of that site).

2.1.2 However, for this proposed development site, users of the toucan crossing will likely be limited primarily to individuals occasionally routing to Ratby Medical Centre as well as westbound cyclists crossing to access the shared footway/cycleway into the site. Subsequently, in the absence of the Desford Lane site, there will not be enough demand to justify the viability of a toucan crossing here.

2.1.3 Subsequently, should the Desford Lane site be built out, then **Drawing 109003-PEF-ZZ-XX-DR-TP-00021** shows the proposed access arrangements accounting for these works. It should be noted that the exact position of the toucan crossing has not been determined yet.

2.1.4 Should the Desford Lane site not come forward, **Drawing 109003-PEF-ZZ-XX-DR-TP-00020_S2-P01** shows the proposed access arrangements.

➤ As previously requested, the applicant should provide 85th percentile speed readings for the proposed access. The 43m length splays shown assume vehicle speeds are not exceeding 30mph.

2.1.5 The ATC speed recordings undertaken adjacent to the access off Desford Lane are replicated within **Appendix B**.

- The 6.75m carriageway width is in accordance with LHDG Table 3 for a major residential access road. The 8m corner radii exceed the requirements of LHDG Table 9.

2.1.6 It should be noted that the access to the site is proposed via an extension approximately 65m north of the existing Pear Tree Business Park Junction which, while a number of years ago now, was considered appropriate and constructed to account for the (now) existing uses. The development proposals were to connect to the end of the existing access road utilising this junction minimising unnecessary disruptive works.

2.1.7 Notwithstanding this, following LCC comments, the access design has been updated to reduce the radii in line with LHDG Table 9 with the proposed access shown in **Drawing 109003-PEF-ZZ-XX-DR-TP-00020_S2-P01**.

2.2 109003-PEF-ZZ-XX-DR-TP-00008 Phase 1 Site Access Drawing (Future Phase) rev P01

- The LHA agree that the phase 1 development does not have 2m wide footways on both side of the carriageway (the north side has a 1m service margin instead). However, the LHA still think it would be possible for this future phase to have footways on both sides of the carriageway, but with a crossing point where it meets the existing phase 1 infrastructure.

2.2.1 The access drawing has been updated to show a 2m wide footway on both sides of the carriageway with a crossing point prior to the Phase 1 infrastructure as requested and is shown in **Drawing 109003-PEF-ZZ-XX-DR-TP-00008**.

2.3 109003-PEF-ZZ-XX-DR-TP-00002 BURROUGHS ROAD INTERNAL ACCESS rev P02

- The LHA presume the vehicle access being maintained for Burroughs Road on the west side of the new carriageway is for farm traffic?

2.3.1 Correct, access is to be maintained to the existing farm and woodland.

- Swept paths should be provided showing that a tractor with trailer can pull into and out of the junction.

2.3.2 Internal access and swept path drawings have been updated and are shown in **Drawings 109003-PEF-ZZ-XX-DR-TP-00002, 00003, 00004 & 00005**.

2.4 109003-PEF-ZZ-XX-DR-TP-000015 STOPPING UP OF BURROUGHS ROAD rev P01

- It would be useful if the proposed spine road could be added to this drawing as it is unclear where the stopping up is in relation to the proposed development works.

2.4.1 The indicative spine road has been added to the backdrop mapping for context as shown in **Drawing 109003-PEF-ZZ-XX-DR-TP-000015**. It should be noted that the interface between Burroughs Road and the spine road shown in more detail on **Drawing 109003-PEF-ZZ-XX-DR-TP-00002**.

2.4.2 It is also understood that the PROW officer has requested that this section of Burroughs Road should be downgraded to the status of Public Bridleway which is agreed if preferable. The remaining PROW comments are understood to form detailed design comments which can be dealt with at the reserved matters stage.

2.5 109003-PEF-ZZ-XX-DR-TP-000014 VEHICLE TRACKING OF DESFORD LANE

- It may just be the thick line weight used, but the refuse vehicle and pantechnicon left turn out of the access manoeuvres show the vehicle riding over the kerb line. Can they applicant confirm this please?

2.5.1 The vehicle tracking has been updated for clarity and is shown in **Drawing 109003-PEF-ZZ-XX-DR-TP-00014**.

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Rev	Suit	Description	Date	Originator	Checker	Approver
P1	S2	Initial Draft	01.05.2025	J. Farrell	L.Thomas	L.Thomas

Ref. reference. Rev revision. Suit suitability.

Appendix A LCC Comments

Lewis Thomas

From: David Hunt <David.Hunt@leics.gov.uk>
Sent: 11 April 2025 15:05
To: Lewis Thomas; Chris Holloway
Cc: Alex Jelley
Subject: 24/00914/OUT - Burroughs Road Recreation Ground Burroughs Road Ratby

Follow Up Flag: Follow up
Flag Status: Flagged



Good afternoon Lewis / Chris

Apologies for not being in touch recently. However I have received some further comments on the PROW and site access arrangements which are provided below:

Site Access Arrangements

109003-PEF-ZZ-XX-DR-TP-00001 Desford Lane Site Access Drawing rev P03 (rev P04)

- Whilst the toucan is not exclusively part of this application the applicant should refer to the LHA response for discharge of condition application 25/00147/DISCON to inform the Desford Lane site access drawing.
- As previously requested, the applicant should provide 85th percentile speed readings for the proposed access. The 43m length splays shown assume vehicle speeds are not exceeding 30mph .
- The 6.75m carriageway width is in accordance with LHDG Table 3 for a major residential access road. The 8m corner radii exceed the requirements of LHDG Table 9.

109003-PEF-ZZ-XX-DR-TP-00008 Phase 1 Site Access Drawing (Future Phase) rev P01

- The LHA agree that the phase 1 development does not have 2m wide footways on both side of the carriageway (the north side has a 1m service margin instead). However the LHA still think it would be possible for this future phase to have footways on both sides of the carriageway, but with a crossing point where it meets the existing phase 1 infrastructure.

109003-PEF-ZZ-XX-DR-TP-00002 BURROUGHS ROAD INTERNAL ACCESS rev P02

- The dimensions of the parallel crossing meet the requirements of TSM Chapter 6 Figure 17-1.
- The footway, shared use cycleway and the segregated cycleway all meet the requirements of the LHDG and LTN1/20.
- The LHA presume the vehicle access being maintained for Burroughs Road on the west side of the new carriageway is for farm traffic?
- Swept paths should be provided showing that a tractor with trailer can pull into and out of the junction.

109003-PEF-ZZ-XX-DR-TP-000015 STOPPING UP OF BURROUGHS ROAD rev P01

- It would be useful if the proposed spine road could be added to this drawing as it is unclear where the stopping up is in relation to the proposed development works.

109003-PEF-ZZ-XX-DR-TP-000014 VEHICLE TRACKING OF DESFORD LANE

- It may just be the thick line weight used, but the refuse vehicle and pantechicon left turn out of the access manoeuvres show the vehicle riding over the kerb line. Can they applicant confirm this please?

PROW comments

The application site is crossed by public rights of way Footpath R44, R48, and R50, and adjoins Restricted Byway R45 and Footpath R55. The LHA understands the re-consultation is on landscape impact, drainage and highways issues. The submitted Response to Highways Comments focuses on footway/cycleway vehicular site access. Other issues raised in the LHA response dated 22/11/2024 remain outstanding. So the public rights of way (PRoW) issues are outlined again below. Also, this re-consultation includes proposals for Burroughs Road which need further comment from the applicant.

Heading west from the older part of Ratby village, Burroughs Road is a narrow cul-de-sac public road. As well as providing vehicular access to several venues and properties at the western end, Burroughs Road connects with the Leicester to Thornton section of National Cycle Network route 63 and with a network of bridleways west of Ratby. Submitted drawing no. 109003 PEF ZZ XX DR TP 00015 proposes a 195 metre section of Burroughs Road should be 'Stopped-up' with drawing no. 109003 PEF ZZ XX DR TP 00002 clarifying this is 'To be restricted to pedestrians and cyclists only (details to be determined). Given Burroughs Road's importance for varied non-motorised traffic including horse riders, it should instead be downgraded to the status of Public Bridleway using the procedure in the Town and Country Planning Act 1990 section 249, guidance on which is at: <https://www.gov.uk/government/publications/removal-of-vehicle-rights-to-pedestrianise-a-highway>

With these comments is the 24/00914/OUT Illustrative Masterplan overlaid with the Definitive Map of public rights of way (shown in Figure 1 below). The Definitive Map legally 'fixes' the routes of public footpaths and bridleways. Routes on the ground may be different but, in law, the route on the Definitive Map is the alignment that must be used by planning proposals. If not, a legal diversion of the right of way will be needed, which is a separate process from the planning permission. From the overlay of the Illustrative Masterplan the following issues are outstanding:

1. With Footpath R44 south of Burroughs Road, the north-south sections are relatively accurate, but the east-west section is 4.5 metres south of the legal alignment.
2. North east from Burroughs Road, Footpath R48 is shown 4.5 metres south of its legal alignment, linking to Stamford Street via the middle of a house rather than west of it.
3. North west from Burroughs Road, Footpath R48 is up to 5 metres south of the legal alignment, including running on top of a stream rather than beside it.



Figure 1 – extract from Definitive Map of PROWs Leicestershire

National Planning Policy Framework (NPPF) para 105 requires that ‘Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users ...’. Accompanying this is Planning Practice Guidance (PPG) including Rights of Way circular 1/09 which has the same legal status as the NPPF as clarified in the recent court case *Mead Realisations Ltd v Secretary of State HCLG*. The NPPF, PPG and Circular 1/09 are applied locally by the Leicestershire Highways Design Guide (LHDG), annex on Development and public rights of way at:

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>. In summary, any more detailed applications should follow these principles:

- Planning must be based on the routes on the Definitive Map of public rights of way that have legal authority. Be aware routes on the ground may not be the same as these.
- Development should be planned around the existing rights of way routes. Any changes will need separate legal orders for diversions in addition to the planning permission.
- Rights of way should be through public open space and separate from roads and their footways, as far as possible, to preserve the identity of rights of way as through routes.
- Rights of way should be easy to follow and pleasant to use, including being well overlooked. Enclosed and narrow paths discourage use and attract misbehaviour.

- The treatment of paths should help maximise non-motorised active travel by having path surfaces and drainage, gradients, and path widths that encourage use by all abilities.
- Rights of way outside the application site will need improvement where a development uses those routes to access schools, shops, community facilities, and employment areas. Improvements may be made as part of section 106 or section 278 agreements.
- Rights of way beyond the application site merit enhancements particularly where the new residents of the application site will use the routes for informal outdoor leisure.

There will be a need for detailed discussion on the treatment of the public rights of way, however the LHA is content that the detail may be finalised at the reserved matters stage. However to ensure that happens, the LHA are likely to recommend a condition subject to the rest of the application being acceptable.

Please note I am on leave for two weeks from close of business today and back in the office on Monday 28 April

Kind regards,
David

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Appendix B ATC Data

Desford Lane Speed Survey

Desford Lane		Volume		Speed (5-day)		Speed (7-day)	
		5-day	7-day	85th %ile	Average	85th %ile	Average
	Eastbound	2,632	2,380	23.9 mph	17.9 mph	24.0 mph	18.0 mph
	Westbound	2,577	2,353	23.4 mph	18.9 mph	23.4 mph	18.9 mph
	Combined	5,208	4,734	23.6 mph	18.4 mph	23.7 mph	18.4 mph

Westbound	Average Flow	Speed Metrics													Invalid Reading	85 th %ile	Mean Speed	Std Dev
		<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph						
00:00:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	22.8	18.9	4.5	
00:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7			
00:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6			
00:45:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	21.3			
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5			
01:15:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	23.9			
01:30:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	17.8			
01:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6			
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9			
02:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6			
02:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9			
03:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9			
03:15:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	20.5			
03:30:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	19.2			
03:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9			
04:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2			
04:15:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0	24			
04:30:00	2	0	0	1	1	1	0	0	0	0	0	0	0	0	25.6	20.3	5.5	
04:45:00	5	0	0	2	1	2	0	0	0	0	0	0	0	0	24	17	6.2	
05:00:00	10	0	0	2	4	3	1	0	0	0	0	0	0	0	23.5	18.8	4.9	
05:15:00	14	0	0	2	6	4	1	0	0	0	0	0	0	0	24.2	19.7	5.1	
05:30:00	28	1	0	5	13	6	3	0	0	0	0	0	0	0	22.9	18.1	4.5	
05:45:00	25	0	0	3	14	6	2	0	0	0	0	0	0	0	23.3	18.9	3.7	
06:00:00	13	0	0	2	6	4	2	0	0	0	0	0	0	0	25.1	19.5	4.2	
06:15:00	23	0	1	4	8	7	3	1	0	0	0	0	0	0	25	19.2	5.4	
06:30:00	38	0	0	7	17	11	2	0	0	0	0	0	0	0	22.6	18.6	4.2	
06:45:00	39	0	1	4	17	15	2	0	0	0	0	0	0	0	23.2	19.2	4.2	
07:00:00	42	0	1	6	17	15	3	0	0	0	0	0	0	0	23.4	19	4.5	
07:15:00	59	1	0	10	28	18	2	0	0	0	0	0	0	0	22.6	18.5	4.2	
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07:45:00	71	1	2	7	32	24	6	1	0	0	0	0	0	0	23.3	19	4.4	
08:00:00	72	0	1	9	34	22	5	0	0	0	0	0	0	0	22.8	18.8	4.1	
08:15:00	80	1	2	10	34	29	4	0	0	0	0	0	0	0	22.9	18.7	4.4	
08:30:00	62	0	1	10	25	20	5	1	0	0	0	0	0	0	23.6	19.2	4.7	
08:45:00	66	0	1	6	27	25	6	1	0	0	0	0	0	0	23.7	19.6	4.2	
09:00:00	38	0	0	7	15	12	4	0	0	0	0	0	0	0	24.2	19.2	4.4	
09:15:00	42	0	1	5	16	15	3	1	0	0	0	0	0	0	23.8	19.2	4.5	
09:30:00	39	0	0	7	19	11	2	0	0	0	0	0	0	0	23.3	18.6	4.1	
09:45:00	27	0	0	4	12	9	2	0	0	0	0	0	0	0	23.5	18.9	4.6	
10:00:00	34	0	1	5	16	11	1	0	0	0	0	0	0	0	22.9	18.8	4.1	
10:15:00	38	0	1	6	16	11	3	0	0	0	0	0	0	0	22.6	18.5	4.5	
10:30:00	42	0	0	8	19	12	2	1	0	0	0	0	0	0	23	18.5	4.4	
10:45:00	30	0	1	3	12	9	4	0	0	0	0	0	0	0	24.6	19.5	4.8	
11:00:00	28	0	0	5	12	9	2	0	0	0	0	0	0	0	23.1	18.8	4.2	
11:15:00	32	0	1	6	13	9	3	0	0	0	0	0	0	0	22.9	18.6	4.5	
11:30:00	39	0	1	6	14	12	4	0	0	0	0	0	0	0	23.5	19	4.9	
11:45:00	30	0	0	5	11	11	3	0	0	0	0	0	0	0	23.9	19.4	4.7	
12:00:00	30	0	1	4	12	10	2	0	0	0	0	0	0	0	23	18.4	4.8	
12:15:00	33	0	0	6	14	10	2	0	0	0	0	0	0	0	23.3	18.7	4.4	
12:30:00	31	0	0	8	11	10	2	0	0	0	0	0	0	0	23.1	18.5	4.4	
12:45:00	40	0	1	7	16	14	1	0	0	0	0	0	0	0	22.5	18.4	4.5	
13:00:00	31	0	1	4	14	8	4	0	0	0	0	0	0	0	25	19.3	4.8	
13:15:00	37	0	1	7	14	13	2	0	0	0	0	0	0	0	23.6	18.9	4.4	
13:30:00	35	0	1	7	14	10	2	0	0	0	0	0	0	0	22.7	18.1	4.5	
13:45:00	32	0	1	6	12	11	2	0	0	0	0	0	0	0	23.8	18.8	4.5	
14:00:00	33	0	1	7	14	8	3	0	0	0	0	0	0	0	22.6	18.4	4.5	
14:15:00	49	0	2	7	24	12	4	0	0	0	0	0	0	0	22.4	18.2	4.2	
14:30:00	48	0	1	11	22	12	2	0	0	0	0	0	0	0	22.5	17.8	4.2	
14:45:00	50	0	1	9	23	15	2	0	0	0	0	0	0	0	22.5	18.4	4	
15:00:00	31	0	0	6	12	10	3	0	0	0	0	0	0	0	24.3	19.1	4.5	
15:15:00	41	0	0	6	16	15	4	0	0	0	0	0	0	0	23.6	19.3	4.6	
15:30:00	52	0	1	9	21	17	4	0	0	0	0	0	0	0	23.6	18.7	4.5	
15:45:00	50	0	1	9	20	15	5	0	0	0	0	0	0	0	23.8	18.6	4.7	
16:00:00	56	0	2	7	26	17	4	0	0	0	0	0	0	0	23	18.8	4.3	
16:15:00	54	0	1	8	25	16	3	0	0	0	0	0	0	0	23.1	18.7	4	
16:30:00	58	0	3	10	25	17	3	0	0	0	0	0	0	0	23	18.3	4.8	
16:45:00	55	0	1	10	22	17	3	1	0	0	0	0	0	0	23.1	18.7	4.7	
17:00:00	55	0	2	7	27	16	2	0	0	0	0	0	0	0	22	18.3	4.4	
17:15:00	56	0	1	7	24	19	5	0	0	0	0	0	0	0	23.7	19.2	4.2	
17:30:00	50	0	2	7	22	18	2	0	0	0	0	0	0	0	22.5	18.6	4	
17:45:00	55	0	1	7	23	20	4	0	0	0	0	0	0	0	23.4	19.3	4.1	
18:00:00	39	0	0	6	16	13	3	0	0	0	0	0	0	0	23.4	19	4.2	
18:15:00	31	0	0	4	10	12	4	0	0	0	0	0	0	0	25	20.3	5.1	
18:30:00	32	0	0	4	14	10	3	0	0	0	0	0	0	0	24.3	19.4	4.5	
18:45:00	27	0	0	3	10	11	2	1	0	0	0	0	0	0	23.6	19.6	4.5	
19:00:00	29	0	1	6	11	9	2	0	0	0	0	0	0	0	24	18.9	4.9	
19:15:00	27	0	0	4	9	10	2	1	0	0	0	0	0	0	24	19.3	4.7	
19:30:00	23	0	0	3	9	7	3	0	0	0	0	0	0	0	24.7	19.8	5	
19:45:00	17	0	0	2	5	6	4	0	0	0	0	0	0	0	26.2	20.7	5.3	
20:00:00	20	0	0	2	7	8	3	0	0	0	0	0	0	0	24.7	20.2	4.2	
20:15:00	18	0	0	1	6	8	2	0	0	0	0	0	0	0	24.9	20.6	4.8	
20:30:00	13	0	0	2	6	4	1	0	0	0	0	0	0	0	23.5	18.6	4.5	
20:45:00	11	0	0	1	4	3	2	0	0	0	0	0	0	0	25.2	19.4	5	
21:00:00	12	0	1	2	4	5	1	0	0	0	0	0	0	0	23.9	19.3	4.9	
21:15:00	11	0	0	1	3	4	2	0	0	0	0	0	0	0	25	20.2	5	
21:30:00	10	0	0	1	4	4	2	0	0	0	0	0	0	0	26	20.6	4.8	
21:45:00	8	0	0	1	3	3	0	0	0	0	0	0	0	0	22.5	18.4	4.8	
22:00:00	9	0	0	1	5	3	1	0	0	0	0	0	0	0	22.2	19	3.6	
22:15:00	10	0	0	1	5	2	1	0	0	0	0	0	0	0	24.9	19.6	4.9	
22:30:00	7	0	0	1	3	2	0	0	0	0								

Event key

QC Failure	QC Outlier	QC Atypical
Weekends and defined holidays		

Events

Special

Holiday

Offline

1

Averages are calculated as the simple average of values across the period.

A Holidays & Events

ents:

Speed Bins Report LEICESTERSHIRE_TEMP 880088022800 2023-11-14 to 2023-11-21

Site Name 880088022800

Site ID 880088022800

Grid 451024305709

Description Desford Lane, Ratby

Setup LEICS_TUBES

Lanes Each Lane

Show Average

Time Period 15 minutes

Class Any

Averaged over Weekdays only

Speed units mph

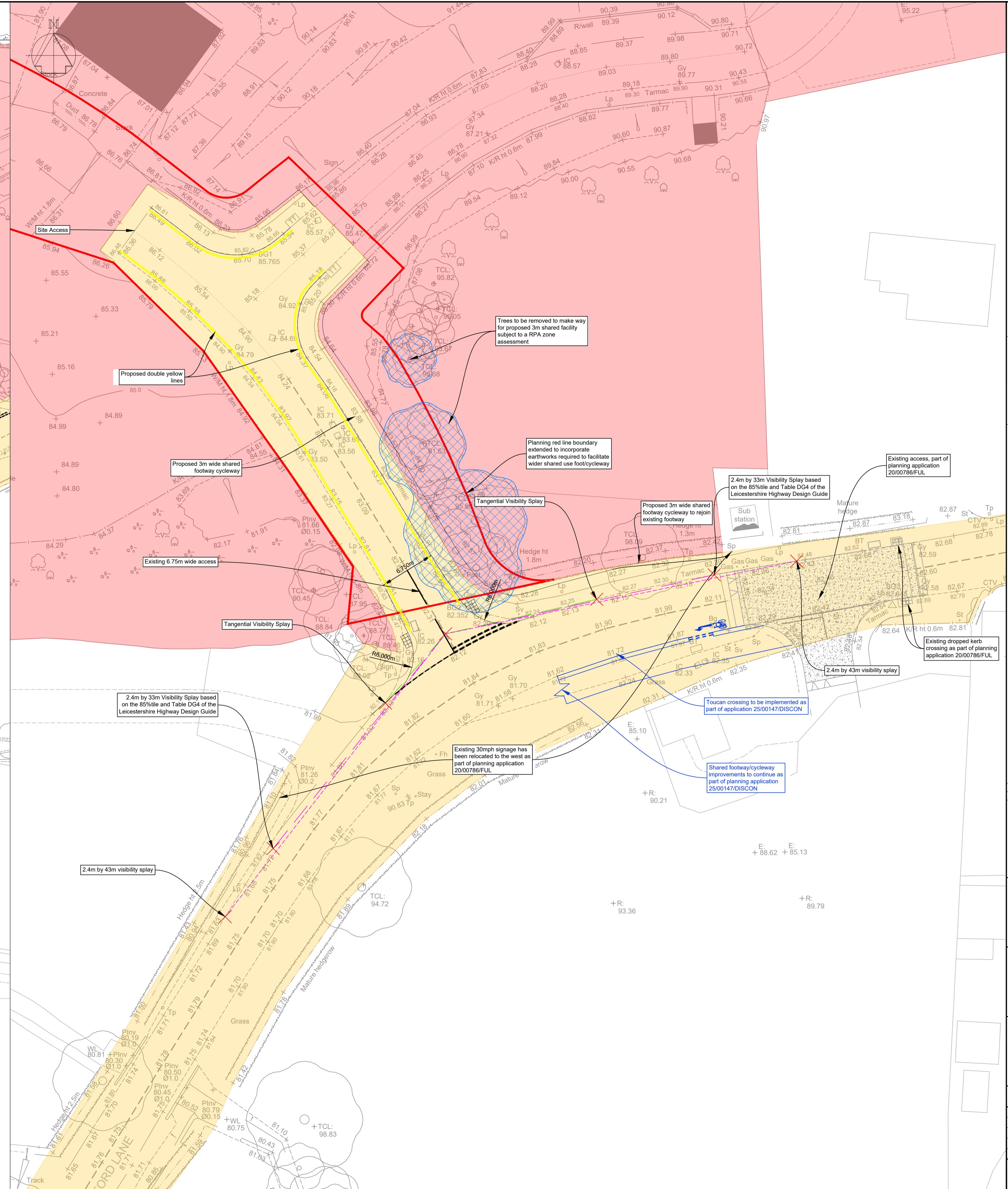
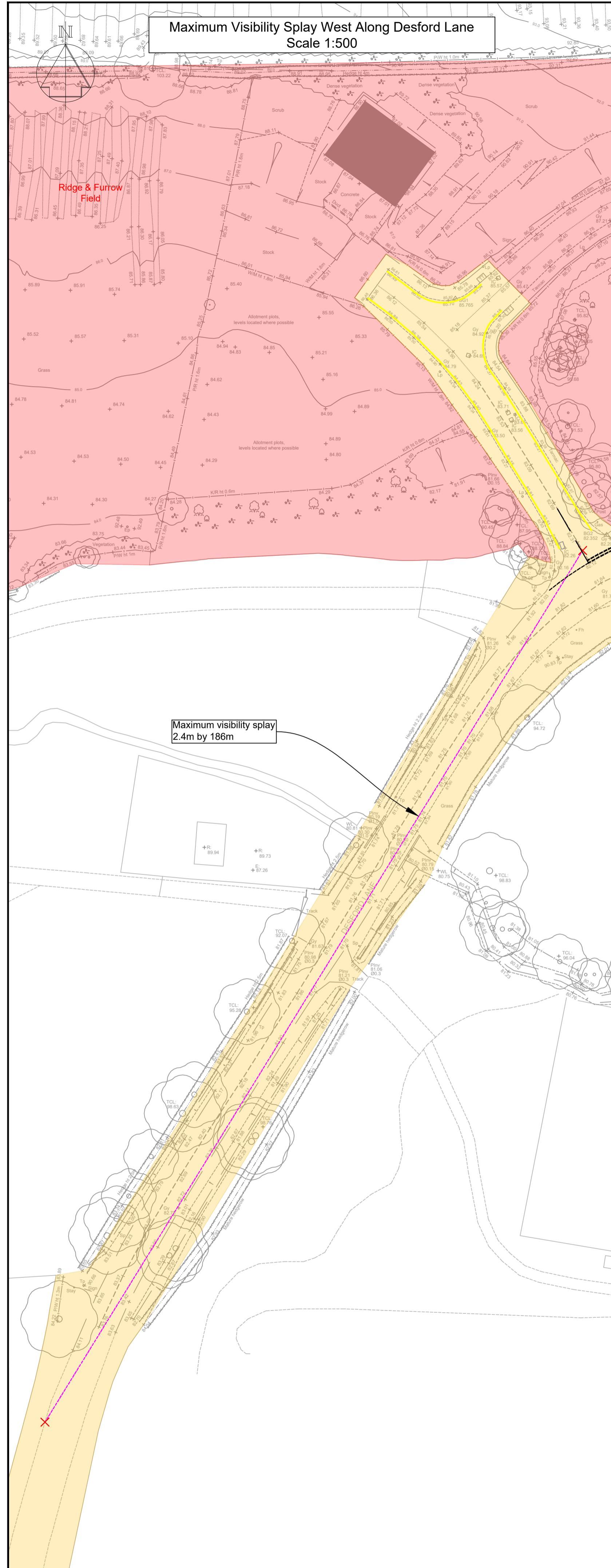
Exclude data: Events

All directions

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	2	0	0	0	1	1	0	0	0	0	0	0	0	23	18.9	4.4
00:15:00	2	0	0	0	1	0	0	0	0	0	0	0	0	27.7	22.2	5.2
00:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	26.6		
00:45:00	2	0	0	0	1	0	0	0	0	0	0	0	0	21.3		
01:00:00	1	0	0	0	0	1	0	0	0	0	0	0	0	23.4		
01:15:00	1	0	0	0	0	0	1	0	0	0	0	0	0	23.9		
01:30:00	1	0	0	0	0	1	0	0	0	0	0	0	0	25.6		
01:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	27.8		
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5		
02:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9		
02:30:00	1	0	0	0	0	1	0	0	0	0	0	0	0	24.6		
02:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	26.9		
03:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	32.1		
03:15:00	1	0	0	0	0	1	0	0	0	0	0	0	0	20		
03:30:00	2	0	0	0	0	1	0	0	0	0	0	0	0	19.2		
03:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	25.9		
04:00:00	1	0	0	0	0	1	0	0	0	0	0	0	0	24.2		
04:15:00	3	0	0	0	0	1	1	0	0	0	0	0	0	24	18.5	6.1
04:30:00	5	0	0	0	1	1	2	0	0	0	0	0	0	25.1	19.8	6.1
04:45:00	6	0	0	0	2	1	2	0	0	0	0	0	0	24	17.2	6
05:00:00	13	0	0	3	4	3	2	1	0	0	0	0	0	26.6	19.9	5.6
05:15:00	16	0	0	2	8	4	1	0	0	0	0	0	0	24.2	19.3	5
05:30:00	36	1	0	8	15	8	3	0	0	0	0	0	0	22.9	17.9	4.5
05:45:00	32	0	0	4	16	9	3	1	0	0	0	0	0	23.6	19.3	4.2
06:00:00	24	0	0	5	9	7	3	0	0	0	0	0	0	24.4	19.1	4.5
06:15:00	36	0	1	7	12	10	4	2	0	0	0	0	0	25.1	19.2	5.5
06:30:00	63	0	1	12	21	18	9	1	0	0	0	0	0	25.1	19.5	5.3
06:45:00	66	0	2	10	23	22	7	1	0	0	0	0	0	24.4	19.2	5.1
07:00:00	78	0	4	16	28	22	7	1	0	0	0	0	0	23.6	18.3	5.2
07:15:00	96	1	5	22	37	25	5	0	0	0	0	0	0	22.9	17.5	5
07:30:00	103	1	3	17	41	30	9	2	0	0	0	0	0	23.8	18.8	4.9
07:45:00	132	1	3	23	53	40	11	1	0	0	0	0	0	23.3	18.6	4.8
08:00:00	134	1	3	21	52	43	13	2	0	0	0	0	0	24.2	19	4.8
08:15:00	146	1	8	25	53	47	11	1	0	0	0	0	0	23.3	18.4	5.1
08:30:00	119	1	2	20	44	38	12	2	0	0	0	0	0	23.9	19.1	4.9
08:45:00	109	0	3	13	43	39	10	1	0	0	0	0	0	23.9	19.3	4.4
09:00:00	85	0	2	15	32	25	9	1	0	0	0	0	0	24.5	19.1	4.8
09:15:00	82	0	2	14	30	25	9	1	0	0	0	0	0	24.5	19.2	5
09:30:00	79	0	3	15	30	22	8	1	0	0	0	0	0	24.1	18.6	4.9
09:45:00	68	0	2	14	26	20	5	1	0	0	0	0	0	23.5	18.4	5
10:00:00	67	0	2	11	30	20	3	1	0	0	0	0	0	23.2	18.7	4.6
10:15:00	73	0	3	14	28	20	6	1	0	0	0	0	0	23.4	18.4	5.1
10:30:00	72	0	2	14	29	20	4	1	0	0	0	0	0	23.2	18.2	4.9
10:45:00	62	0	1	9	22	19	8	1	0	0	0	0	0	24.8	19.4	5.1
11:00:00	58	0	1	10	21	18	6	1	0	0	0	0	0	24.1	19	4.9
11:15:00	67	0	2	14	25	20	6	0	0	0	0	0	0	23.3	18.5	4.8
11:30:00	71	0	4	13	26	20	6	1	0	0	0	0	0	23.7	18.5	5.4
11:45:00	67	0	1	13	23	22	7	1	0	0	0	0	0	24.3	19.1	5.1
12:00:00	67	0	4	11	28	19	5	0	0	0	0	0	0	22.6	17.9	5
12:15:00	70	0	2	16	27	18	5	1	0	0	0	0	0	23.3	18.3	4.9
12:30:00	63	0	2	18	21	20	3	0	0	0	0	0	0	23.3	18.1	4.8
12:45:00	72	0	2	16	27	22	4	1	0	0	0	0	0	22.5	18.2	4.7
13:00:00	67	0	2	11	28	15	9	1	0	0	0	0	0	25	19	5.3
13:15:00	75	0	4	17	26	22	5	1	0	0	0	0	0	23.3	18.2	5.1
13:30:00	69	0	3	15	25	20	4	1	0	0	0	0	0	22.9	18	4.9
13:45:00	70	0	3	15	23	23	6	1	0	0	0	0	0	23.9	18.3	5.2
14:00:00	89	0	6	23	33	20	5	1	0	0	0	0	0	22.3	17.2	5.1
14:15:00	89	1	5	17	36	24	7	1	0	0	0	0	0	22.9	17.9	5
14:30:00	99	0	4	28	39	22	5	1	0	0	0	0	0	22.8	17.4	4.9
14:45:00	107	1	8	28	40	26	5	0	0	0	0	0	0	22.4	16.9	5
15:00:00	97	1	3	19	39	27	8	0	0	0	0	0	0	23.5	18.4	4.7
15:15:00	93	0	5	21	33	27	7	1	0	0	0	0	0	22.8	18.1	5.1
15:30:00	124	0	6	36	42	31	9	0	0	0	0	0	0	23.2	17.4	4.9
15:45:00	107	0	4	23	41	30	8	1	0	0	0	0	0	23.4	18.2	4.8
16:00:00	126	0	8	28	50	31	7	1	0	0	0	0	0	22.6	17.6	4.8
16:15:00	130	0	6	37	49	30	6	1	0	0	0	0	0	22.4	17.2	4.8
16:30:00	137	1	11	38	52	29	6	0	0	0	0	0	0	22.4	16.7	5
16:45:00	135	1	8	36	48	30	9	1	0	0	0	0	0	23	17.3	5.2
17:00:00	134	1	9	34	53	31	5	1	0	0	0	0	0	22.1	17.1	5
17:15:00	127	0	7	27	48	35	8	1	0	0	0	0	0	23.4	18	5
17:30:00	107	0	6	22	38	33	7	0	0	0	0	0	0	23.2	18.2	4.9
17:45:00	110	0	4	22	41	33	9	1	0	0	0	0	0	23.4	18.6	4.9
18:00:00	82	0	4	16	32	23	8	0	0	0	0	0	0	23.9	18.3	4.9
18:15:00	70	0	3	11	21	22	10	1	0	0	0	0	0	25.4	19.7	5.6
18:30:00	69	0	2	12	25	21	7	1	0	0	0	0	0	24.5	19	5.2
18:45:00	57	0	3	8	17	21	7	1	0	0	0	0	0	24.7	19.5	5.3
19:00:00	58	0	2	12	19	18	5	1	0	0	0	0	0	24	18.8	5.3
19:15:00	52	0	2	8	17	18	6	1	0	0	0	0	0	24.7	19.4	5.2
19:30:00	42	0	1	7	14	13	6	1	0	0	0	0	0	25.4	19.8	5.3
19:45:00	32	0	1	4	10	10	5	1	0	0	0	0	0	25.4	20.1	5.4
20:00:00	36	0	1	6	11	14	4	1	0	0	0	0	0	24.9	19.7	5.1
20:15:00	37	0	1	7	12	11	5	1	0	0	0	0	0	25.4	19.3	5.8
20:30:00																

00-24	5208	21	214	1052	1931	1487	440	59	3	0	0	0	0	0	23.6	18.4	5.1
00-06	130	1	0	20	53	33	9	2	0	0	0	0	0	0			
am Peak	07:45:00	07:30:00	07:30:00	07:45:00	07:45:00	07:45:00	07:45:00	07:30:00	10:45:00						02:15:00	00:15:00	
Peak Volume	530	3	17	88	202	168	46	6	1						27.2	21.3	5.2
pm Peak	16:15:00	16:15:00	16:30:00	16:15:00	16:15:00	17:00:00	17:45:00	16:45:00	18:15:00	13:45:00					23:00:00	23:00:00	
Peak Volume	536	3	36	145	202	133	35	4	1	0					26.3	20.2	5.7
Eastbound																	
	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev	
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23		
00:15:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	32		
00:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6		
00:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1		
01:00:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	23.4		
01:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1		
01:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6		
01:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8		
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5		
02:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9		
02:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7		
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1		
03:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2		
03:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2		
03:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5		
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4		
04:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1		
04:30:00	3	0	0	1	0	1	0	0	0	0	0	0	0	0	19.4	6.8	
04:45:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	24.6		
05:00:00	3	0	0	1	0	1	2	0	0	0	0	0	0	0	28.6	23	6.7
05:15:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	20.7	17.3	4.4
05:30:00	8	0	0	3	2	2	1	0	0	0	0	0	0	0	22.9	17.2	4.5
05:45:00	7	0	0	0	3	2	1	1	0	0	0	0	0	0	26	20.6	5.4
06:00:00	11	0	0	3	4	3	1	0	0	0	0	0	0	0	24	18.5	4.8
06:15:00	13	0	0	4	4	3	1	1	0	0	0	0	0	0	25.1	19.1	5.7
06:30:00	25	0	1	5	5	7	6	1	0	0	0	0	0	0	27.9	20.8	6.5
06:45:00	27	0	1	6	6	8	5	1	0	0	0	0	0	0	25.9	19.1	6.1
07:00:00	36	0	3	10	12	7	3	1	0	0	0	0	0	0	24.2	17.5	5.7
07:15:00	37	0	5	13	9	8	2	0	0	0	0	0	0	0	22.9	15.9	5.8
07:30:00	44	0	2	9	17	10	5	1	0	0	0	0	0	0	24.9	18.4	5.6
07:45:00	60	0	2	16	21	16	5	1	0	0	0	0	0	0	23.3	18	5.1
08:00:00	62	1	2	12	18	20	7	2	0	0	0	0	0	0	25	19.4	5.6
08:15:00	66	0	5	15	19	19	7	1	0	0	0	0	0	0	24	18.1	5.8
08:30:00	56	0	1	10	19	18	7	1	0	0	0	0	0	0	24.3	19.1	5.1
08:45:00	43	0	2	7	16	14	5	0	0	0	0	0	0	0	24.3	19	4.7
09:00:00	47	0	1	9	18	13	6	1	0	0	0	0	0	0	24.7	19	5.1
09:15:00	40	0	1	9	13	10	6	1	0	0	0	0	0	0	25.4	19.1	5.5
09:30:00	40	0	3	8	11	12	6	0	0	0	0	0	0	0	24.9	18.6	5.6
09:45:00	40	0	2	9	14	11	3	1	0	0	0	0	0	0	23.5	18.2	5.3
10:00:00	33	0	1	6	14	9	3	1	0	0	0	0	0	0	23.8	18.6	5
10:15:00	35	0	2	8	11	9	4	1	0	0	0	0	0	0	24.5	18.3	5.7
10:30:00	30	0	2	6	11	8	3	0	0	0	0	0	0	0	23.3	17.8	5.4
10:45:00	32	0	1	6	11	10	4	0	0	0	0	0	0	0	24.7	19.3	5.5
11:00:00	30	0	1	6	9	9	4	0	0	0	0	0	0	0	25.1	19.1	5.5
11:15:00	35	0	1	8	12	11	3	0	0	0	0	0	0	0	23.5	18.4	5
11:30:00	32	0	3	7	12	8	2	0	0	0	0	0	0	0	23.7	17.8	5.9
11:45:00	36	0	1	8	12	10	4	0	0	0	0	0	0	0	24.4	18.9	5.4
12:00:00	37	0	2	7	16	8	3	0	0	0	0	0	0	0	22.4	17.6	5.1
12:15:00	36	0	1	10	13	8	3	1	0	0	0	0	0	0	23.7	18	5.4
12:30:00	32	0	1	10	10	9	1	0	0	0	0	0	0	0	23.4	17.6	5.2
12:45:00	32	0	1	9	11	9	3	0	0	0	0	0	0	0	23.3	18	4.9
13:00:00	35	0	1	7	14	7	5	1	0	0	0	0	0	0	25.3	18.7	5.7
13:15:00	38	0	3	10	12	9	3	1	0	0	0	0	0	0	22.8	17.5	5.5
13:30:00	34	0	3	8	11	10	3	0	0	0	0	0	0	0	23	18	5.3
13:45:00	39	0	3	9	12	12	3	0	0	0	0	0	0	0	24	18	5.6
14:00:00	56	0	5	16	19	12	2	1	0	0	0	0	0	0	22.2	16.4	5.2
14:15:00	40	0	3	10	12	12	3	0	0	0	0	0	0	0	23.3	17.5	5.6
14:30:00	51	0	4	17	16	11	3	1	0	0	0	0	0	0	23.1	17	5.4
14:45:00	56	1	7	18	17	10	2	0	0	0	0	0	0	0	22	15.6	5.4
15:00:00	65	0	3	13	27	17	5	0	0	0	0	0	0	0	23.2	18	4.8
15:15:00	52	0	4	15	17	12	4	0	0	0	0	0	0	0	21.9	17.1	5.3
15:30:00	72	0	5	26	21	14	5	0	0	0	0	0	0	0	22.4	16.5	5.1
15:45:00	57	0	2	14	21	15	4	0	0	0	0	0	0	0	22.9	17.8	4.8
16:00:00	70	0	6	21	25	14	3	0	0	0	0	0	0	0	21.9	16.6	5
16:15:00	76	0	5	29	24	14	3	1	0	0	0	0	0	0	21.6	16.2	4.9
16:30:00	78	1	8	28	27	12	3	0	0	0	0	0	0	0	21.1	15.6	4.9
16:45:00	80	1	7	26	26	13	6	1	0	0	0	0	0	0	22.5	16.4	5.4
17:00:00	79	1	7	27	25	15	3	1	0	0	0	0	0	0	21.9	16.2	5.3
17:15:00	71	0	6	20	24	16	3	1	0	0	0	0	0	0	23.1	17	5.4
17:30:00	56	0	4	15	16	15	5	0	0	0	0	0	0	0	23.6	17.8	5.6
17:45:00	55	0	3	15	18	13	5	1	0	0	0	0	0	0	23.6	17.8	5.5
18:00:00	43	0	4	10	16	9	4	0	0	0	0	0	0	0	24.2	17.7	5.4
18:15:00	39	0	2	8	11	11	6	1	0	0	0	0	0	0	25.9	19.3	6
18:30:00	37	0	2	8	11	11	4	1	0	0	0	0	0	0	24.8	18.7	5.6
18:45:00	30	0	2	5	7	10	5	1	0	0	0	0	0	0	26.2	19.4	6

Appendix C Drawings



1	FIRST ISSUE	SP	LT	LT	28.04.25
V	DESCRIPTION	DRN	CHK	APP	DATE

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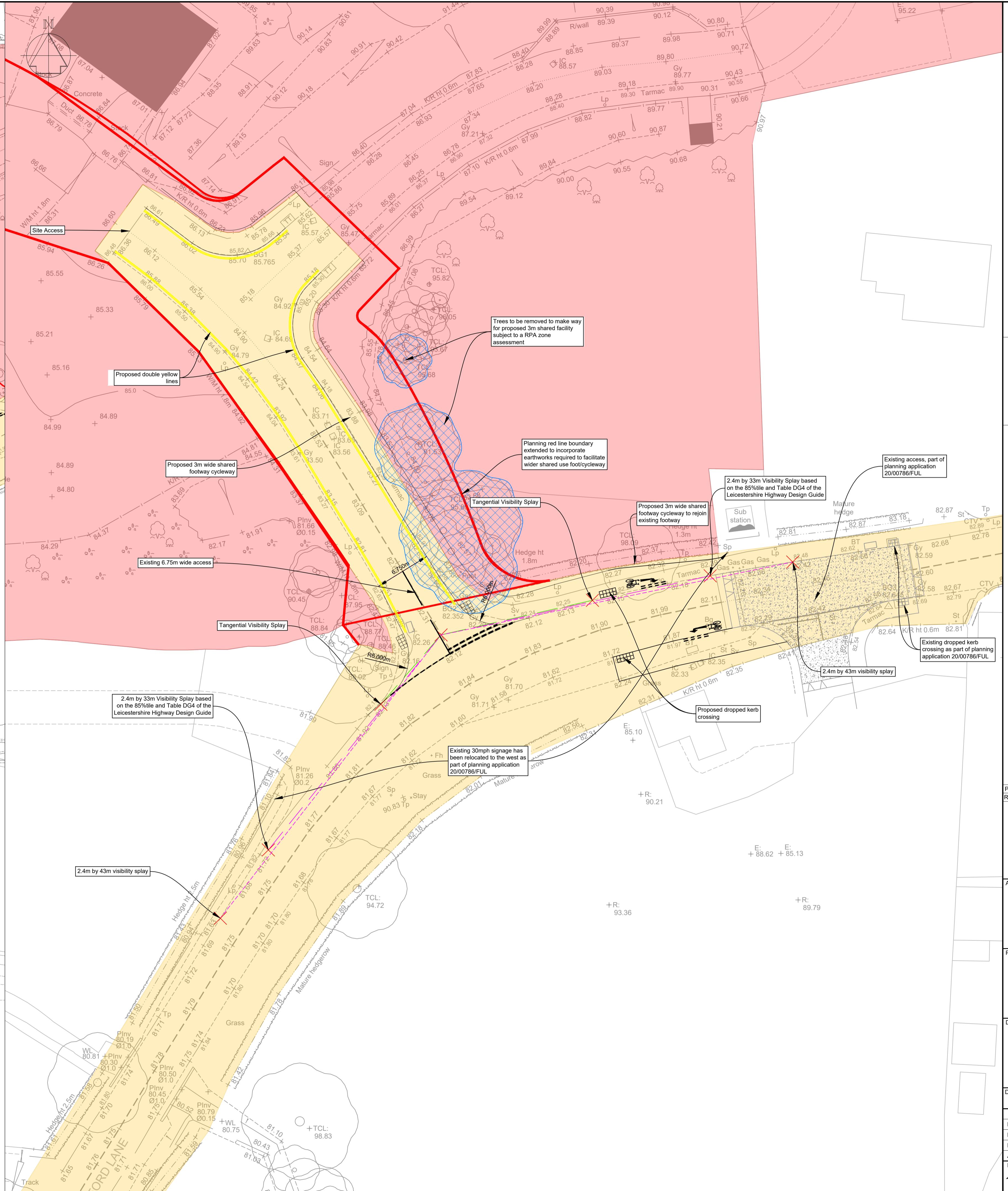
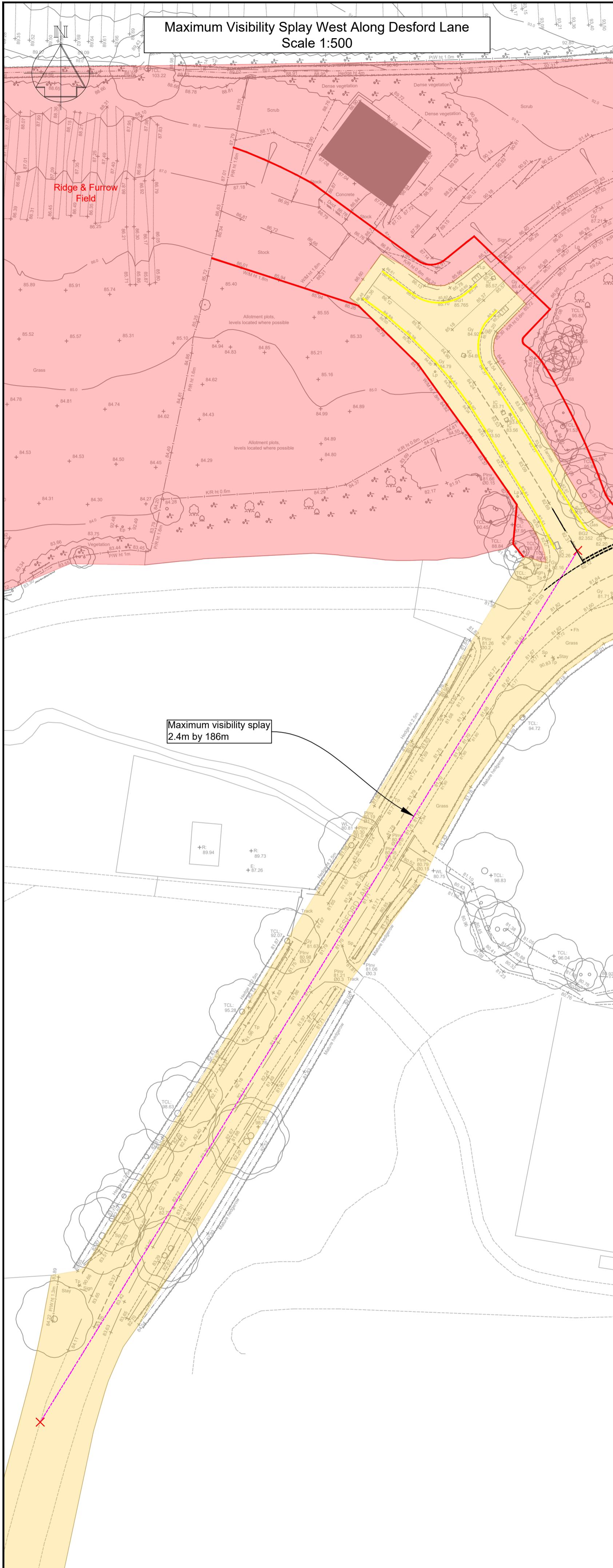
RATBY PHASES

3 & 4 OUTLINE

**DESFORD LANE
SITE ACCESS DRAWING
OPTION 2**

PRELIMINARY			
	Name	Date	Status Code
rawn	S.PAOLI	28.04.25	S2
designed	S.PAOLI	28.04.25	Scale 1:250
ng Chk	L.THOMAS	28.04.25	Revision P01
pproved	L.THOMAS	28.04.25	

awing No.
09003 - PEF - ZZ - XX - DR - TP - 00021



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Key:
Highway Boundary
Land Ownership
Red Line Application Boundary

P01 FIRST ISSUE SP LT LT 28.04.25
REV DESCRIPTION DRN CHK APP DATE

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Architect/Client/Contractor
LAGAN HOMES

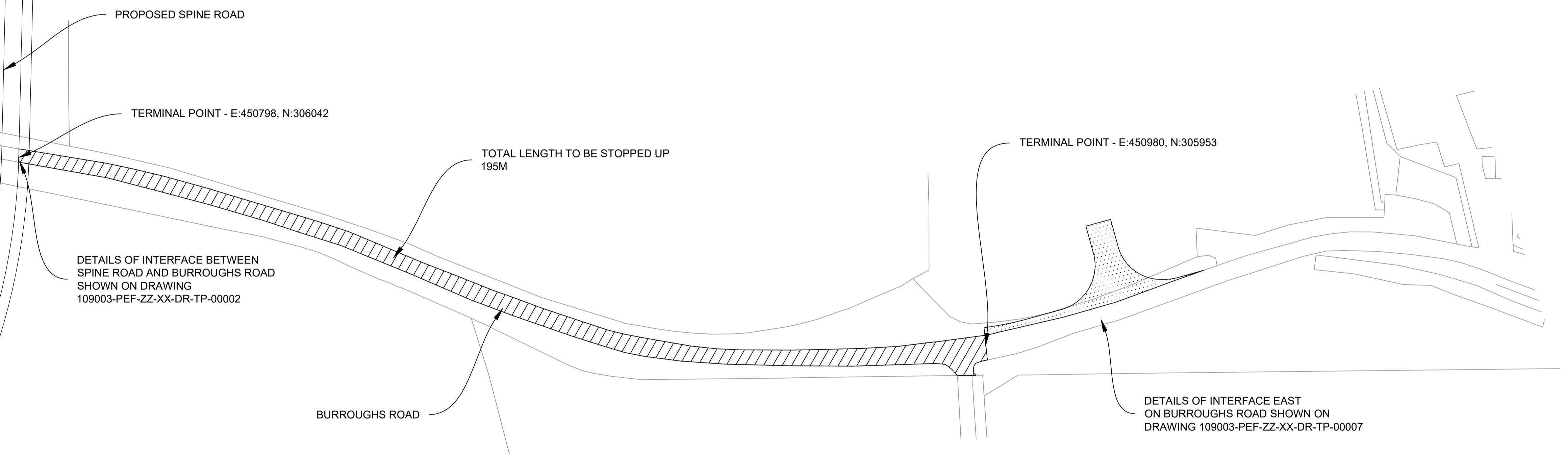
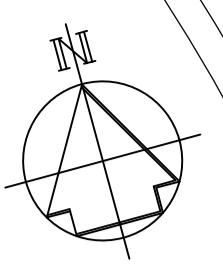
Project
RATBY PHASES
3 & 4 OUTLINE

Drawing Title
DESFORD LANE
SITE ACCESS DRAWING
OPTION 1

Drawing Status
PRELIMINARY

	Name	Date	Status Code
Drawn	S.PAOLI	28.04.25	S2
Designed	S.PAOLI	28.04.25	Scale 1:250
Eng Chk	L.THOMAS	28.04.25	Revision
Approved	L.THOMAS	28.04.25	P01
Drawing No.	109003-PEF-ZZ-XX-DR-TP-00020		

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KEY:			
HIGHWAY TO BE STOPPED UP		SP	LT
NEW HIGHWAY		SP	JF

P02 UPDATED TO SHOW SPINE ROAD SP LT LT 28.04.25
 P01 FIRST ISSUE SP JF LT 21.01.25
 REV DESCRIPTION DRN CHK APP DATE

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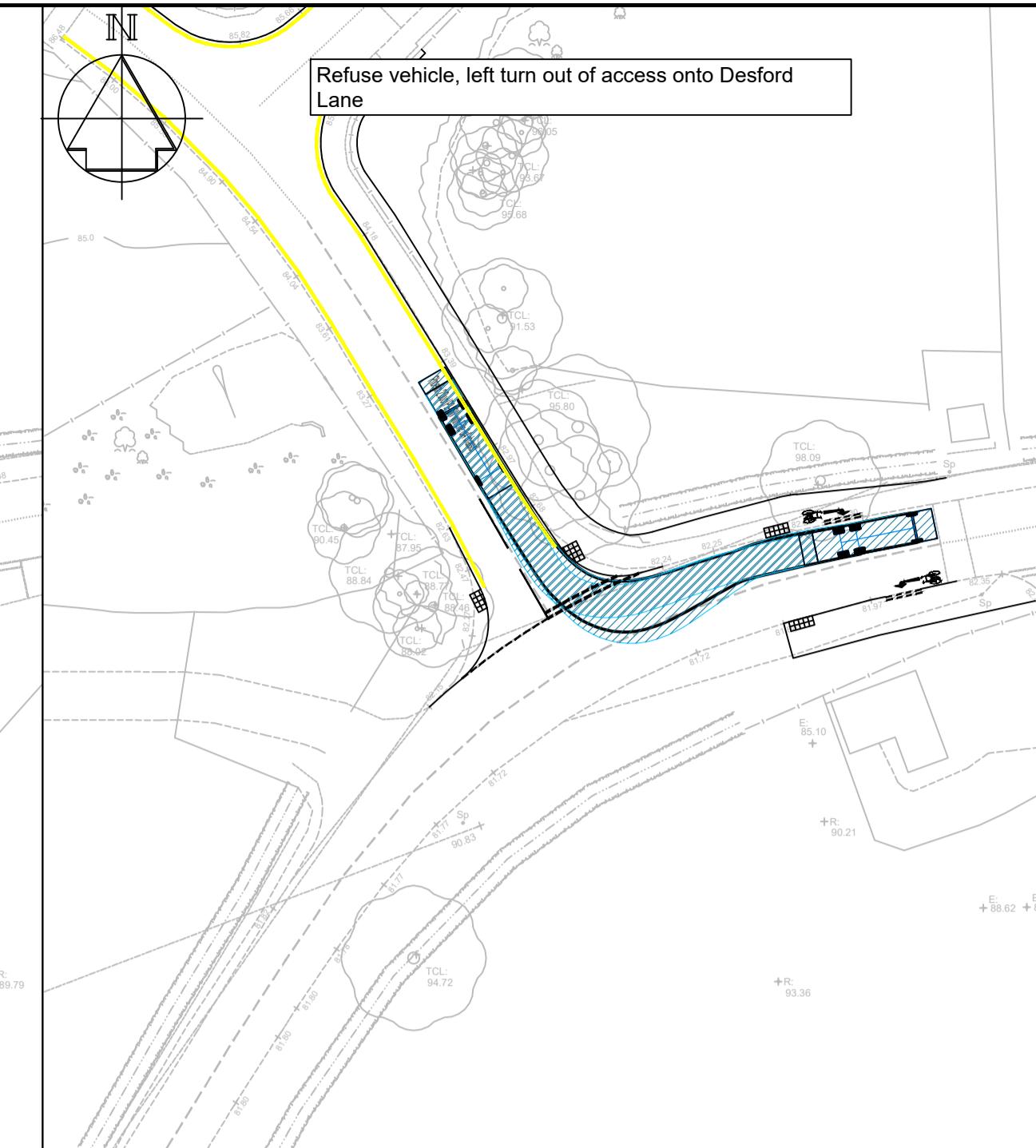
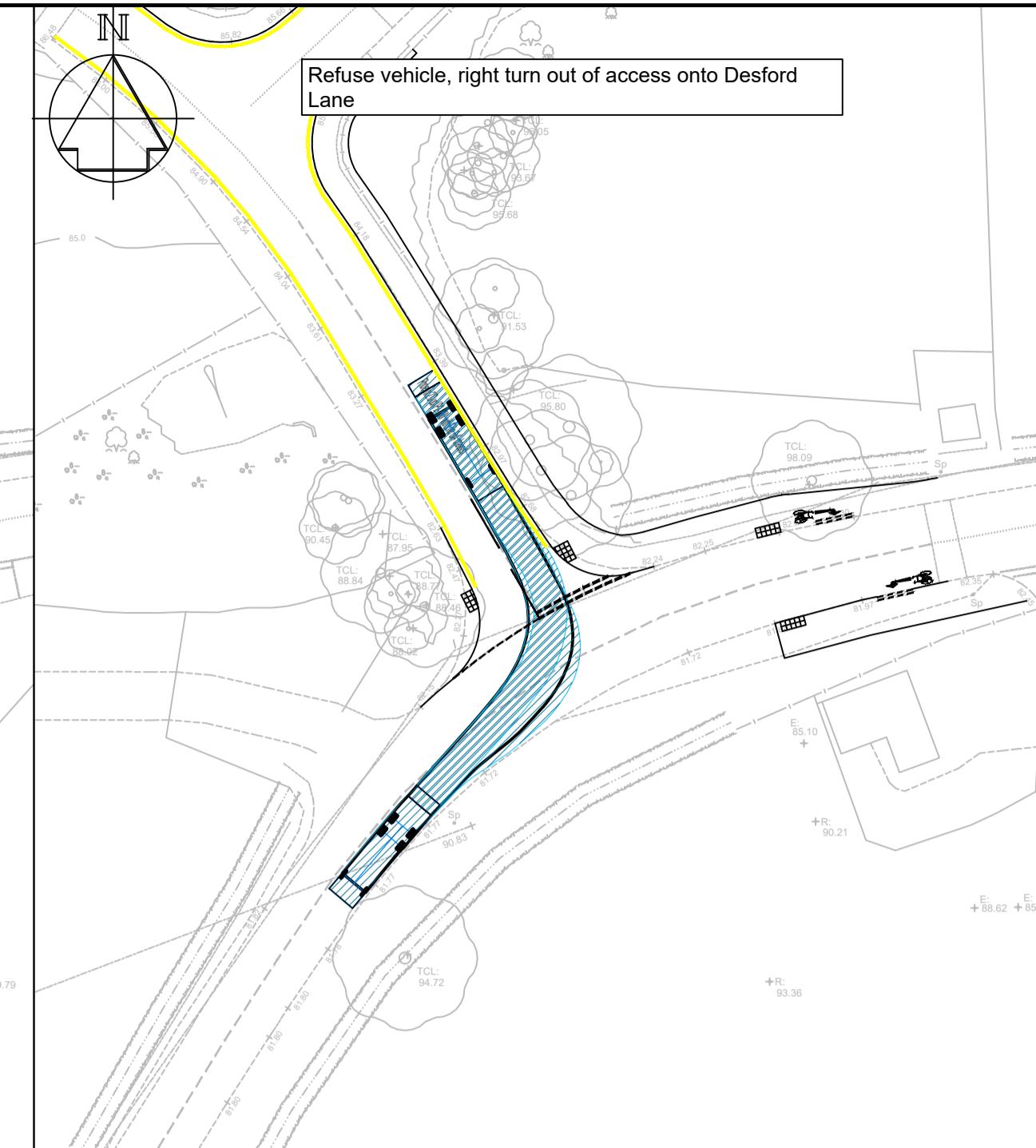
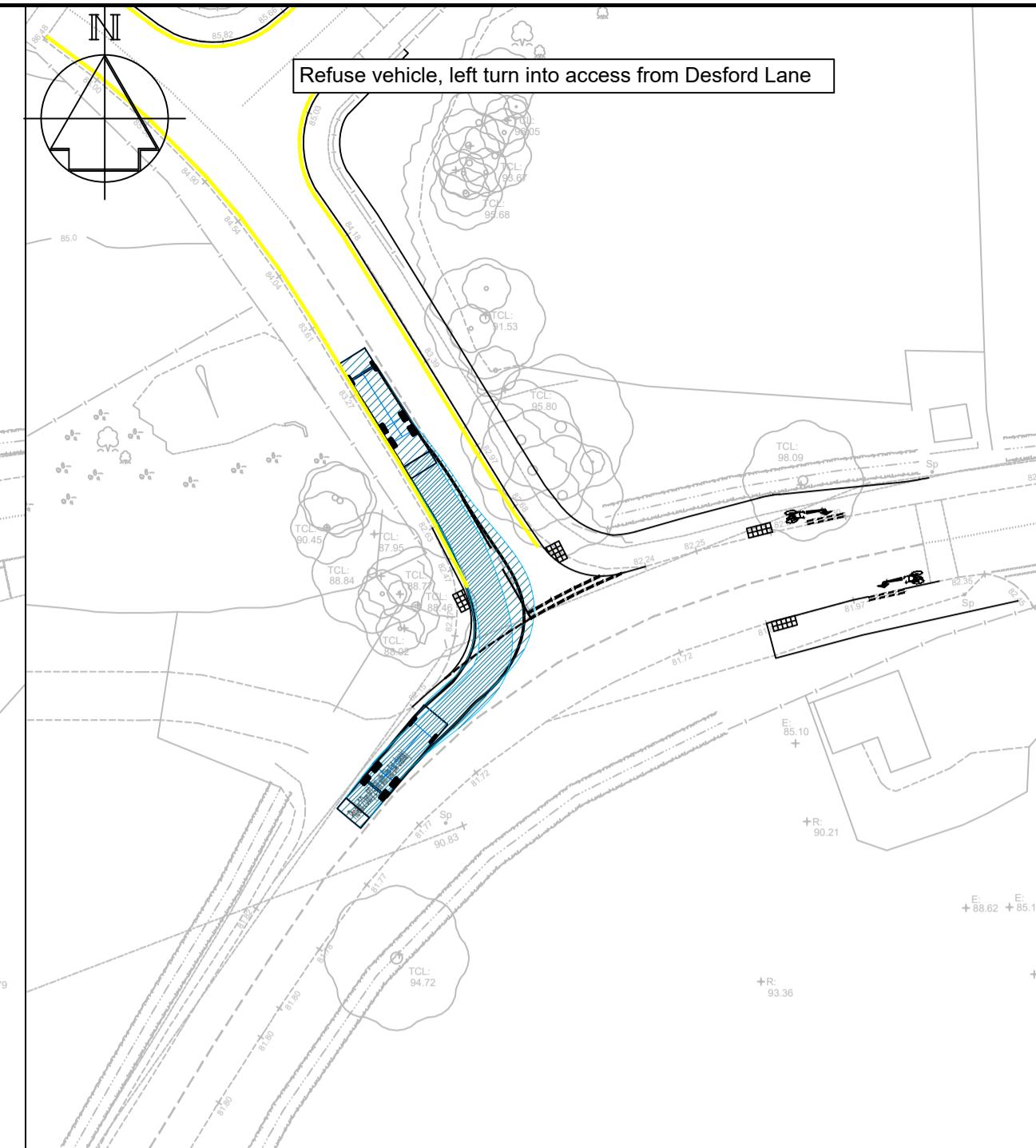
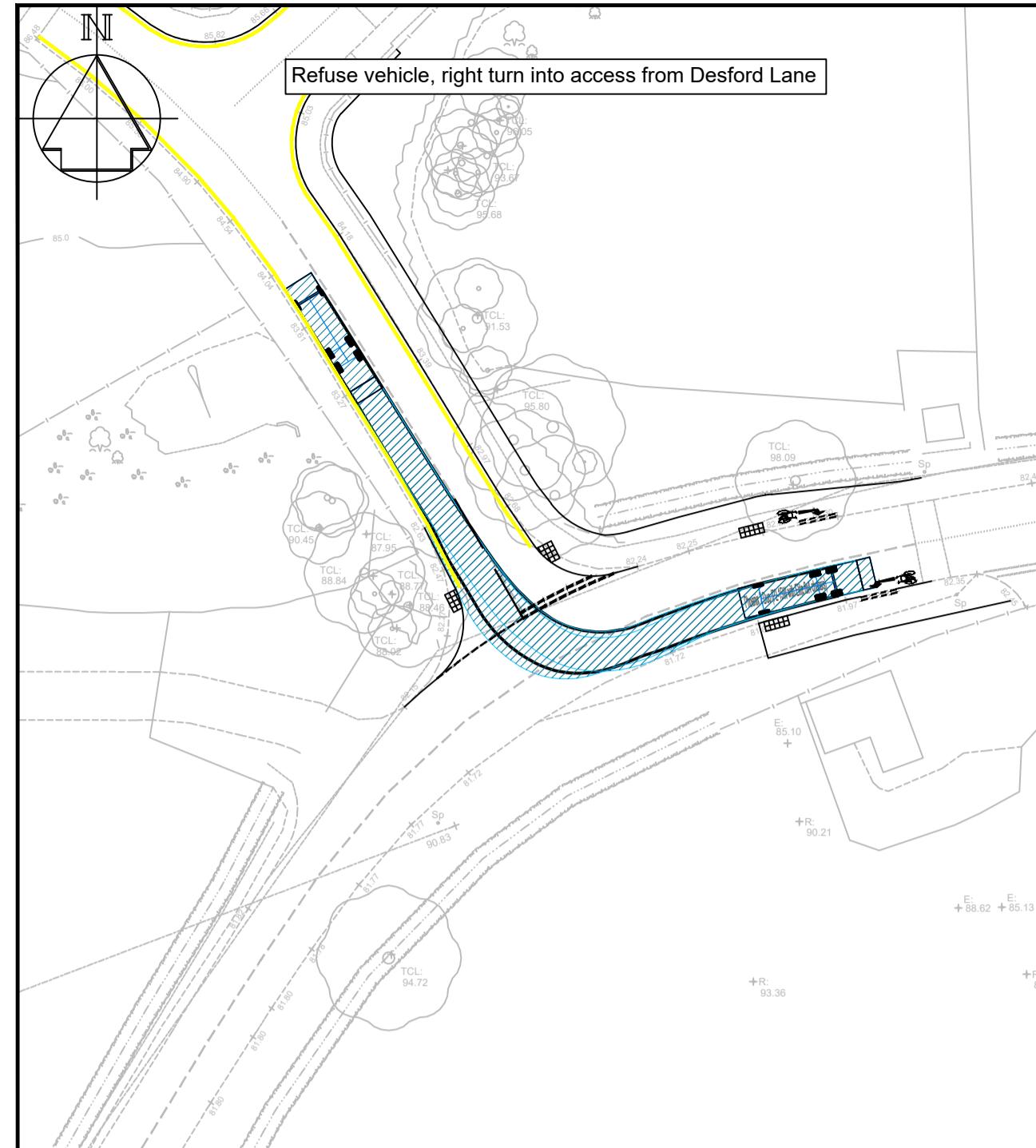
Architect/Client/Contractor
LAGAN HOMES

Project
RATBY PHASES
3 & 4 OUTLINE

Drawing Title
STOPPING UP OF
BURROUGHS ROAD

Drawing Status			
FOR INFORMATION			
	Name	Date	Status Code
Drawn	S. PAOLI	21.01.25	S2
Designed	S. PAOLI	21.01.25	Scale 1:500
Eng Chk	J. FARRELL	21.01.25	Revision P02
Approved	L. THOMAS	21.01.25	
Drawing No.			

109003-PEF-ZZ-XX-DR-TP-00015



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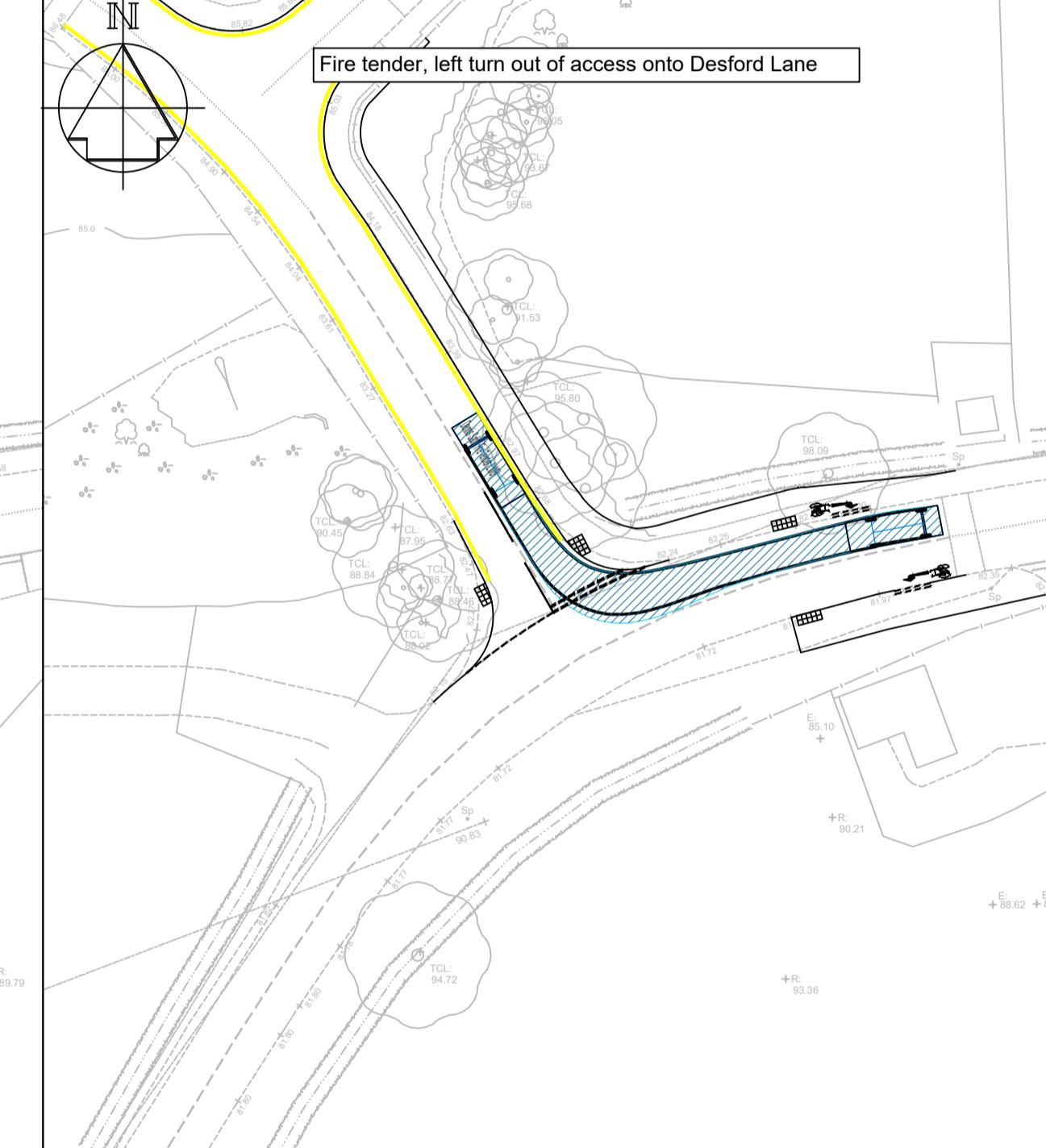
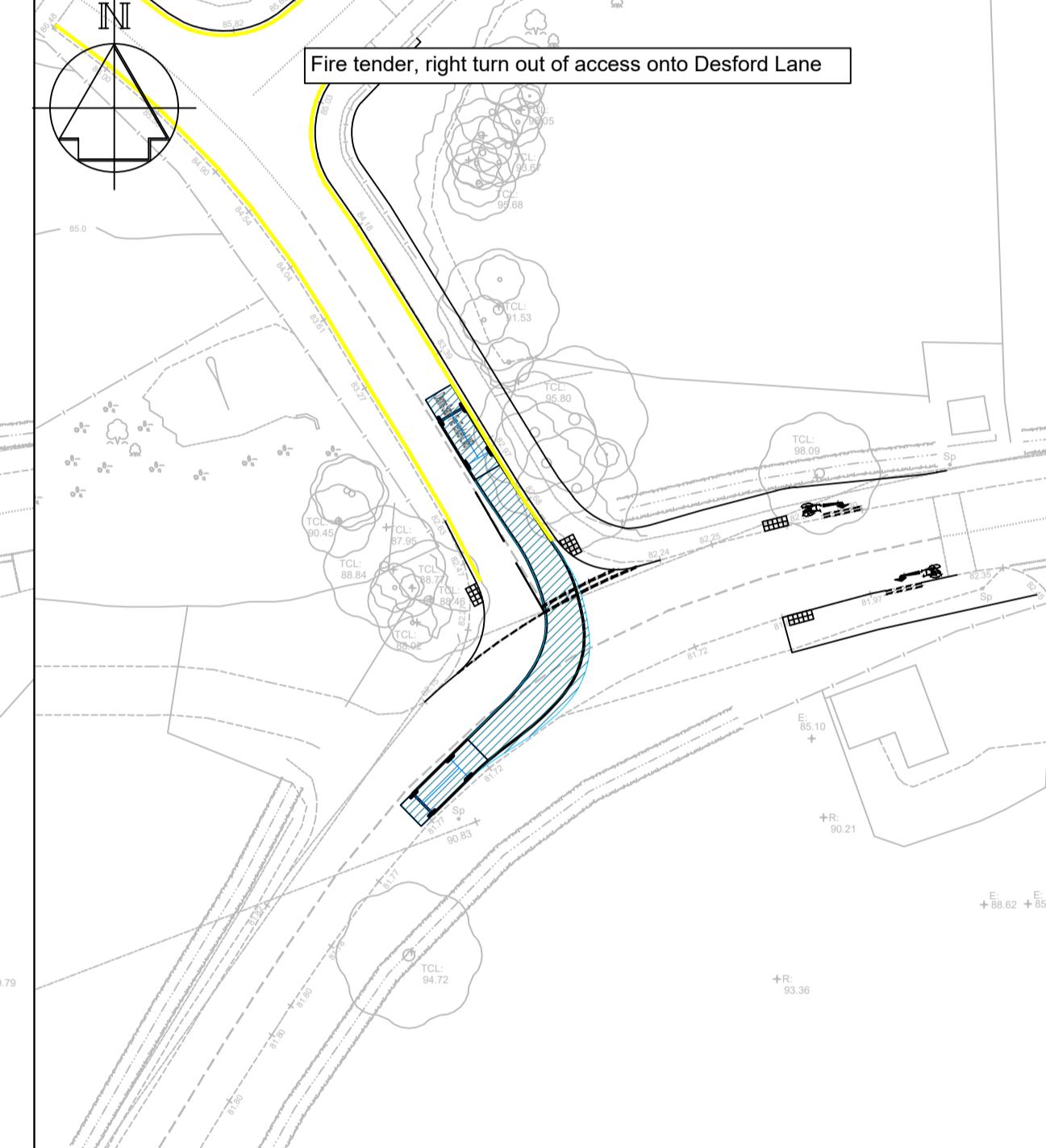
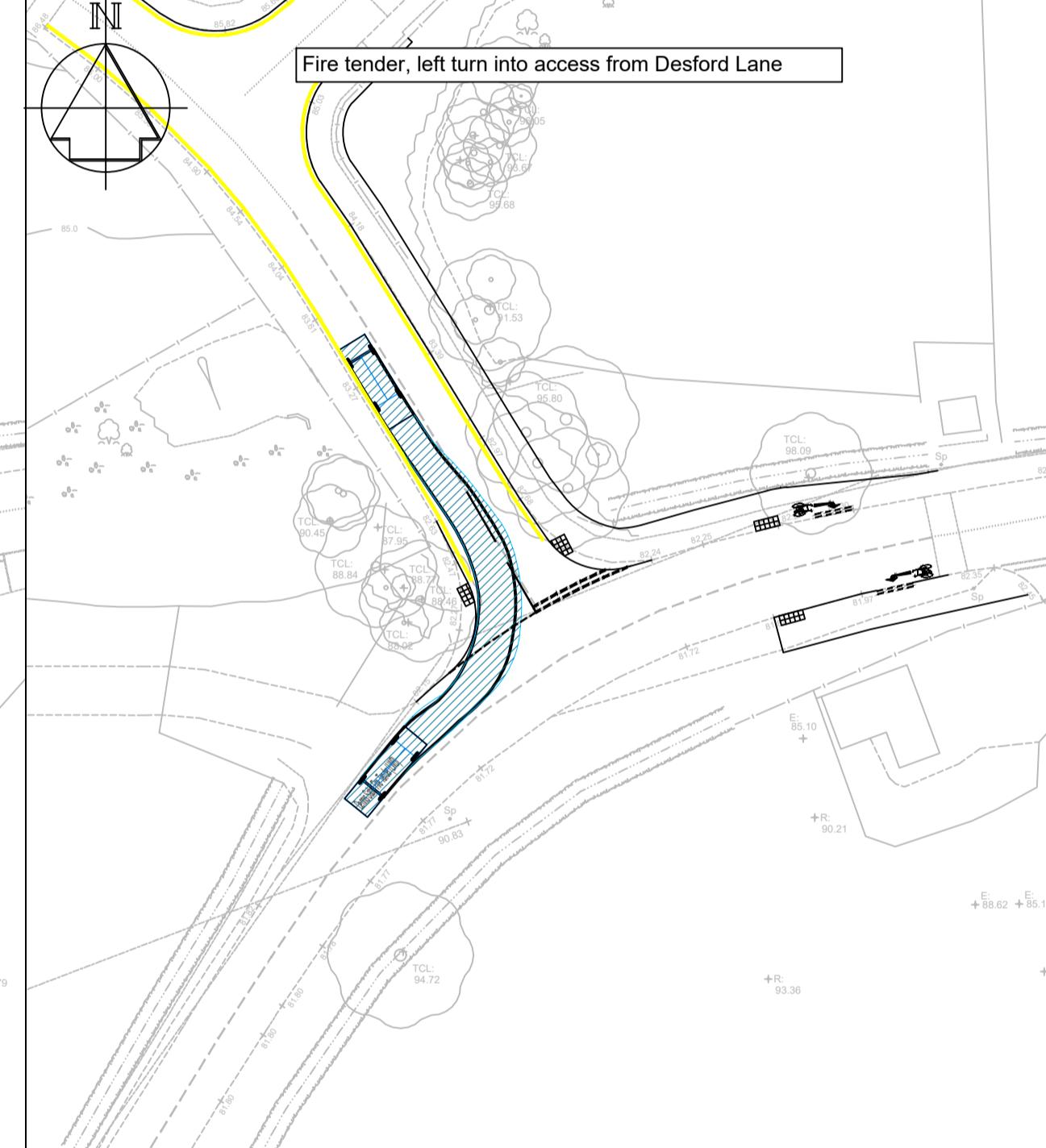
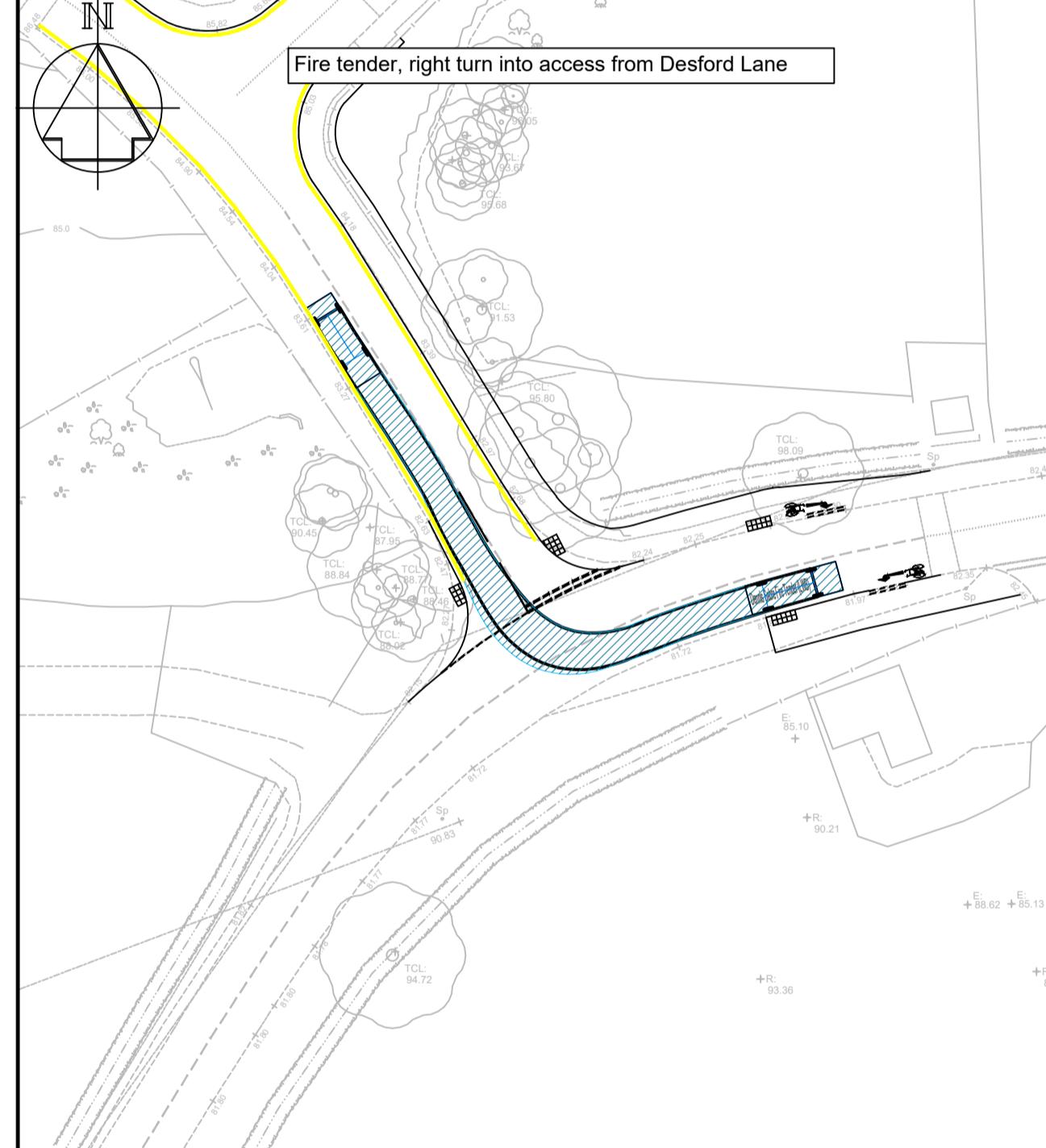
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G9. ALL TRACKING HAS BEEN UNDERTAKEN AT 15KPH



	Overall Length 11.200m Overall Width 2.530m Overall Height 3.20m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 5.0s Kerb to Kerb Turning Radius 9.500m
	Overall Length 7.700m Overall Width 2.430m Overall Height 2.20m Min Body Ground Clearance 0.357m Track Width 2.380m Lock to lock time 5.0s Kerb to Kerb Turning Radius 7.400m
	Overall Length 11.000m Overall Width 2.500m Overall Height 4.730m Min Body Ground Clearance 1.920m Track Width 2.600m Lock to lock time 6.00s Kerb to Kerb Turning Radius 12.200m

P02 UPDATED TRACKING SP LT LT 28.04.25

P01 FIRST ISSUE SP JF LT 20.01.25

REV DESCRIPTION DRN CHK APP DATE

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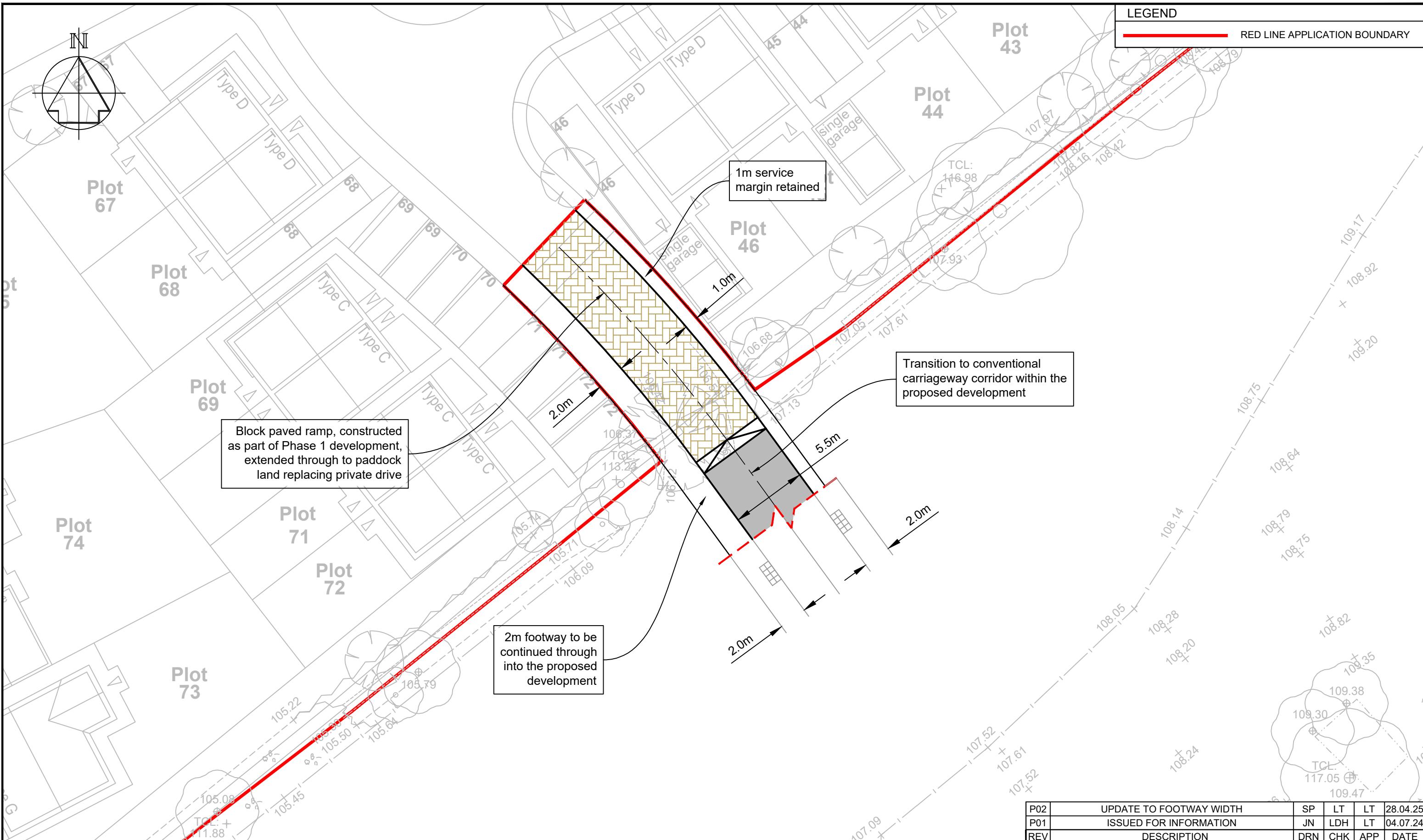
LAGAN HOMES

Project
RATBY PHASES
3 & 4 OUTLINE

Drawing Title
VEHICLE TRACKING OF
DESFORD LANE

FOR INFORMATION			
	Name	Date	Status Code
Drawn	S. PAOLI	20.01.25	S2
Designed	S. PAOLI	20.01.25	Scale 1:500
Eng Chk	J.FARRELL	20.01.25	Revision P02
Approved	L. THOMAS	20.01.25	
Drawing No.			

109003-PEF-ZZ-XX-DR-TP-00014



P02	UPDATE TO FOOTWAY WIDTH	SP	LT	LT	28.04.25
P01	ISSUED FOR INFORMATION	JN	LDH	LT	04.07.24
REV	DESCRIPTION	DRN	CHK	APP	DATE

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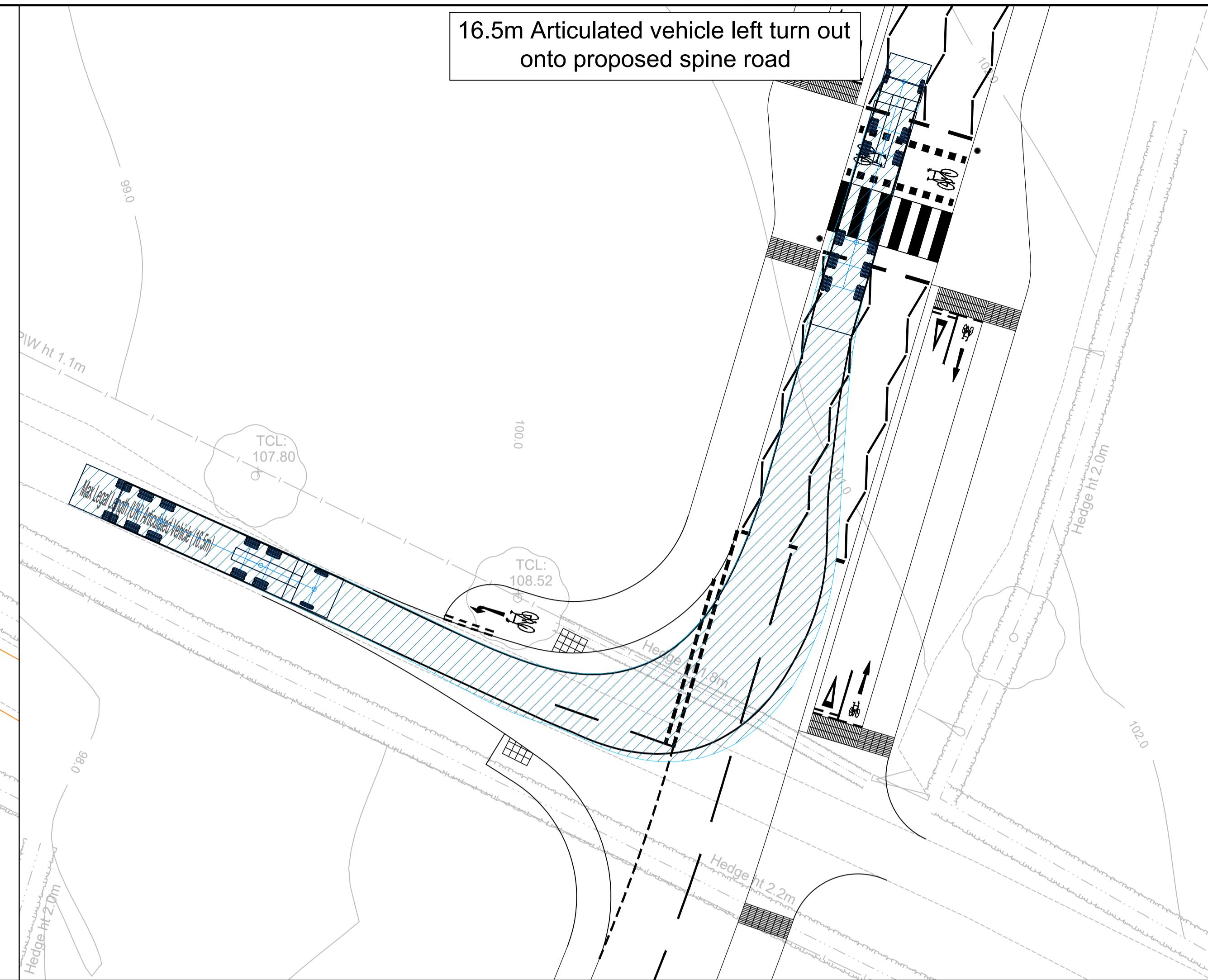
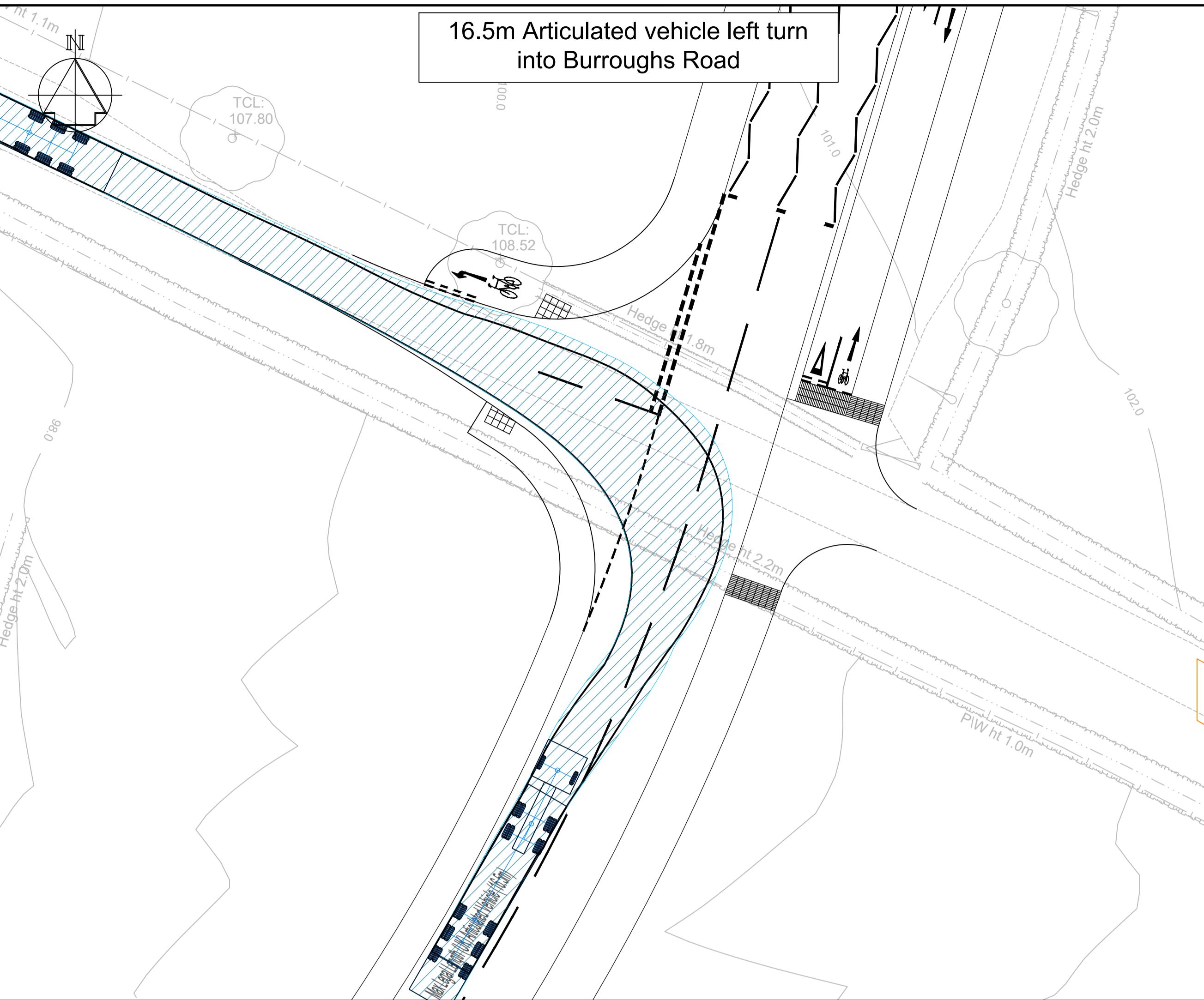
Project

RATBY PHASES 3 & 4 OUTLINE

Drawing Title

PHASE 1
SITE ACCESS DRAWING
(FUTURE PHASE)

FOR INFORMATION			
	Name	Date	Status Code
Drawn	J.NICHOLSON	JULY 24	S2
Designed	J.NICHOLSON	JULY 24	Scale
Eng Chk	L.HULKA	JULY 24	1:250
Approved	L.THOMAS	JULY 24	Revision
Drawing No.	P02		
	1090003 - PEF - ZZ - XX - DR - TP - 00008		



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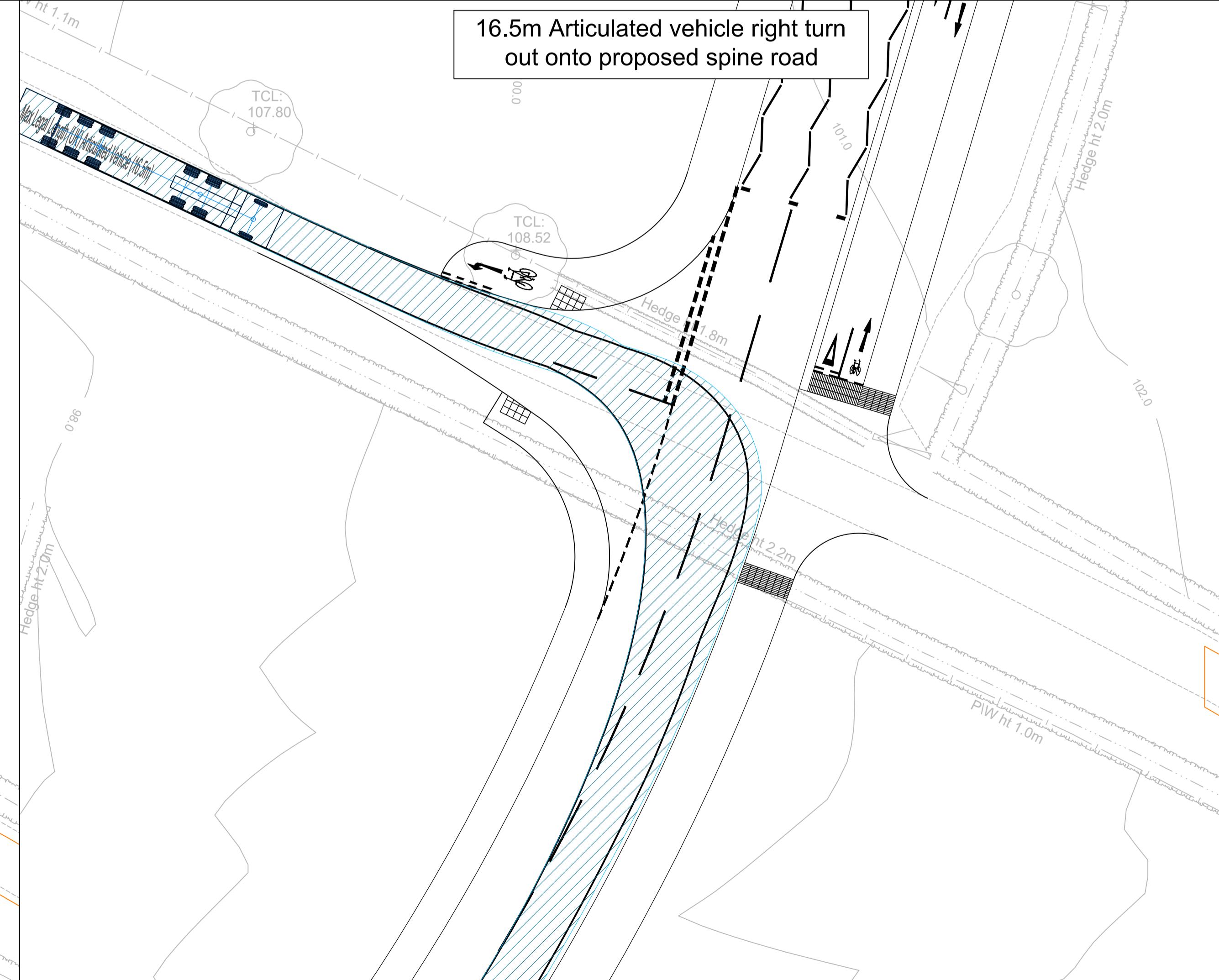
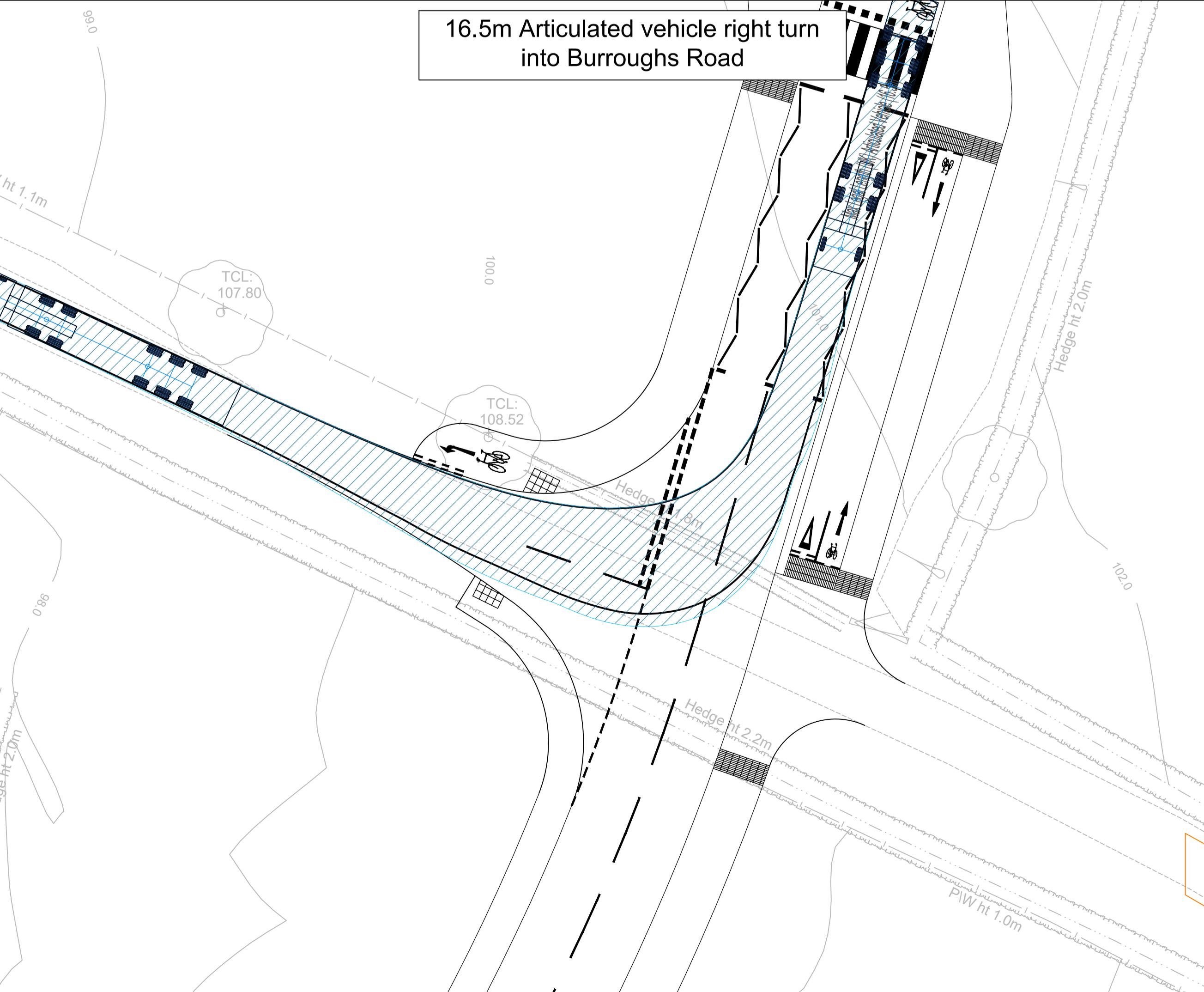
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G9. ALL TRACKING UNDERTAKEN AT 15KPH



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	13.6
P03 UPDATED TRACKING	SP LT LT 28.04.25
P02 UPDATED IN-LINE WITH LCC HIGHWAY COMMENTS	SP LT LT 24.01.25
P01 FIRST ISSUE	SP LT CH 02.05.24
REV DESCRIPTION	DRN CHK APP DATE

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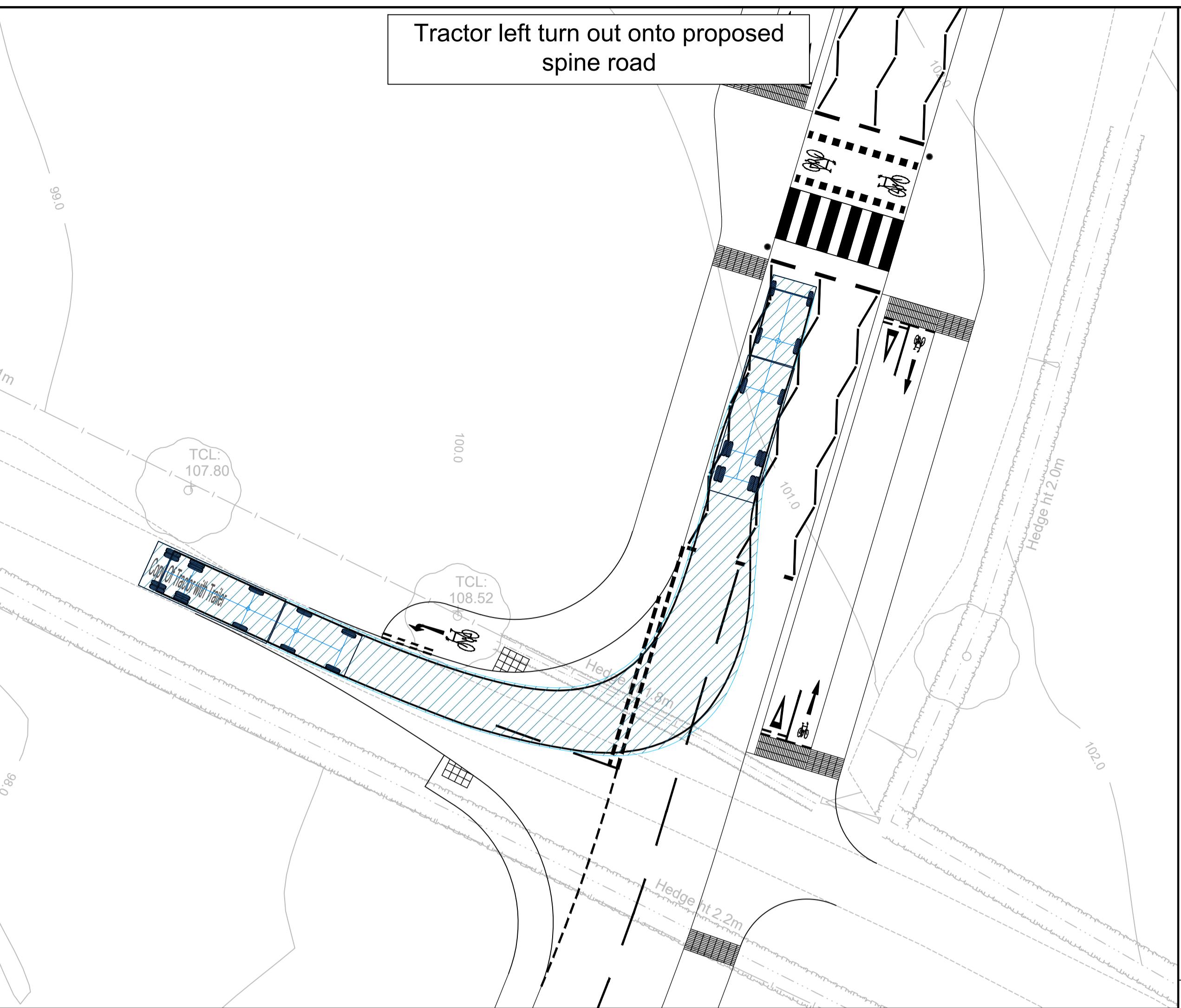
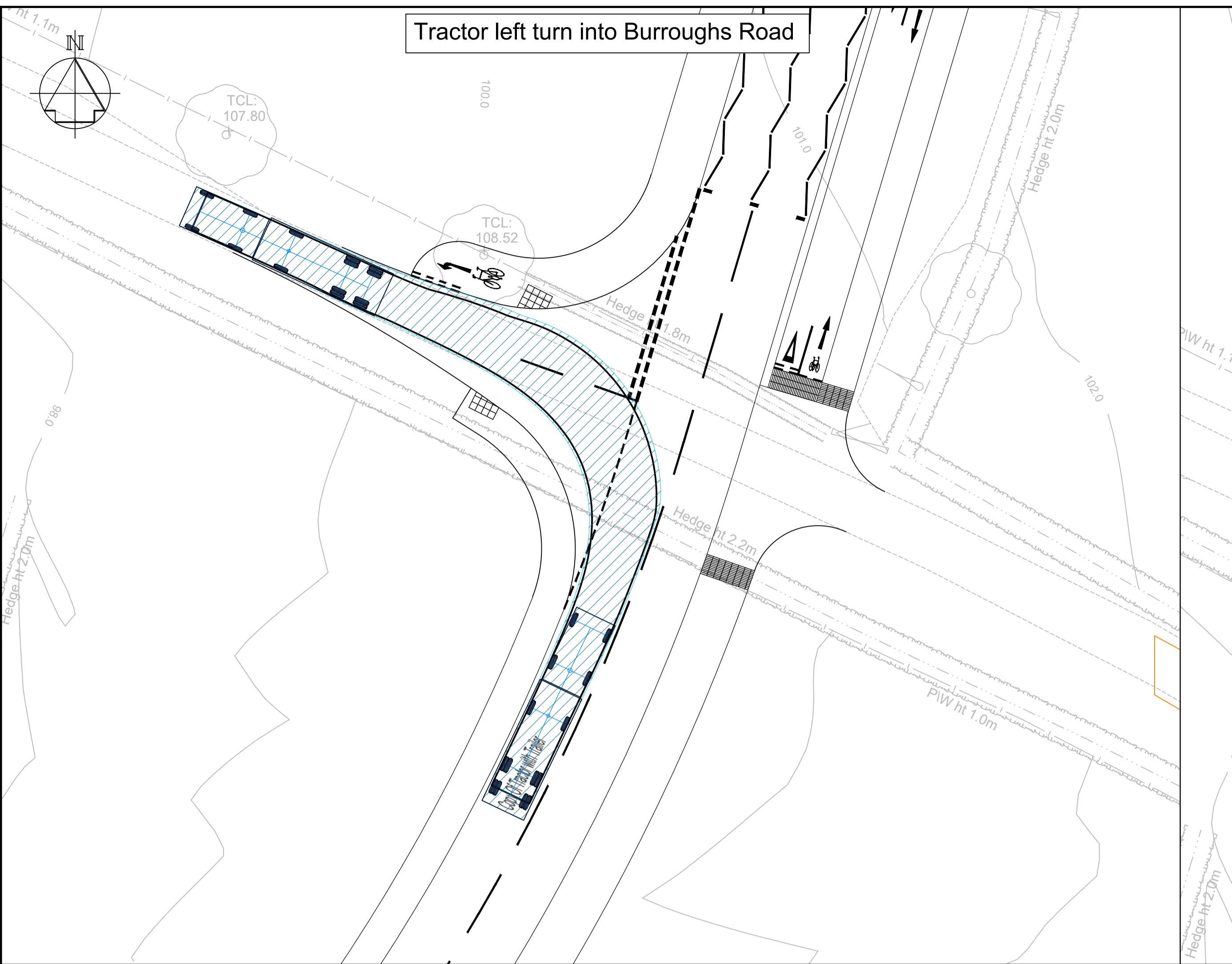
Architect/Client/Contractor

LAGAN HOMES

Project
RATBY PHASE
3 & 4
OUTLINE

Drawing Title			
PRELIMINARY			
	Name	Date	Status Code
Drawn	S. PAOLI	02.05.24	S2
Designed	S. PAOLI	02.05.24	Scale 1:200
Eng Chk	L. THOMAS	02.05.24	Revision P03
Approved	C. HOLLOWAY	02.05.24	
Drawing No.			

109003-PEF-ZZ-XX-DR-TP-00005



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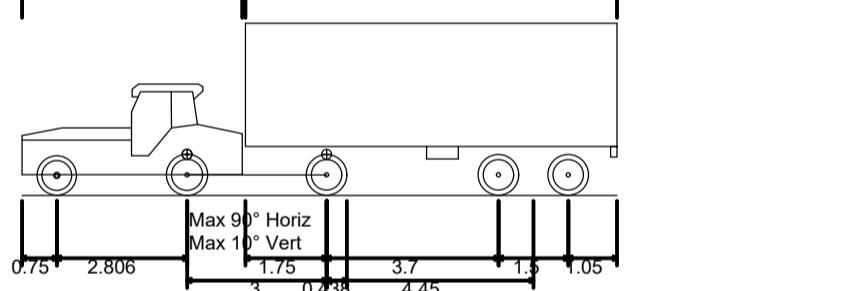
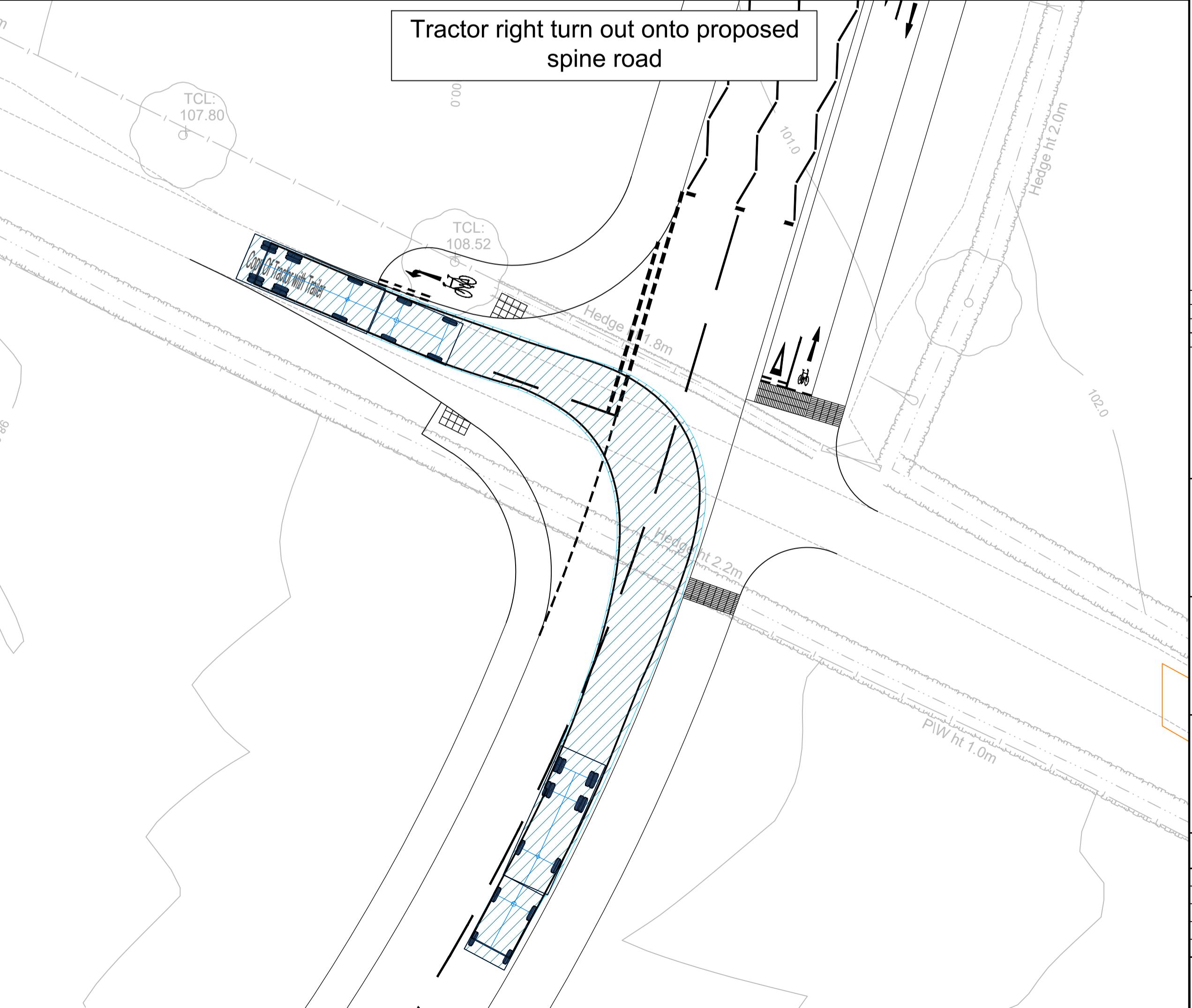
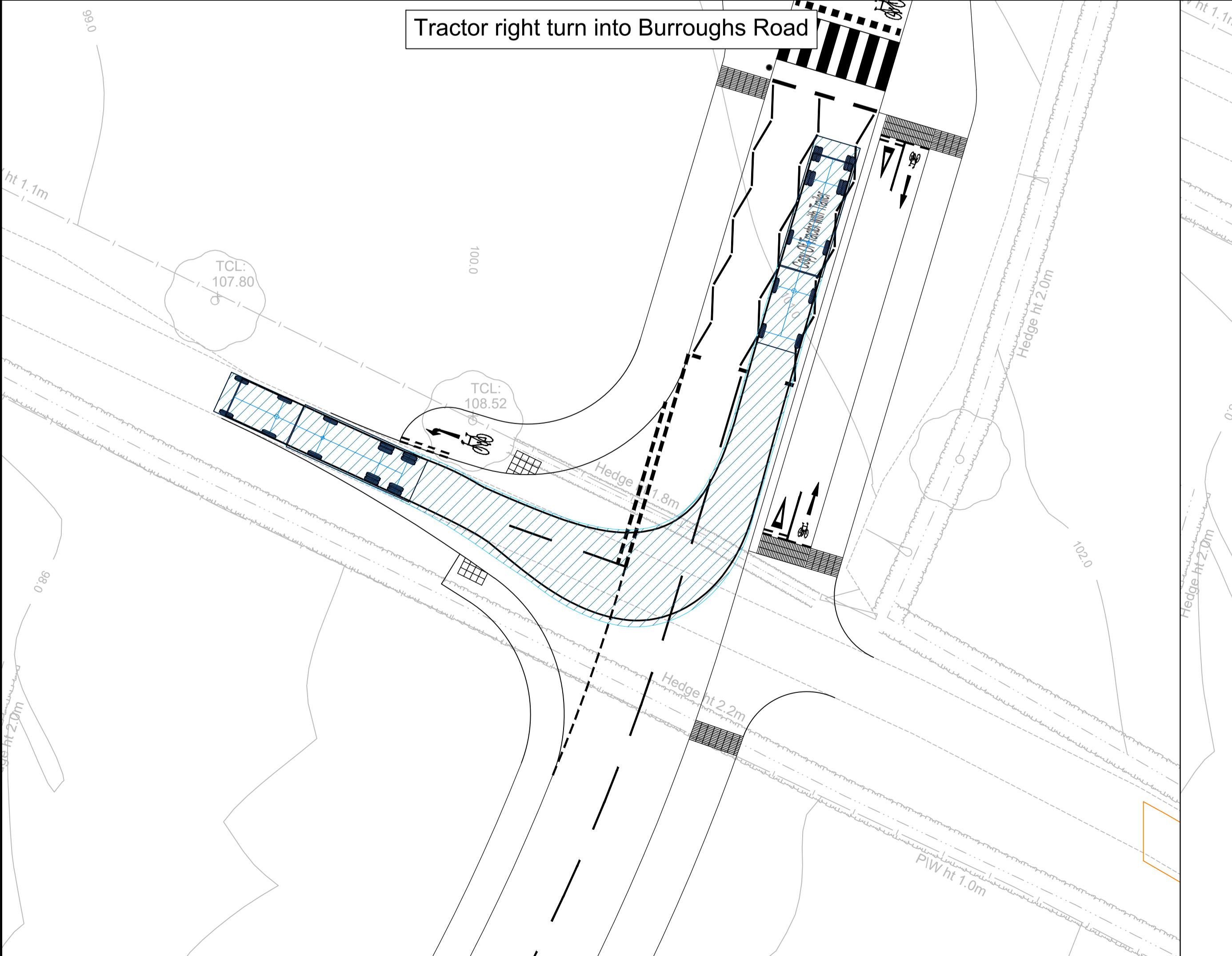
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G9. ALL TRACKING UNDERTAKEN AT 15KPH



P03	UPDATED TRACKING	SP	LT	LT	28.04.25
P02	UPDATED IN-LINE WITH LCC HIGHWAY COMMENTS	SP	LT	LT	24.01.25
P01	FIRST ISSUE	SP	LT	CH	02.05.24
REV	DESCRIPTION	DRN	CHK	APP	DATE

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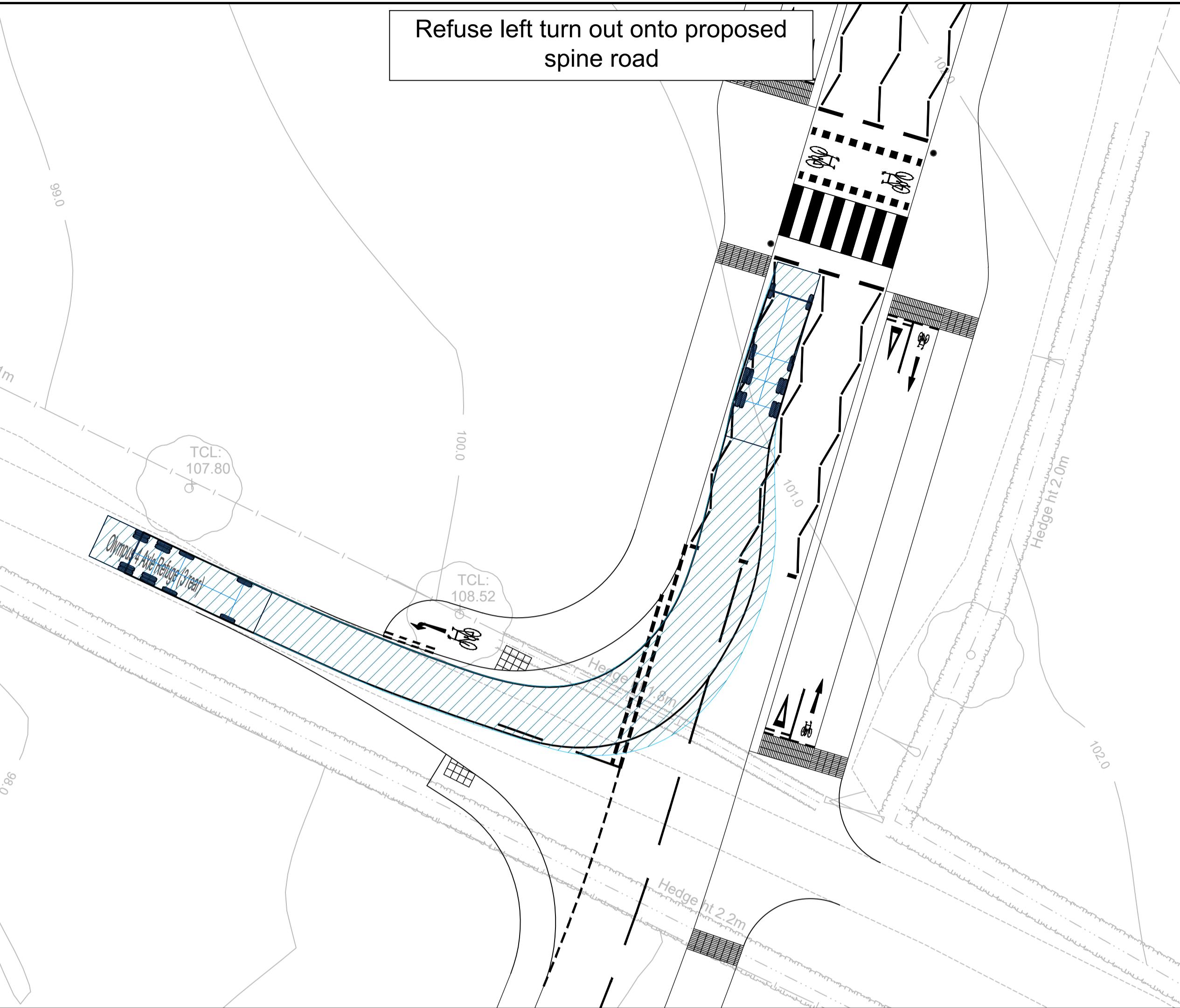
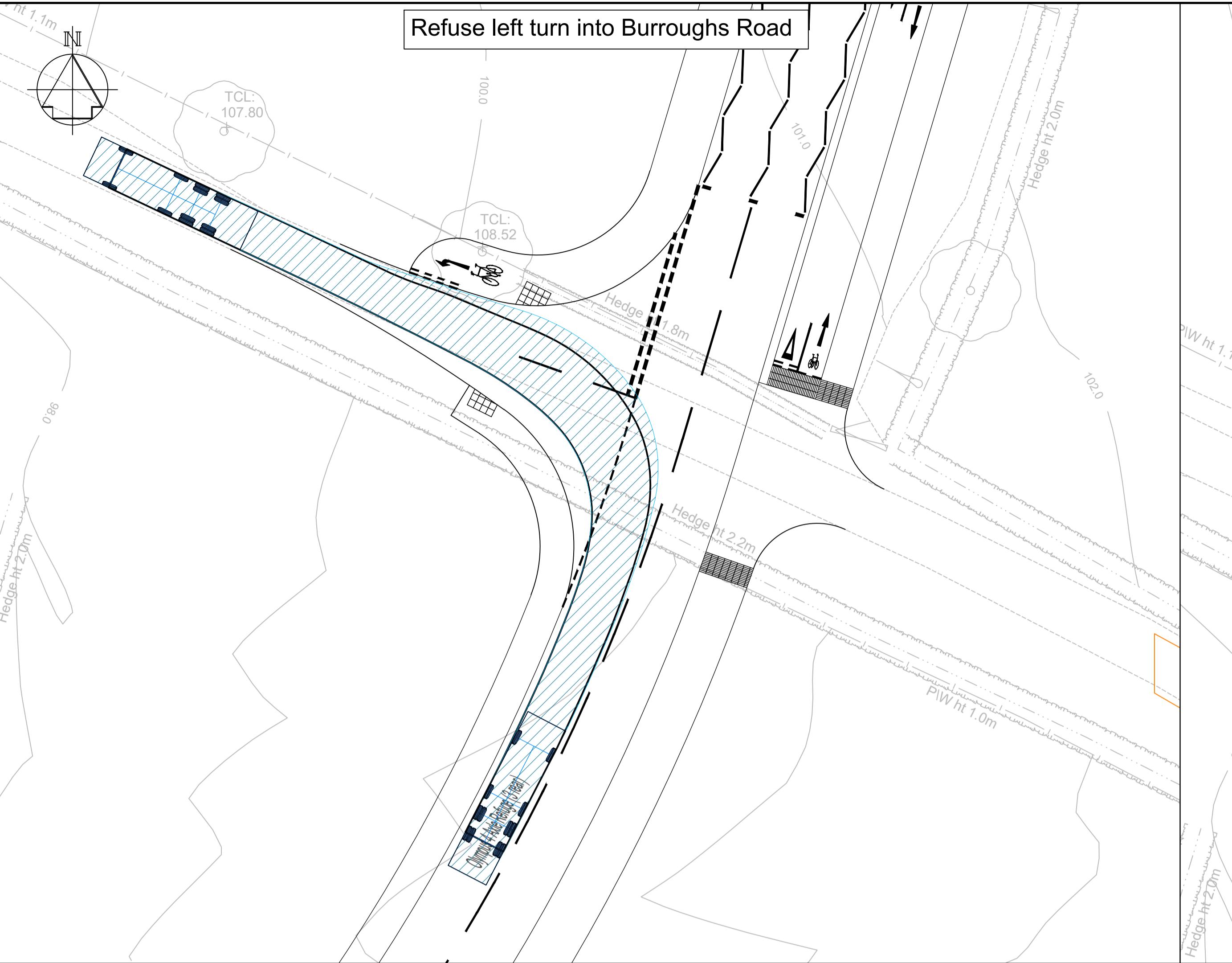
LAGAN HOMES

Project
**RATBY PHASE
3 & 4
OUTLINE**

Drawing Title
**VEHICLE TRACKING
TRACTOR WITH TRAILOR**

Drawing Status			
			PRELIMINARY
Name	Date	Status Code	S2
Drawn	S. PAOLI	02.05.24	Scale
Designed	S. PAOLI	02.05.24	1:200
Eng Chk	L. THOMAS	02.05.24	Revision
Approved	C. HOLLOWAY	02.05.24	P03
Drawing No.			

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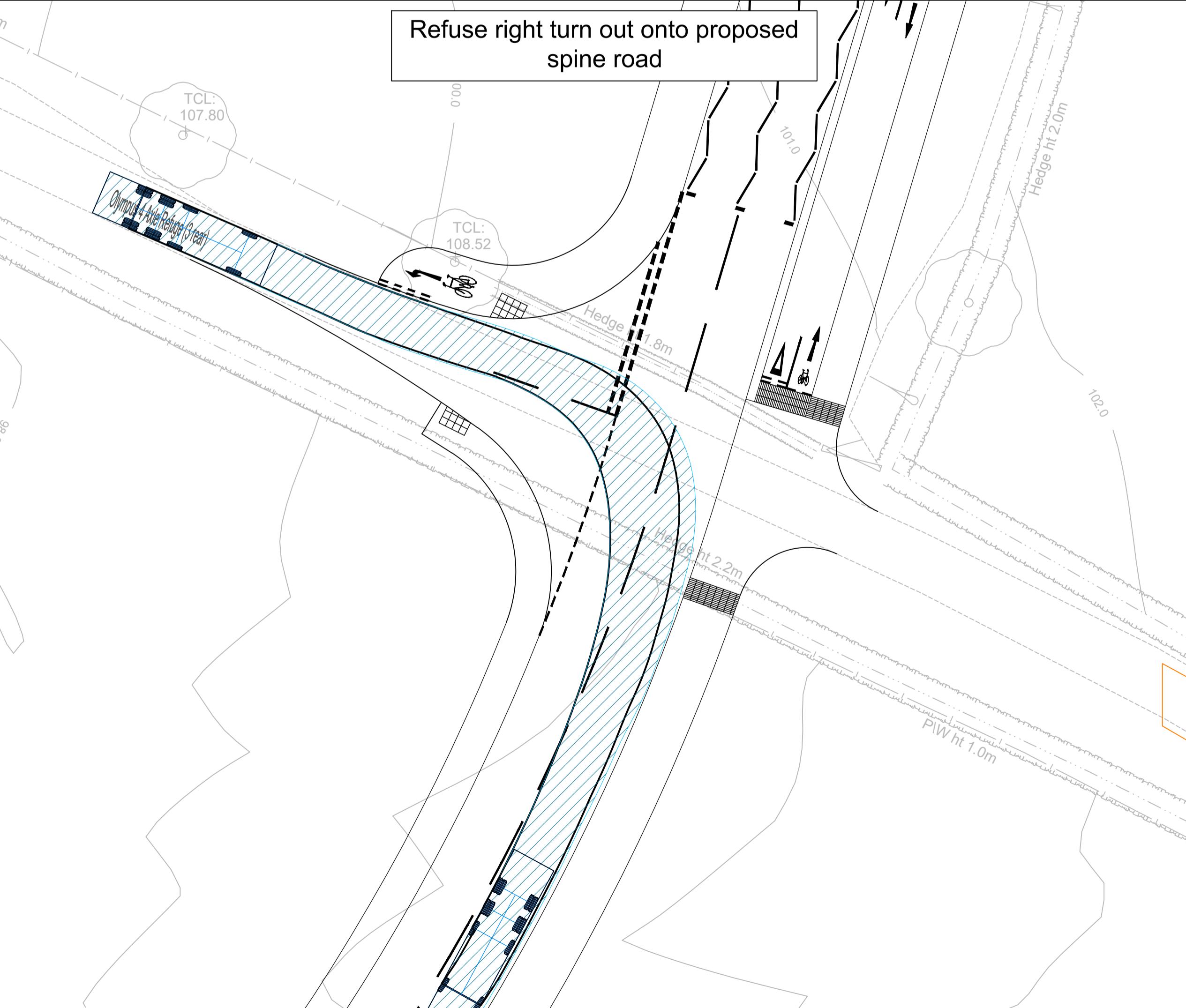
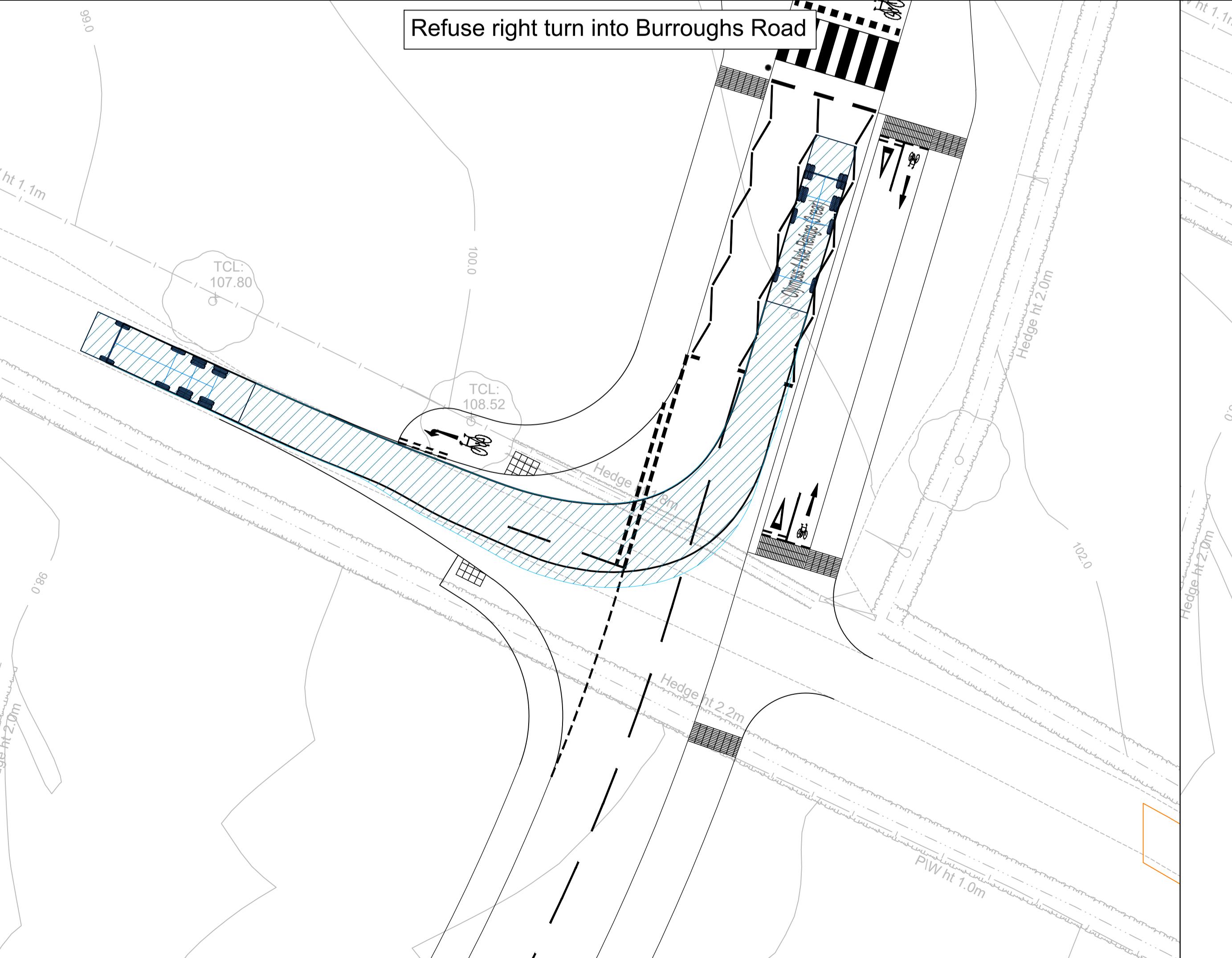
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G9. ALL TRACKING UNDERTAKEN AT 15KPH



10.29	
Overall Length	10.290m
Overall Width	2.530m
Overall Body Height	3.450m
Min Body Ground Clearance	0.250m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.200m
P03	UPDATE TRACKING
P02	UPDATED IN-LINE WITH LCC HIGHWAY COMMENTS
P01	FIRST ISSUE
REV	DESCRIPTION
	DRN CHK APP DATE

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Project
RATBY PHASE 3 & 4 OUTLINE

Drawing Title
VEHICLE TRACKING REFUSE

Drawing Status			
PRELIMINARY			
Name	Date	Status Code	S2
Drawn	S. PAOLI	02.05.24	Scale
Designed	S. PAOLI	02.05.24	1:200
Eng Chk	L. THOMAS	02.05.24	Revision
Approved	C. HOLLOWAY	02.05.24	P03
Drawing No.			

109003-PEF-ZZ-XX-DR-TP-00003

