

TRANSPORT NOTE

Land Adj' 12, Newquay Close, Hinckley
Leicestershire.

Change of Use of land to 4No Gypsy / Traveller
pitches with associated infrastrcure.

Previous Planning Application No: 23/00655/FUL



OCTOBER 262023

MR DAVID WINTER

LENNON TRANSPORT PLANNING LTD





TRANSPORT NOTE

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- Appendix B: LTP Vehicular Access Design & Swept Path Analysis
- Appendix C: Visibility Splay Calculation Sheet (DMRB Desirable Minimum)

1. INTRODUCTION

- 1.1 This Transport Note has been prepared by Lennon Transport Planning Ltd (LTP) on behalf of Mr David Winter. The Note is intended to address outstanding Local Highway Authority (LHA) concerns that were raised in its formal consultation response to Hinckley & Bosworth Borough Council as Local Planning Authority (LPA) dated 21st August 2023 (see **Appendix A**).
- 1.2 When the Note is submitted alongside the next planning application, it is intended to satisfy both the LPA and LHA that the proposal will not lead to any severe highway safety or highway capacity issues.
- 1.3 In order to fully engage on every point made in the LHA consultation response to the refused application, relevant paragraphs / sections of their response have been cut and paste into this document below. The LHA comments each have a sub-heading and are in black. After each LHA comment below follows the LTP response in blue and any other additional information as considered necessary before then moving on to the next LHA comment. Each LTP response paragraph is numbered for reference purposes.

2 LTP RESPONSE TO LHA CONSULTATION RESPONSE

LHA Comment

Site Access

The LHA must be satisfied that a safe and suitable access can be achieved to the site in accordance with paragraph 110 of the National Planning Policy Framework (NPPF).

The proposed development would be accessed off the A47 Normandy Way via an existing agricultural access. The A47, which is a key strategic link between Leicester

and the A5 Hinckley, is a single carriageway road subject to the national speed limit. In the vicinity of the proposed development the A47 has an off-carriageway footway/cycleway and is unlit. Given the nature of the highway in this location, the LHA has concerns on the impact on other road users regarding any intensification use of the access in this location.

When assessing any planning application the LHA must consider its impact on the local highway network against both the National Planning Policy Framework (NPPF, 2021) and local guidance, the Leicestershire Highway Design Guide (LHDG), which is available at: <https://resources.leicestershire.gov.uk/lhdg>.

Given the location of the proposed development, Part 1, Section IN5, 'Our access to the road network policy' of the LHDG is particularly relevant. This section sets out the LHA requirements and principles for new accesses for vehicles or the increased use of existing accesses onto A and B class roads. For the avoidance of doubt, the following extract is taken from paragraph 1.26 Section IN5 of the LHDG:

Access to A- and B-class roads

- 1.26 We will normally apply restrictions on new accesses for vehicles and the increased use of existing accesses on:
- roads with a speed limit above 40 mph (that is 50mph, 60mph or 70mph) or where measured vehicle speeds are in excess of 40mph;
 - roads with a speed limit of 40mph or less which are essentially rural in nature;
 - routes where the access would affect bus-corridor or bus-priority measures being put in place;
 - roads that are at or near capacity (cannot carry more traffic); and
 - roads where there is an existing problem with road safety.

* Figure 1: Extract from paragraph 1.26 of Section IN5 of the LHDG.

The Applicant has stated that there are no alterations proposed to the existing access arrangements. Based on Kevin Todd Architectural Ltd drawing number 2023031-PL-010, the LHA have scaled that the site access would be approximately 4.30m wide, which is considered to be insufficient to allow two vehicles to pass in the event one or both were towing a touring caravan for example. This could result in a vehicle having to reverse back on to the A47 or wait on the A47 to allow another vehicle to egress the site, to the detriment of pedestrian and highway safety. Furthermore, no details in respect of the available visibility splays or swept path analysis of a vehicle towing a touring caravan for example have been provided.

The Applicant has not provided any speed survey results along the A47 Normandy Way in support of the proposed development. Nevertheless, the LHA has checked its own database and recorded speeds on this section of the A47 are more than 40mph (see results from speed survey below).

Therefore, the LHA does not consider that visibility splays based on Manual for Streets requirements would be appropriate, and the LHA would expect the Applicant to provide visibility splays in accordance with Part 3 Table DG4 of the LHDG. This indicates that for a road with a speed limit of 60mph visibility splays of 2.4m x 215m would be required if vehicle speeds are commensurate with the speed limit. The Applicant has not shown this is achievable or provided any evidence from an up-to-date speed survey that recorded 85th percentile speeds are lower, which could justify reduced visibility splays.

Traffic Survey

Notwithstanding the above, the LHA has checked its own database for this section of the A47 and there was an Automatic Traffic Counter (ATC) approximately 35m to the west of the site access. The 12 hour counts for one week in March 2023, which is currently the latest data available, show there were a total of between 12,615 and 13,653 two-way movements over a 12 hour period (07:00 – 19:00). Tables 1- 3 summarises the typical AM, PM and 12-hour flows.

	Eastbound Flows 08:00 – 09:00	Westbound Flows 08:00 – 09:00	Two-way total
Monday 27 th March 2023	616	707	1323
Tuesday 28 th March 2023	629	717	1346
Wednesday 29 th March 2023	616	725	1341
Thursday 30 th March 2023	605	719	1324
Friday 31 st March 2023	603	696	1299

Table 1: AM peak hour flows at proposed access.

	Eastbound Flows 08:00 – 09:00	Westbound Flows 08:00 – 09:00	Two-way total
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Tuesday 28 th March 2023	747	669	1416
Wednesday 29 th March 2023	765	669	1434
Thursday 30 th March 2023	777	690	1467
Friday 31 st March 2023	742	589	1331

Table 2: PM peak hour flows at proposed access.

	Eastbound Flows 07:00 – 19:00	Westbound Flows 07:00 – 19:00	Two-way total
Monday 27 th March 2023	6405	6210	12615
Tuesday 28 th March 2023	6559	6474	13033
Wednesday 29 th March 2023	6530	6502	13032
Thursday 30 th March 2023	6721	6583	13304
Friday 31 st March 2023	6863	6790	13653

Table 3: 12 hour flows (07:00 - 19:00) at proposed access.

Speed Survey

As referenced above a speed survey was undertaken in the same location from 25 October 2021 to 10 November 2021. This is the latest speed survey data available to the LHA which has been undertaken in the vicinity of the site access. The Automatic Traffic Count results identified 85th percentile vehicles speeds (for 12 hours between 07:00 - 19:00) of 49.4mph westbound and 53.0mph eastbound.

In accordance with the LHDG, based on the recorded 85th percentile speeds, the required visibility splays at the proposed site access would be 2.4m x 160m. This is based on speeds of 45 to 53 mph. While the Applicant has not demonstrated these are possible, the LHA considers appropriate visibility should be achievable within the extents of the public highway.

LTP RESPONSE

- 2.1 In respect of Policy IN5, whilst the A47 is not a Trunk Road the following paragraphs should give the LHA guidance and some comfort that when considering this Trunk Road Policy and applying that rationale to the locally maintained network (i.e. applying this to the A47 in this location which is only approximately 4km north east of the A5'T', then this type of access in this type of location would be acceptable on a significantly more major Trunk Road.
- 2.2 Department of Transport Circular 02/2013 "The Strategic Road Network and the Delivery of Sustainable Development" which was published in September 2013 sets out the way in which Highways England will help deliver sustainable development

and, thus, economic growth, while safeguarding the primary function and purpose of the strategic road network.

2.3 Circular 02/2013 sets out a more relaxed approach towards development proposals that affect the strategic road network. It should of course, again, be remembered that the A47 is not a trunk road and therefore not subject to the provisions of the Circular. Paragraph 9 of the Circular states: -

- Development proposals are likely to be acceptable if they can be accommodated within the existing capacity section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and / or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where cumulative impacts of development are severe”.

Paragraph 11 goes on to say: -

- “Local Authorities and developers will be required to ensure that their proposals comply in all respects with design standards.....The Design Manual for Roads and Bridges sets out details of the Secretary of States requirements for access, design and audits, with which proposals must conform.

2.4 There is no particular recorded injury accident problem pertaining to this link, so the proposal will not exacerbate any safety concerns. Similarly, the proposal will not lead

to any significant traffic generation and any associated traffic will be accommodated within the links capacity.

2.5 When considering paragraph 1.30 of the Design Guide it states that the LHA will 'normally' apply restrictions as set out which means there is discretion applied when considering proposals on their own particular merits and site-specific circumstances (such as low traffic flows, no recorded accidents, compliance with design standards etc).

2.6 When considering trunk road policy in 02/2013, it is clear that if such were proposed on the Trunk Road network (which is far busier and carries far greater numbers of HGV's) then National Highways would not seek to resist. Instead their guidance is that if an access can be provided to standards, then it would be 'likely to be acceptable'. National Highways therefore take a more relaxed approach and do not seek to impose a blanket policy objection to new and increased use of accesses onto roads subject to speeds in excess of 40mph. It should, therefore, hopefully follow that LCC as LHA should be content with this proposal and should be encouraged to apply the flexibility that IN5 allows on Policy grounds.

2.7 LTP have produced a vehicular access design drawing which indicates improvements to the current width and geometry of the access. The access has been designed in full accordance with the requirements of the Leicestershire Highways Design Guide and in accordance with the Design Manual for Roads and Bridges. A 6m wide access with 6m radii either side is proposed. Visibility splays have been established from the LHA's speed survey results and plotted onto the drawing. Vehicle Swept Path Analysis has been carried out for a 4x4 vehicle towing a caravan turning at the access. The aforementioned, addresses the LHA access design concerns. **See Appendix B.**

2.8 LCC's 2021 speed survey results have be utilised / considered as these were presented in the public arena by the Authority via its formal consultation response.

When considering the results, we have carried out calculations based on the methodology contained in the design document 'Manual for Streets II. The calculation sheet is attached at **Appendix C**. Using the DMRB desirable minimum standard of a 2 second reaction time and 2.45m/s deceleration rate then the following splays are required at the access (these are plotted on our access drawing and are the most robust parameters): -

- 2.4m x 146m to the east
- 2.4m x 164m to the west

LHA COMMENT

Trip Generation

The Applicant has not provided any trip generation for the proposed development. Therefore the LHA has reviewed the trip generation calculations which were considered as part of LPA application reference 21/00560/FUL.

The 2021 planning application was for an identical size of development that is being applied for as part of this planning application. The LHA undertook its own traffic count on Tuesday 14 and Wednesday 15 June 2022, to ascertain the level of trips that development generated. The results indicated between 29 – 35 daily trips used the access to that site. Given this, and the fact the LHA's own speed survey demonstrates that the measured speeds in the vicinity of the site access are in excess of 40mph, the LHA considers the proposals would be contrary to section IN5 of the LHDG. This is due to the proposals being likely to lead to an increase in turning movements in this location, some of which could also be vehicles towing caravans, which would be to the detriment of highway safety.

LTP RESPONSE

2.9 At the time of writing this response, the H&BBC Planning Portal website was not functioning. As such the particular site details could not be examined in terms of making a direct comparison as the LHA have done between the two sites. In our opinion, in terms of drawing comparisons the site location would also be an important consideration in respect of access to local services by sustainable modes and not just the scale of development. The rationale being, if the other site were in a more remote location then it would theoretically generate greater vehicular traffic movements. Nonetheless, for the purposes of this exercise, the trip range of between 29 & 35 daily trips is generally accepted (this would lead to circa 15no vehicle movements in and 15No vehicle movements out per day).

2.10 When considering the existing planning use of the application site, we do not dispute that the proposal would be likely to lead to an intensification in turning traffic at the site access. We would state however, that this is not intended to be a mainly 'transit' traveller site; families will use the site on a fixed residential basis. The likely regular occurrence of vehicles towing caravans into and out of the site would be an extremely low one. In fact, to a point, where the likelihood would not be dissimilar to the likelihood of such occurring at other private drives serving regular residential development (i.e. it's not uncommon for some owners of regular residential dwellings to store caravan and campers and the like within the curtilage of their dwellings). Nonetheless, at the request of the LHA vehicle swept path analysis was carried out for a 4 x 4 vehicle towing a caravan and an improved access arrangement was designed on that basis.

LHA COMMENT

Internal Layout

Kevin Todd Architectural Ltd drawing number 2023031-PL-010 provides details of the internal layout of the site. The LHA is satisfied that there would be sufficient space for

vehicles to park within the site and that the proposals are unlikely to generate vehicle parking within the highway. It is also considered that there is sufficient space for vehicles to turn within the site to allow access and egress in a forward gear.

LTP RESPONSE

2.11 This point is agreed and is therefore 'Common Ground'.

LHA COMMENT

Transport Sustainability

The site is an approximate 690m walk from bus stops served by regular bus services between Nuneaton and Leicester, however other facilities such as a convenience store and schools are over a 1 km walk.

LTP RESPONSE

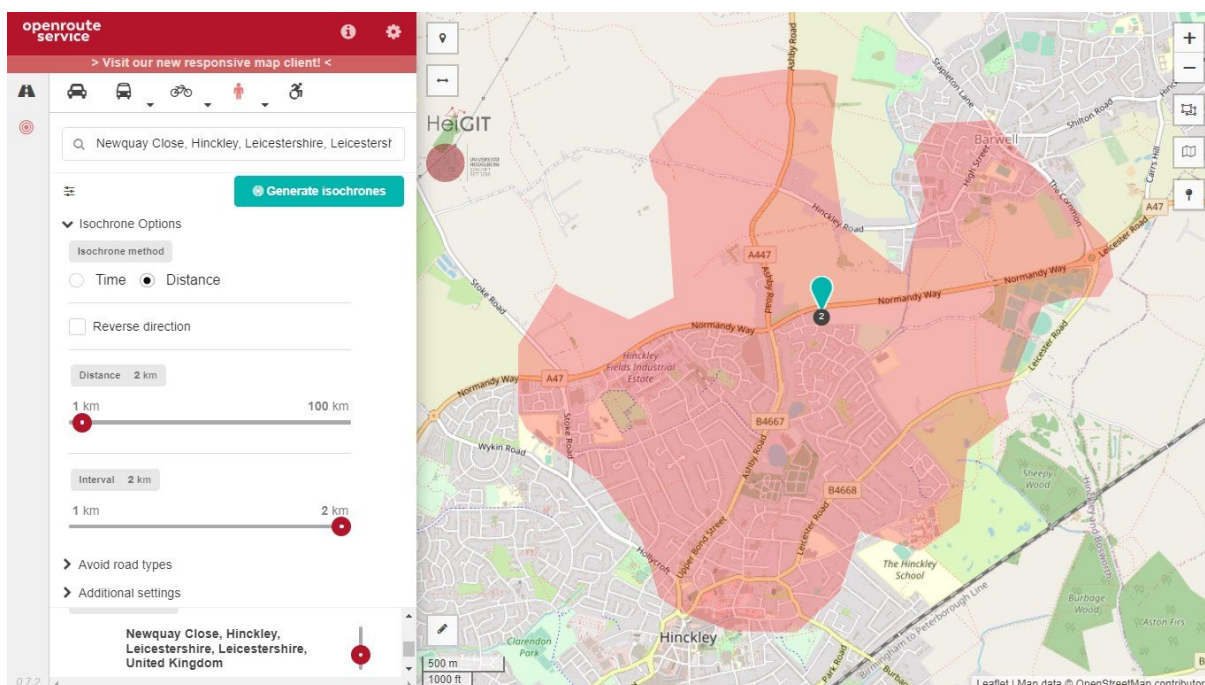
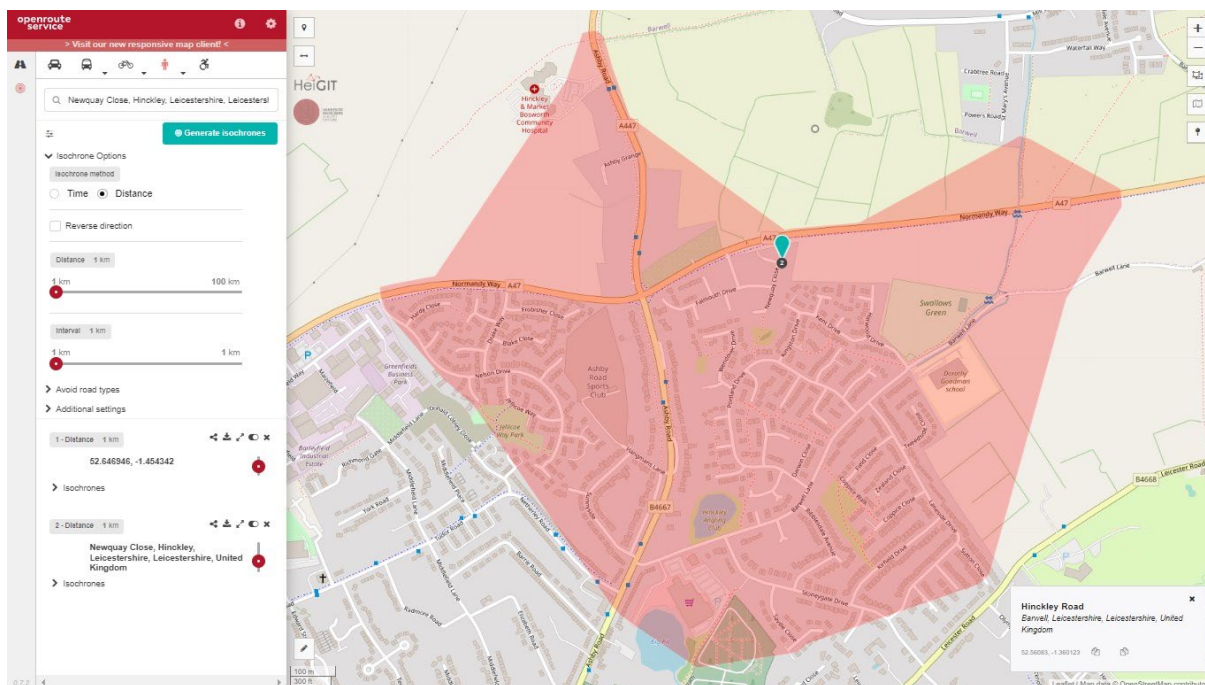
2.12 The site is supported by continuous footway links providing a connection to nearby services / facilities. The surrounding local footway network does not have an unreasonable topography.

2.13 Guidelines for Providing for Journeys on Foot (Institution of Highways and Transportation 2000) suggests that for commuters and school pupils without mobility impairment walking to local amenities, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. Walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6km). Figure 1 below identifies both 1km & 2km isochrones for walking from the centre of the site.

2.14 The exercise demonstrates that there are a reasonable amount of local amenities within a 2km walking distance of the site including the following:-

- Employment areas
- Schools
- Retail Shops
- Takeaways
- ATM facilities
- Child day care facilities
- Public House

2.15 One initial recognised test at Development Plan stage is to consider the amount of facilities a settlement has? A benchmark for 'sustainability' will often be set such that villages / locations offering more than 6No facilities would be considered as being sustainable settlements.



*Source - OpenStreetMap

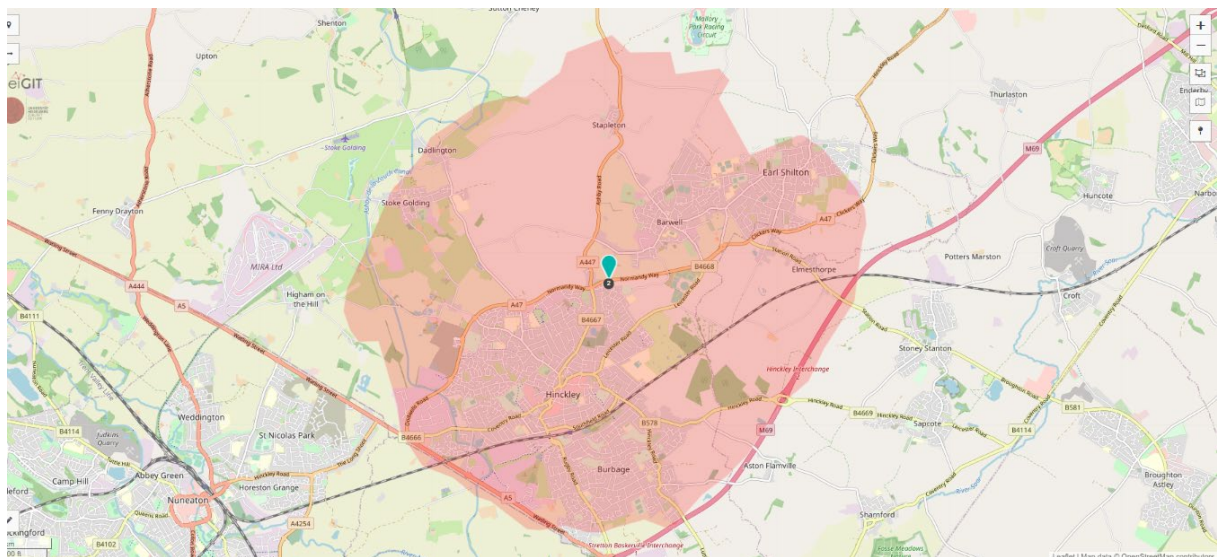
Figure 1: 1km & 2km Pedestrian Isochrones

Cycle Facilities

2.16 NPPF Guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work. Figure 2 below shows the cycle catchment based on a 5km distance from the application site.

2.17 Within the catchment area there are excellent links to the local and national cycle route infrastructure. There are a mixture of on and off carriageway cycle facilities within the area. These facilities provide excellent access to local settlements to access services, facilities and employment which consequently ensures that travelling by cycle remains an attractive alternative to the private vehicle especially for commuting purposes for those employed nearby. The proposed development presents a good opportunity to travel by cycle. Local cycle maps can be viewed by accessing the following link: <https://www.choosehowyoumove.co.uk/cycling/cycle-maps/>

2.18 Local employment areas in Barwell, Earl Shilton & Hinckley are readily accessible by cycle.



*Source – OpenStreetMap

Figure 2: 5 km Cycle Catchment Area

LHA COMMENTS

Closing

The LHA has highway safety concerns regarding increased turning movements on/off the existing access from the A47 Normandy Way. Therefore, the LHA would ask the LPA to consider refusing the planning application for the reasons outlined above.

- 2.19 Vehicle parking and turning can be provided within the site to the satisfaction of the Local Planning Authority & Local Highway Authority. All vehicles both at the construction and post construction stage will be able to park and turn within the site. This includes service and delivery vehicles who will have uninterrupted access to the site.
- 2.20 A vehicular access will be set out to the satisfaction of the Highway Authority in accordance with the guidance set out in the 'Leicestershire Highways Design Guide' and the Design Manual for Roads & Bridges. Appropriate width, geometry and visibility splays can be secured via an appropriately worded planning condition. LTP have produced an access arrangement drawing which demonstrates the above along with associated vehicle swept path analysis.
- 2.21 It has been demonstrated that the proposal if permitted will not result in any severe traffic capacity or safety impact on the local highway network. The residual cumulative impacts of development can be mitigated and are not considered severe in accordance with Paragraph 111 of the NPPF. It is predicted that the proposal could generate in the region 15No vehicular trips in to the site and 15No vehicular trips out of the site each day.
- 2.22 It has been established that local facilities are within appropriate distances from the site to be accessible by cycling and walking. The proposal provides a reasonable

opportunity to promote sustainable transport modes in accordance with Paragraph 108 of the NPPF.

2.23 This Transport Note has demonstrated that the proposed development will not have a negative impact on the capacity or safety of the local road network. We therefore encourage the Local Planning Authority and Local Highway Authority to look favorably upon the highway and transportation considerations of the application.

Appendix A : LHA Consultation Response

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: 23/00655/FUL

Highway Reference Number: 2023/0655/04/H

Application Address: Land Adjacent To 12 Newquay Close Hinckley Leicestershire

Application Type: Full

Description of Application:

Change of use of land to provide 4no gypsy and traveller pitches including day rooms with associated landscaping.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr David Winter

County Councillor: Cllr Michael Mullaney

Parish: Hinckley

Road Classification: Class A

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 advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

The LHA advises the following reasons for refusal:

1. This proposal, if permitted, would lead to an intensification of vehicular movements turning onto and off the A47 Normandy Way, which is a busy high-speed road, where the turning manoeuvres could be an additional source of danger to road users, which is not in the interests of highway safety, and is contrary to Policy IN5 of the Leicestershire Highway Design Guide and paragraphs 110 and 111 of the National Planning Policy Framework (2021).
2. The applicant has failed to demonstrate that an appropriate and safe vehicular access would be provided to the proposed development contrary to paragraphs 110 and 111 of the National Planning Policy Framework (NPPF) (2021).

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) is in receipt of a consultation for a full application for the change of use of land to provide 4no. gypsy and traveller pitches including day rooms with associated landscaping at land adjacent to 12 Newquay Close, Hinckley.

Site Access

The LHA must be satisfied that a safe and suitable access can be achieved to the site in accordance with paragraph 110 of the National Planning Policy Framework (NPPF).

The proposed development would be accessed off the A47 Normandy Way via an existing agricultural access. The A47, which is a key strategic link between Leicester and the A5 Hinckley, is a single carriageway road subject to the national speed limit. In the vicinity of the proposed development the A47 has an off-carriageway footway/cycleway and is unlit. Given the nature of the highway in this location, the LHA has concerns on the impact on other road users regarding any intensification use of the access in this location.

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 - roads where there is an existing problem with road safety.

Figure 1: Extract from paragraph 1.26 of Section IN5 of the LHDG.

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allow another vehicle to egress the site, to the detriment of pedestrian and highway safety. Furthermore, no details in respect of the available visibility splays or swept path analysis of a vehicle towing a touring caravan for example have been provided.

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The 2021 planning application was for an identical size of development that is being applied for as part of this planning application. The LHA undertook its own traffic count on Tuesday 14 and Wednesday 15 June 2022, to ascertain the level of trips that development generated. The results indicated between 29 – 35 daily trips used the access to that site. Given this, and the fact the LHA's own speed survey demonstrates that the measured speeds in the vicinity of the site access are in excess of 40mph, the LHA considers the proposals would be contrary to section IN5 of the LHDG. This is due to the proposals being likely to lead to an increase in turning movements in this location, some of which could also be vehicles towing caravans, which would be to the detriment of highway safety.

Highway Safety

Based on available records to the LHA, there have been two recorded Personal Injury Collisions (PIC's) within 500m of the site access on Normandy Way within the last five years. One PIC occurred in December 2018 and was classified as serious, with vehicle 2 travelling eastbound (towards Earl Shilton) colliding into the rear of vehicle 1 which was parked at the time.

The other PIC occurred in January 2020 and was recorded as slight. This involved four vehicles, including a right turning vehicle at the junction of Normandy Way with Cornwall Way. A total of eight PIC's have occurred at the signalised junction of Normandy Way with Ashby Road (A447/B4667), which included one serious and seven slight.

This reiterates the LHA's concerns that the proposals could be of detriment to highway safety.

Internal Layout

Kevin Todd Architectural Ltd drawing number 2023031-PL-010 provides details of the internal layout of the site. The LHA is satisfied that there would be sufficient space for vehicles to park within the site and that the proposals are unlikely to generate vehicle parking within the highway. It is also considered that there is sufficient space for vehicles to turn within the site to allow access and egress in a forward gear.

Transport Sustainability

The site is an approximate 690m walk from bus stops served by regular bus services between Nuneaton and Leicester, however other facilities such as a convenience store and schools are over a 1 km walk.

Closing

The LHA has highway safety concerns regarding increased turning movements on/off the existing access from the A47 Normandy Way. Therefore the LHA would ask the LPA to consider refusing the planning application for the reasons outlined above.

Date Received
13 July 2023

Case Officer
Ben Dutton

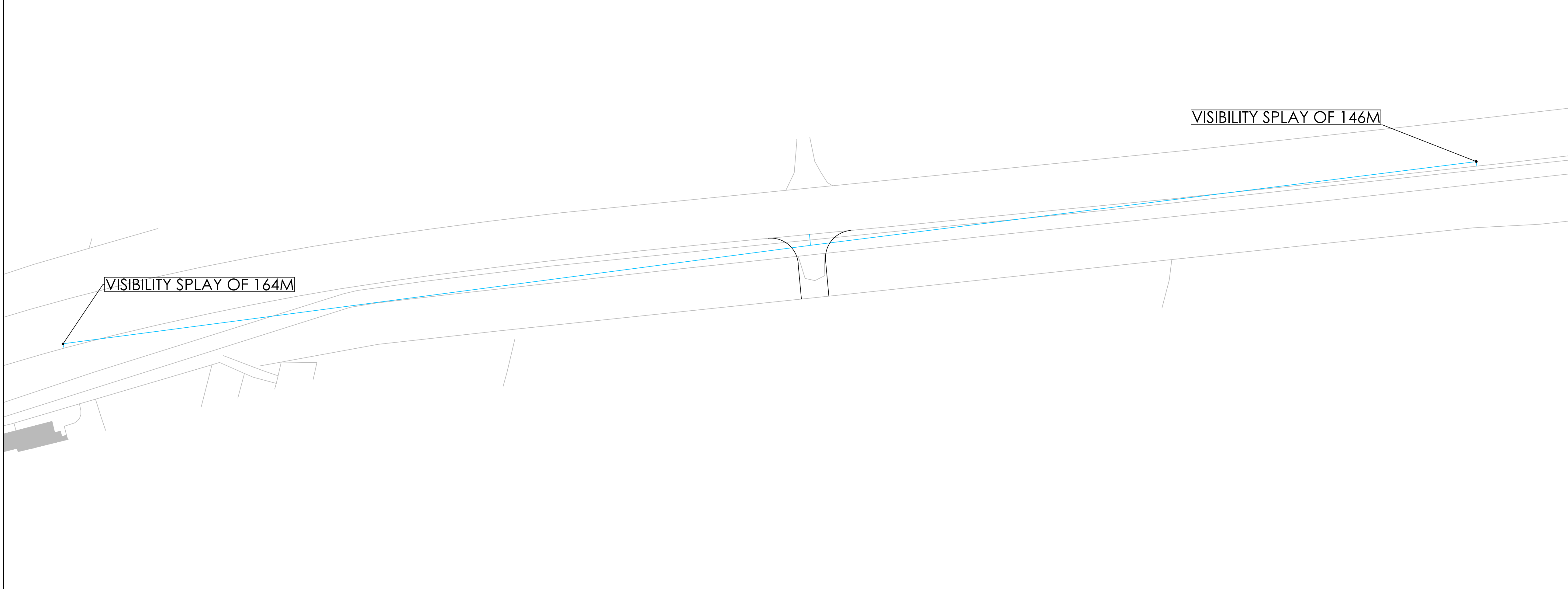
Reviewer
AW

Date issued
21 August 2023

Appendix B: LTP Vehicular Access Design & Swept Path Analysis

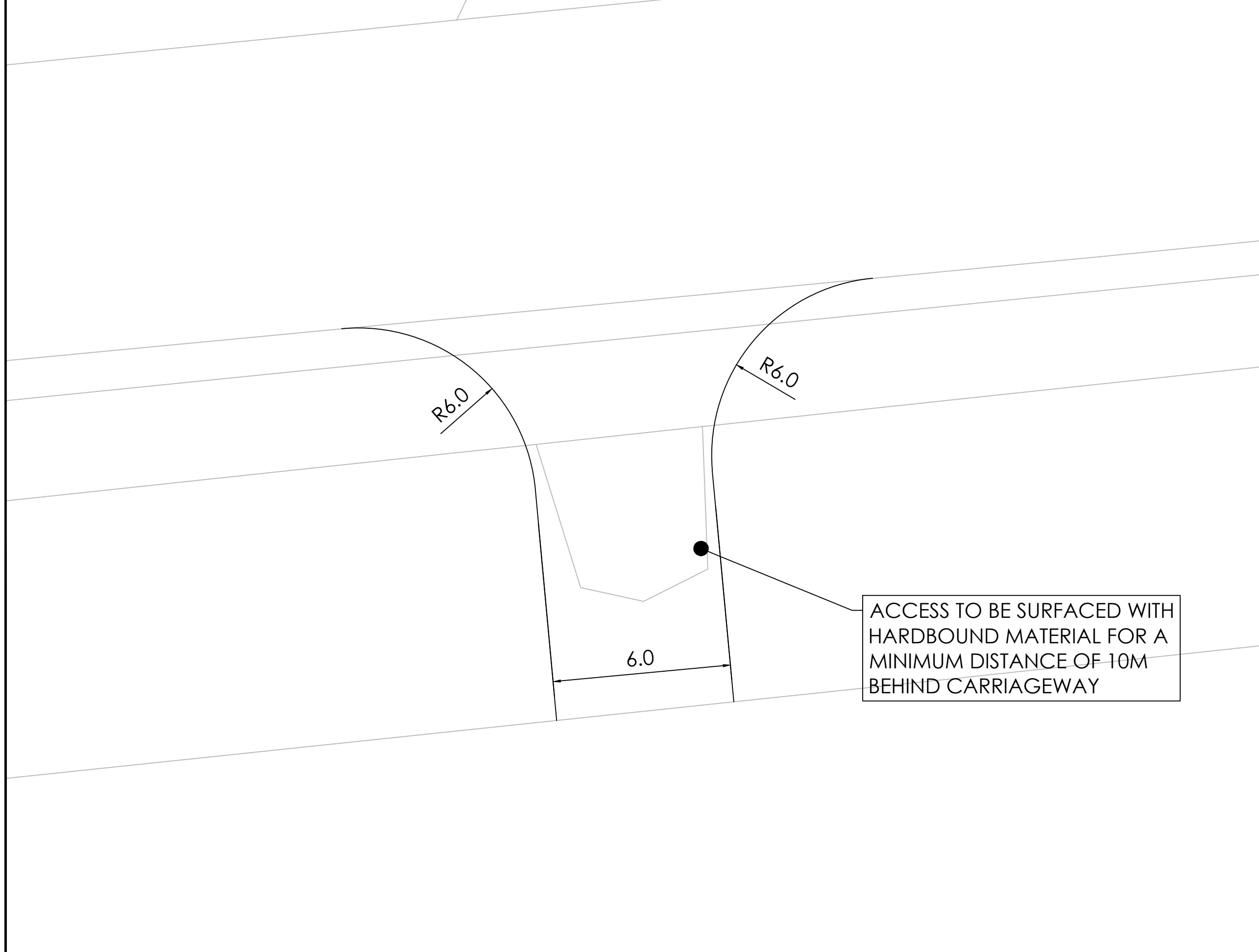
Visibility Extents

1:500 Scale



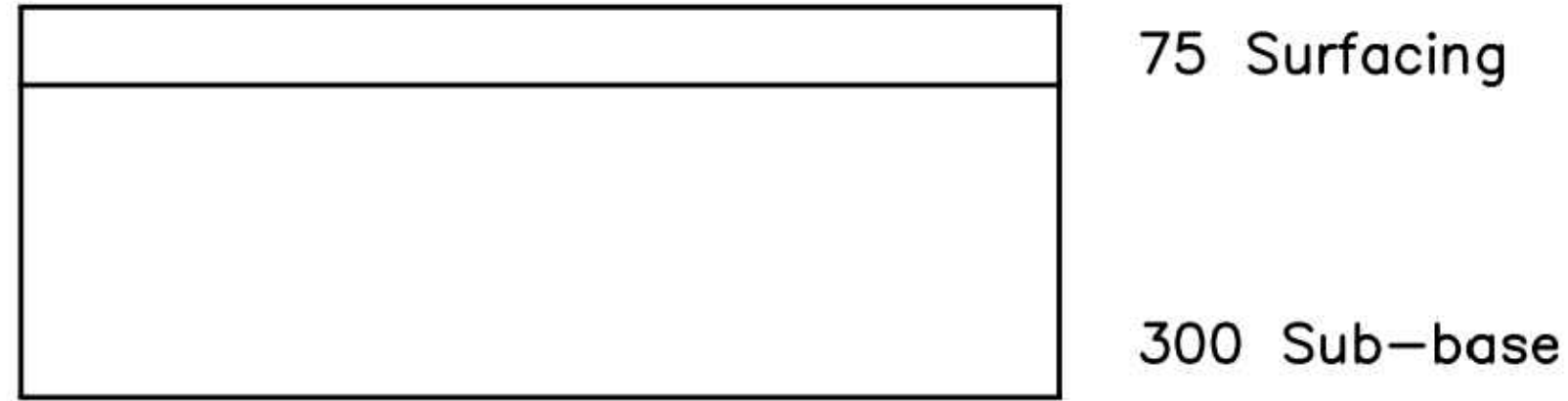
Access Design

1:125 Scale



Access Construction

Not To Scale



AGRICULTURAL FIELD ACCESS CONSTRUCTION

Surfacing

20 nominal size dense binder course
(to BS EN 13108-1)

Sub base

Type 1 sub-base (clause 803)

Where permitted in the specification or by the supervising officer a recycled material may be used as an alternative to Type 1 sub-base. The material should be processed, laid and compacted in accordance with the 'LCC Specification for the Use of Recycled Materials as a Direct Replacement for Type 1 Granular Sub-base in Specified Area.'

NOTES:

1. ALL DIMENSIONS ARE IN METRES, DO NOT SCALE THIS DRAWING.
2. DRAWING BASED ON OS MAPPIING.
3. ALL EXISTING AND PROPOSED WORKS AND FURNITURE WILL REMAIN UNDISTURBED UNLESS SPECIFICALLY SPECIFIED FOR REMOVAL/REPLACEMENT.
4. WORKS SHALL BE CUT TO A LENGTH LESS THAN 300mm, IN ACCORDANCE WITH BS 7533-1:1999.
5. BOND COATS TO BS 5849:2015 WITHIN CLAUSE 802 TO BE APPLIED TO ALL EXISTING SURFACES TO BE OVERLAPPED BY OVERLAP.
6. THE MAXIMUM GAP BETWEEN KERBS SHALL BE 3MM, ANY GAP WIDER THAN 3mm SHALL BE FLUSH PONTED WITH CEMENT MORTAR.
7. MORTAR SHALL BE TO BS 5400:2015 WITHIN CLAUSE 802 (PART II).
8. ANY PAYMENTS AFFECTED BY THE PROPOSED INSTALLATION OF THE WORKS SHALL BE REINSTATE TO THE SATISFACTION OF THE LOCAL HIGHWAY AUTHORITY.
9. FINAL TIE-IN TO BE AGREED WITH THE LEICESTERSHIRE COUNTY COUNCIL (ENGINEERS).
10. IF THE CONTRACTORS RESPONSIBILITY TO LOCATE AND CONFIRM ANY EXISTING SERVICE APPARATUS IN THE VICINITY OF THE WORKS, SHOULD ANY EXISTING SERVICES BE ENCOUNTERED THEN THE CONTRACTOR MUST LAISE WITH THE SERVICE PROVIDER TO LOCATE AND CONFIRM THE EXISTENCE OF THE WORKS AND AGREE AND IMPLEMENT ANY MEASURES REQUIRED BY THEM IN ORDER FOR THE WORKS TO PROCEED.
11. IF THE LEICESTERSHIRE COUNTY COUNCIL ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS.
12. NO WORKS SHALL BE COMMENCED UNTIL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES.
13. CONTRACTOR SHALL OBTAIN ALL APPROVALS PERTAINING TO THE TRAFFIC MANAGEMENT AND BE RESPONSIBLE TO CARRY OUT THE WORKS.
14. ANY DAMAGE TO THE VERGE SHALL BE REINSTATE IN ACCORDANCE WITH APPENDIX 300/5 OF LCOS STANDARD SPECIFICATIONS.
15. THE CONTRACTOR SHALL COMPLY WITH THE RELEVANT STANDARDS OF LEICESTERSHIRE COUNTY COUNCIL AND TO THE SATISFACTION OF LEICESTERSHIRE COUNTY COUNCIL ENGINEER.
16. ACCESS TO LOCATIONS TO BE AGREED WITH LCC DESIGN GUIDE SD11/15 'AGRICULTURAL FIELD ACCESS'.

[illegible]

Lennon Transport Planning Ltd

Highway and Transportation
Consultants

Unit C, Glenborough Court, Glenfield, Leicester, LE3 8DZ

CLIENT:

MR WINTER

TITLE:

A47, HINCKLEY

LEISURE DEVELOPMENT

ACCESS DETAILS

Scheme No.	Drawing No.	Revision
PN/0346/23/24	MW/0346/AD/23	-
PREPARED BY: -	SCALE:	AS SHOWN
CHECKED BY: -	SIZE:	A1
APPROVED BY: M. LENNON	DATE:	OCT 2023

This diagram illustrates a vehicle's path as it enters a parking space at a T-junction. The vehicle, shown from a top-down perspective, is positioned in the center of the road, approaching the junction. A red line traces the vehicle's intended path, which curves to the right to align with the parking space. A green line shows the outer boundary of the vehicle's turning arc. The parking space is outlined in blue and contains several small blue rectangles representing parking spots. The surrounding area is divided into lanes by grey lines, and the overall scene is labeled "ENTERING SITE WEST" at the top.

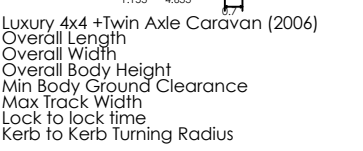
ENTERING SITE EAST

The diagram illustrates a vehicle's path as it enters a site from the east. A black car icon is shown at the start of a curved path that leads into a rectangular area. This area is divided into sections, with the rightmost section labeled "Luxury 4x4 - Twin Axle Caravan (206)". The path is marked with red and green lines, indicating a specific trajectory. The entire scene is set against a background of light gray lines representing the site's layout.

Diagram illustrating the layout of the exiting site west. The diagram shows a road curving from a rectangular building on the left towards a long rectangular building on the right. A red line and a green line trace paths along the road. The road is labeled "LIVING HALL" and "COUNCIL CHAMBER".

Diagram illustrating the proposed exit route from the site to the east. The route is shown as a red line starting from the site boundary, curving around a building, and then curving around a large area labeled "LIVING AREA WITH HIGH CROPPED PASTURE". The route ends at a road. The diagram also shows the site boundary, the building, and the surrounding area.

1. ALL DIMENSIONS ARE IN METRES. DO NOT SCALE THIS DRAWING.
2. DRAWING BASED ON AG ARCHITECTURE DRAWING NUMBER 20E DATED 04/08/2023.
3. DRAWING IS INDICATIVE FOR PLANNING PURPOSES ONLY.



90m
6m
4m
1m
0m
5
0m

[illegible]

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MR WINTER

A47, HINCKLEY

VEHICLE SWEEP PATHS

Scheme No.	Drawing No.	Revision
PN/0346/23/24	MW/0346/AD/23	-
PREPARED BY: -	SCALE:	1:125
CHECKED BY: -	SIZE:	A1
APPROVED BY: M. LENNON	DATE:	SEP 2023

Appendix C: Visibility Splay Calculation Sheet



Scheme:	NEWQUAY CL, HINCKLEY
Client:	MR WINTER
Job Ref:	PN/0346/23/24
Date:	16/09/2023
Calcs By:	ML

Visibility to the east (towards west bound traffic)

v	22.08	Speed in m/s	Dry ATC 85th %ile Speed	49.4	mph
t	2.0	Reaction time (seconds)	Wet ATC 85th %ile Speed	49.4	mph
d	2.45	Deceleration rate (m/s ²)	Heavy veh % flow	0.0	%
a	0.0	Longitudinal gradient (%)	Gradient		%

SSD= $vt + v^2/2(d+0.1a)$ From Manual For Streets 2

vt	44.158				
v ²	487.485				
2(d-0.1a)	4.900	Downhill approach visibility length (m)	146.14	m	
2(d+0.1a)	4.900	Uphill approach visibility length (m)	146.14	m	

Visibility to the west (towards east bound traffic)

v	23.69	Speed in m/s	Dry ATC 85th %ile Speed	53.0	mph
t	2.0	Reaction time (seconds)	Wet ATC 85th %ile Speed	53.0	mph
d	2.45	Deceleration rate (m/s ²)	Heavy veh % flow	0.0	%
a	0.0	Longitudinal gradient (%)	Gradient	0.0	%

SSD= $vt + v^2/2(d+0.1a)$ From Manual For Streets 2

vt	47.376				
v ²	561.124				
2(d-0.1a)	4.900	Downhill approach visibility length (m)	164.39	m	
2(d+0.1a)	4.900	Uphill approach visibility length (m)	164.39	m	

Design Speed	Vehicle Type	Reaction Time	Decel. Rate (where g=9.81m/s ²)
60 kph and below	Light vehicles	1.5s	4.41 m/s ²
	HGV's	1.5s	3.68 m/s ²
	Buses	1.5s	3.68 m/s ²
Above 60kph	All	2.0s	3.68 m/s ² (Absolute min SSD)
	All	2.0s	2.45 m/s ² (Desirable min SSD)

DMRB design standards dictate that for All-Purpose Single Carriageway roads, 85th%ile wet weather speeds can be obtained by deducting 4kph (2.5mph) from dry weather speeds. Lennon Transport Planning have not deducted any speed in this instance.



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