

The Transportation Consultancy Limited
27 Park Street
Leamington Spa
CV32 4QN
www.ttc-tp.com

21st May 2025

Ref: Supporting information for Non-Material Amendment – Planning Permission Ref: 23/00667/FUL at The Old Rectory 8 Rectory Lane, Market Bosworth

Dear Ben,

Further to the submission of a Non-Material Amendment (NMA) application in relation to the above site, we are writing to provide supporting information to assist with the consideration of the proposed changes.

The NMA specifically seeks to vary the wording of Condition 14 and 15 of the approved planning permission (Ref: 23/00667/FUL), which currently references 'Drawing Number 210777-01 Rev C'. We have prepared a revised access layout plan which supersedes this drawing. The revised plan 'Drawing Number 210777-01 Rev D' [see enclosed] reflects a minor technical amendment: the removal of the previously proposed kerbed radii arrangement at the site access.

This proposed change is supported by recent correspondence from LCC, in which it is acknowledged that, under the specific site circumstances, the requirement for the kerbed radii would not be insisted upon. In particular, LCC note that:

- *The cost of relocating underground utilities to enable the kerbed radii is significantly higher than typically expected for comparable works.*
- *Given the scale and nature of the development, it would be unreasonable to insist on this element of the scheme.*
- *The existing access has been in use by the Witherslack Group (as 'Hinckley House School') since September 2024, with no complaints received and no recorded personal injury collisions since it became operational.*
- *The Local Highway Authority is, therefore, supportive of the variation of Condition 15 to remove the kerbed radii requirement, on the basis that the directional arrow and one-way signage are still implemented.*

Notwithstanding the above, it is also worth commenting here, that the initial access arrangement proposed, was to retain the vehicle crossover and existing access to the site. However, at the request of LCC, a revision was made to amend the access to provide a kerbed radius to create a priority junction.

A Stage 2 Road Safety Audit (RSA) was undertaken by TMS in June 2024 in relation to the proposed kerbed radii arrangement, as part of the Section 278 application process (please see a copy of the RSA2 enclosed). The audit identified that the introduction of a larger radius and a wider crossing could increase pedestrian exposure to turning vehicles, thereby heightening the potential risk of collisions. The RSA2 recommendation

Continued...

was to retain the existing vehicle crossover, as it affords greater priority to pedestrians. In light of this safety advice, alongside the significant cost implications associated with diverting underground utilities, we consider that retaining the existing access arrangement is both a safer and more cost-effective solution.

The proposed amendments would therefore comply with the requirements of the NPPF, Paragraph 116 which states: *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'*.

We trust this provides sufficient context and justification for the amendment. Should you require any further information or wish to discuss the proposed changes, please do not hesitate to get in touch.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'adrian simms'.

Adrian Simms BSc (Hons) MSc MRTPI
Regional Director

Enclosed:
Stage 2 Road Safety Audit
Drawing Number 210777-01 Rev D



safer roads for everyone

**The Old Rectory, Market Bosworth,
Leicestershire**

Road Safety Audit Stage 2

on behalf of Leicestershire County Council

Witherslack Group Ltd

TMS reference no: 18537
Date: 21st June 2024
Revision: 0

1. Project Details

Report Title:	The Old Rectory, Market Bosworth, Leicestershire Road Safety Audit Stage 2
Author	Darren Newbold
Document Ref No:	TMS Ref No: 18537
Revision	0
Prepared by:	TMS Consultancy
On behalf of:	Leicestershire County Council (Overseeing Organisation)
TMS Client	Witherslack Group Ltd

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	DN/RM	17/06/2024	21/06/2024

2. Introduction

- 2.1 This report describes a Stage 2 Road Safety Audit carried out on proposed Section 278 highway works at The Old Rectory, Market Bosworth, Leicestershire.
- 2.2 The audit team members were as follows:

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

Richard Marriott – CertEd, FCIHT, FSoRSA, MITAI
National Highways Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

- 2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the instruction from Rupert Litherland, Witherslack Group Ltd.
- 2.4 The site was visited by the Audit Team on 17th June 2024 at 12.15pm. The weather was cloudy and dry. Traffic flows were low. Pedestrian flows were low. No cycle flows were observed.
- 2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.
- 2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

- 2.8 The scheme consists of new access arrangements for a Change of Use Planning Application of 'The Old Rectory' from a single dwelling house (class C3) to a Specialist Education Needs School (Class F1). This includes the erection of two single storey external classrooms; a multi-use gaming area; a revised parking layout; replacement boundary fencing; and external landscaping with associated works to trees. Rectory Lane is a one-way road and is subject to a 30mph limit by virtue of street lighting.

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

3. Items raised at the Stage 1 Road Safety Audit

- 3.1 A Stage 1 Road Safety Audit was carried out by TMS Consultancy in October 2023 (TMS Report Ref No: 18102). This, together with the Designer's Response and the Audit Instruction (dated 12/06/2024) were examined as part of this Stage 2 Road Safety Audit.
- 3.2 Items 2.2 and 2.3 still remain a problem and are referred to again in this Road Safety Audit Report (paragraph 3.1 and 3.2 below).
- 3.3 All other issues raised in the Stage 1 Road Safety Audit have been resolved in the RSA Response Report.

4. Items resulting from this Stage 2 Road Safety Audit

4.1 PROBLEM

Location: Rectory Lane; site access

Summary: Wide crossing may increase the risk of collisions between vehicles and pedestrians

Where the site access is to be kerbed to form a priority junction, the pedestrian crossing will be located at the widest part of the bellmouth. This means that the crossing distance is at its greatest and consequently may take some pedestrians, particularly those with visual and mobility impairments, a considerable time to complete the crossing. Increased exposure to turning vehicles may result in collisions between vehicles and pedestrians.

RECOMMENDATION

As it is not feasible to inset the crossing due to lack of internal footways, the junction access should be retained as a vehicle crossover which would give pedestrians greater priority.

4.2 PROBLEM

Location: Rectory Lane; site access

Summary: Restricted visibility may increase the risk of pull-out type vehicle collisions

It was observed at the site visit that vehicles were parked on street on the south side of Rectory Lane – to the east of the site access. The parking restricts visibility to the right for drivers wishing to emerge out from the site onto Rectory Lane. Restricted visibility may increase the risk of pull-out type vehicle collisions.



RECOMMENDATION

Suitable parking restrictions should be installed to the right of the access, to ensure a clear visibility splay for the speed of the road.

5. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Signed	
Date	21 st June 2024

Audit Team Member

Richard Marriott – CertEd, FCIHT, FSoRSA, MITAI
National Highways Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Signed	
Date	21 st June 2024

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Appendix A

Documents Examined:

- Existing Site Layout Plan - 23.009(9-)003.pdf
- Proposed Site Layout Plan - 23.009(9-)001.E.pdf
- T21130 - Site Location Plan.pdf
- T21130-108C 1-100 A1.pdf
- T21130-112 NTS A1 - Construction Issue.pdf
- T21130-120C 1-200 A1 - Surfacing Proposals.pdf

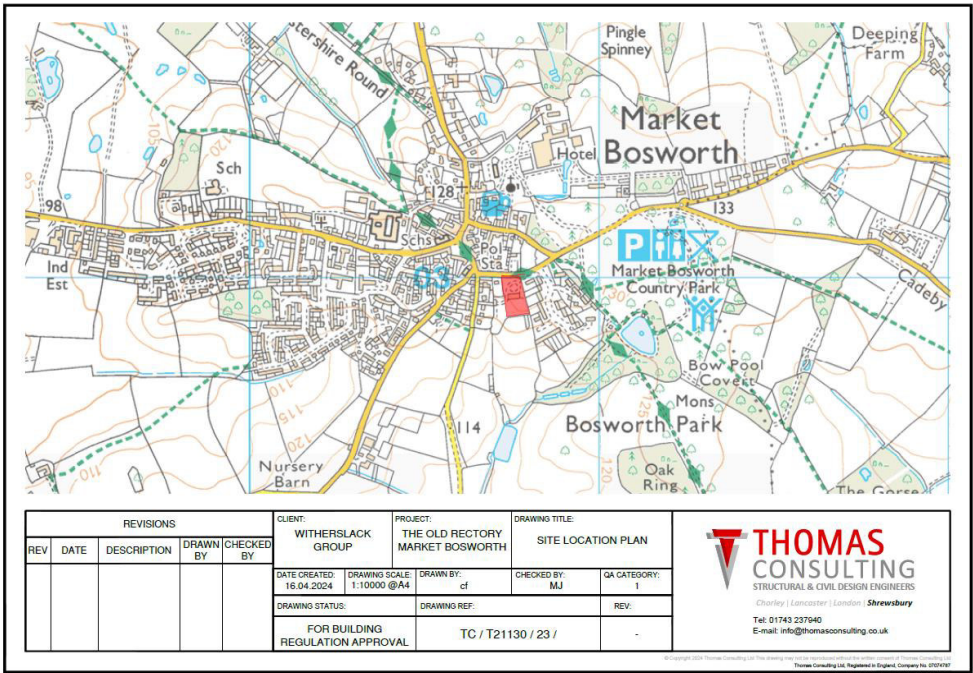
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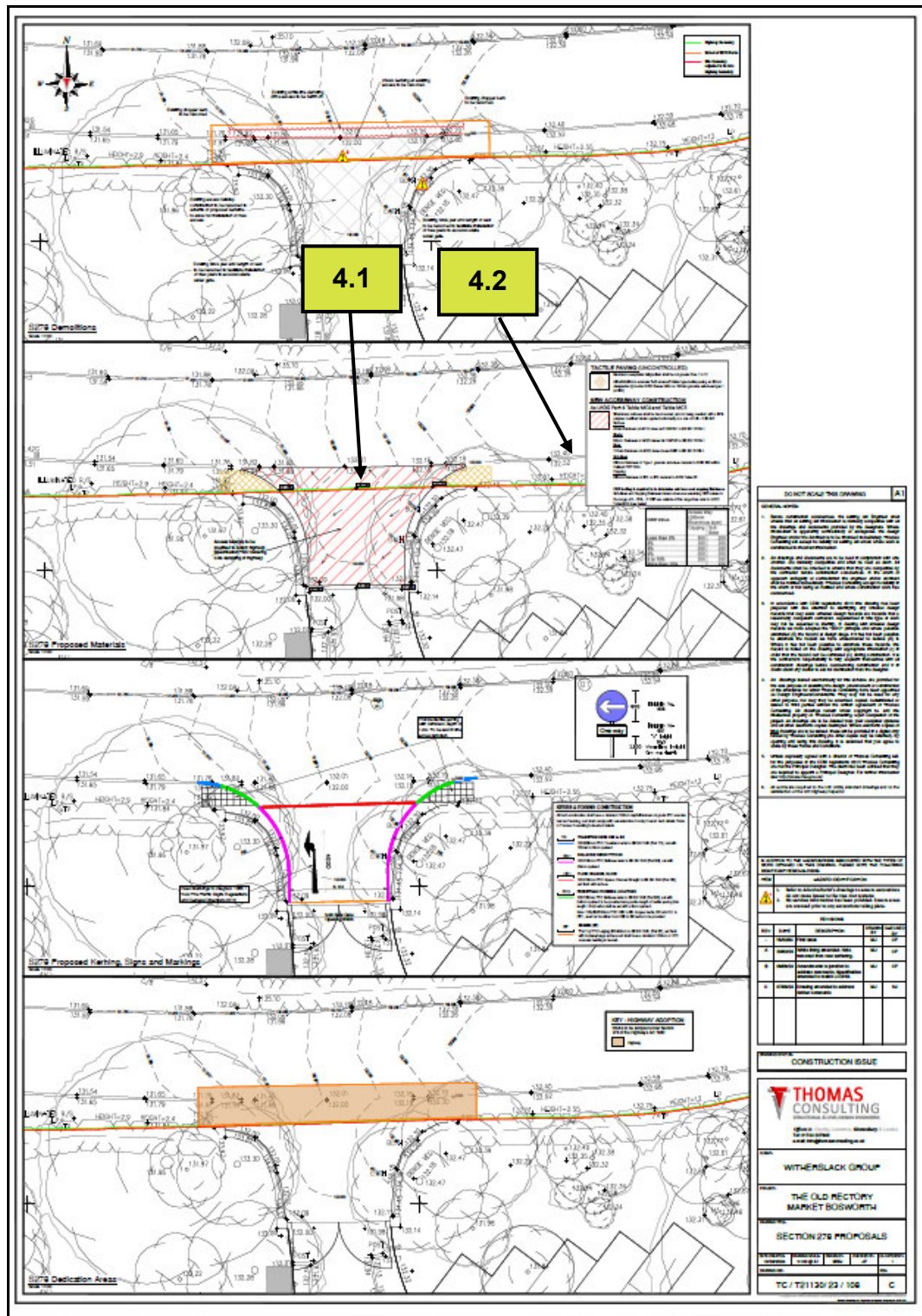
- Stage 1 Road Safety Audit And Designers Response

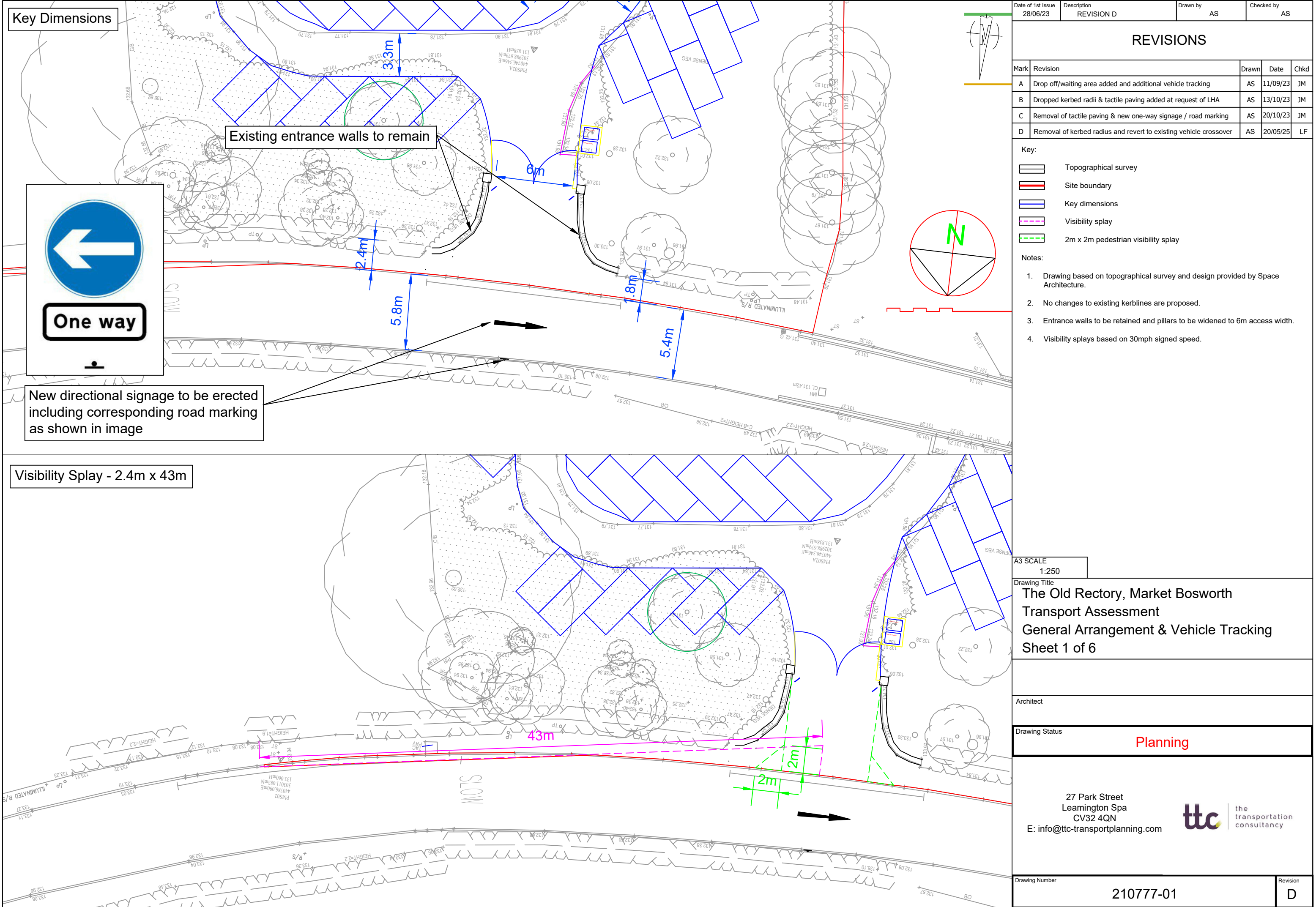
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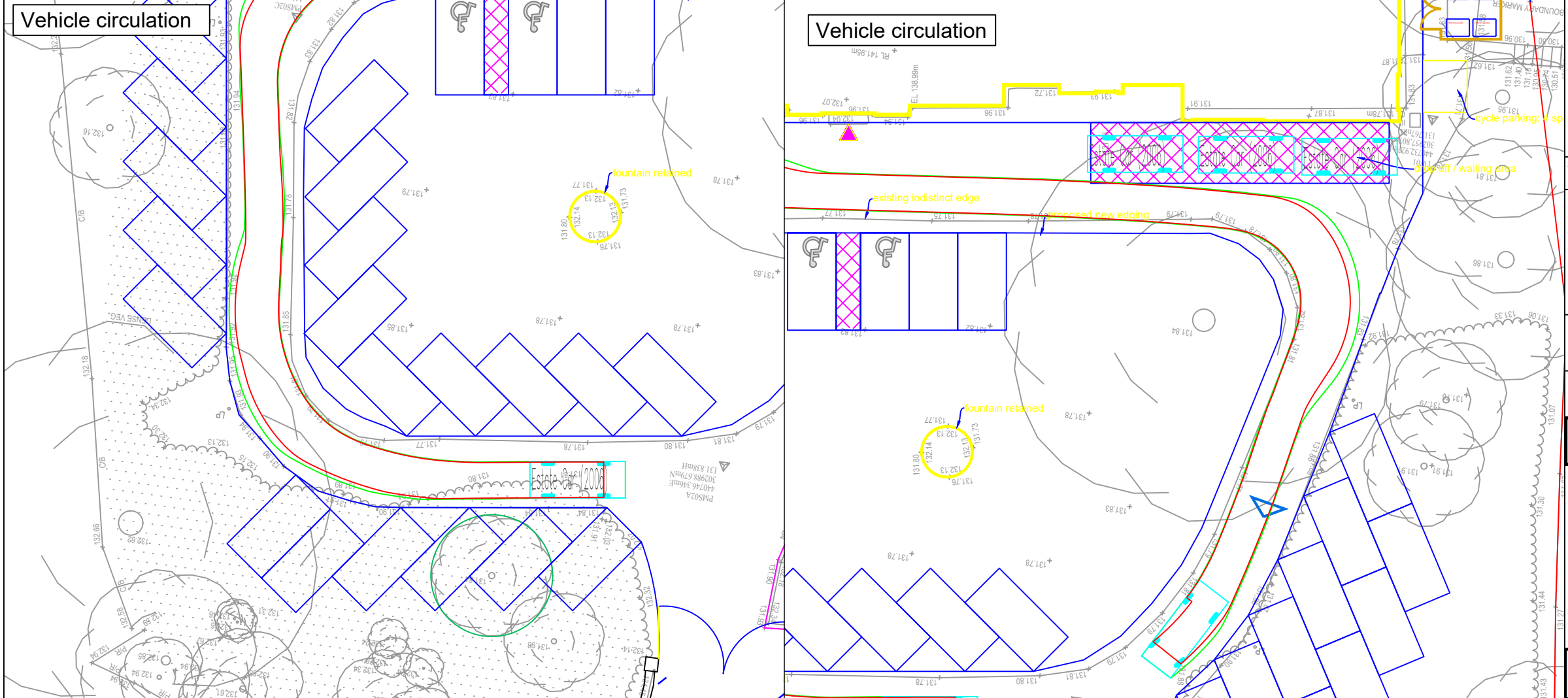
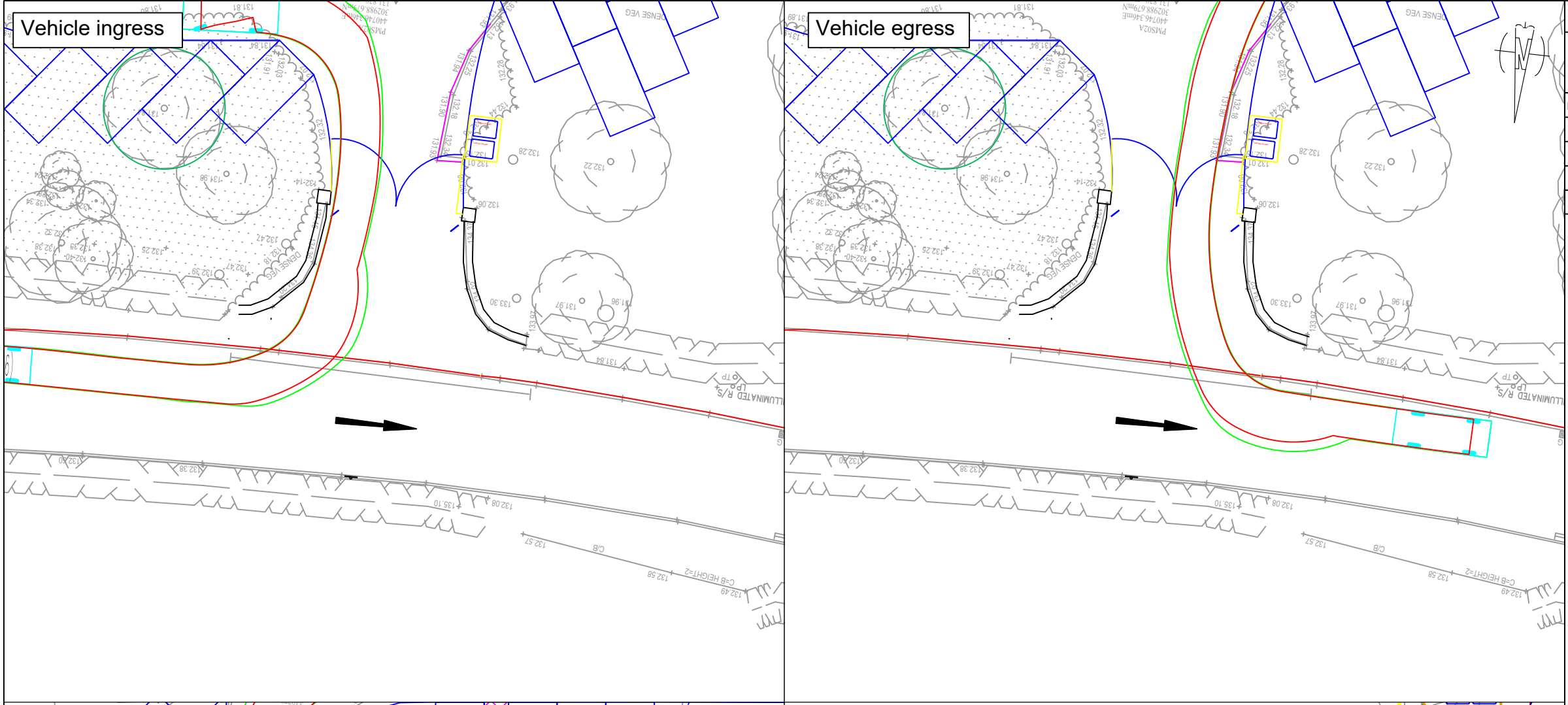
Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:









Date of 1st Issue
28/06/23

Description
REVISION D

Drawn by
AS

Checked by
AS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Drop off/waiting area added and additional vehicle tracking	AS	11/09/23	JM
B	Dropped kerbed radii & tactile paving added at request of LHA	AS	13/10/23	JM
C	Removal of tactile paving & new one-way signage / road marking	AS	20/10/23	JM
D	Removal of kerbed radius and revert to existing vehicle crossover	AS	20/05/25	LF

Key:

Topographical survey

Site boundary

Vehicle wheelbase

4.71

0.885

2.755

Estate Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.710m

1.804m

1.442m

0.207m

1.756m

4.00s

5.950m

A3 SCALE

1:250

Drawing Title

The Old Rectory, Market Bosworth

Transport Assessment

General Arrangement & Vehicle Tracking

Sheet 2 of 6

Architect

Drawing Status

Planning

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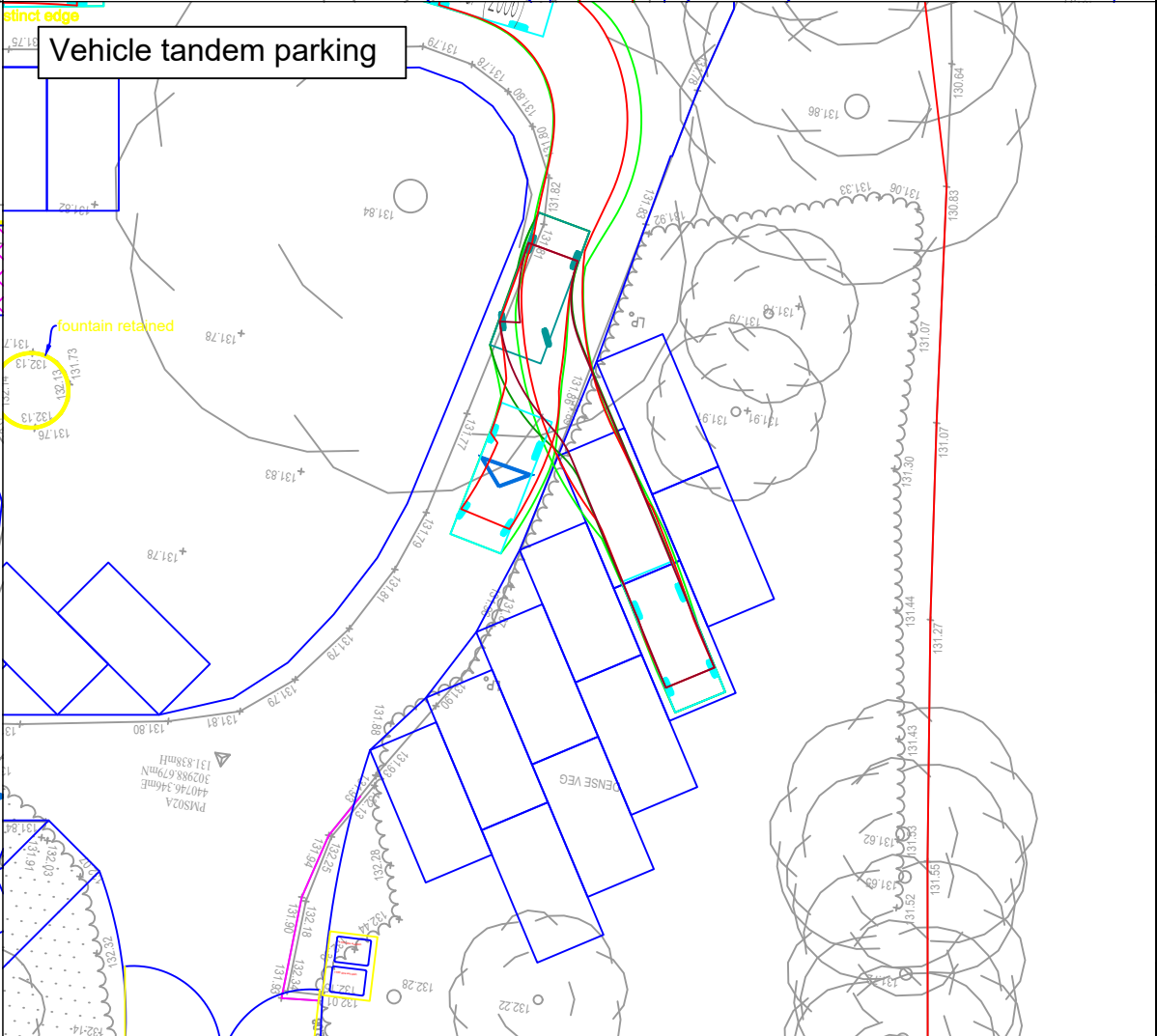
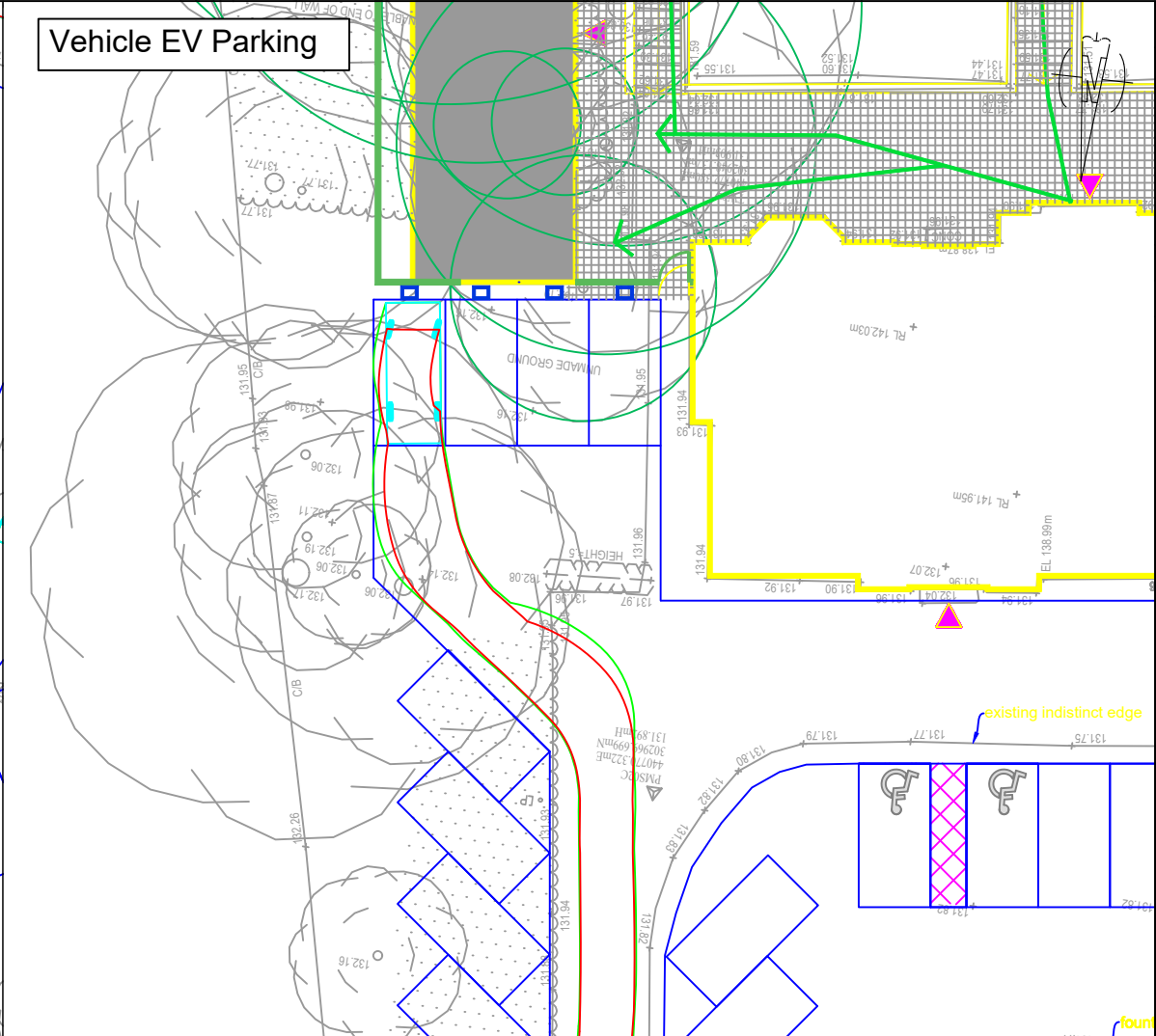
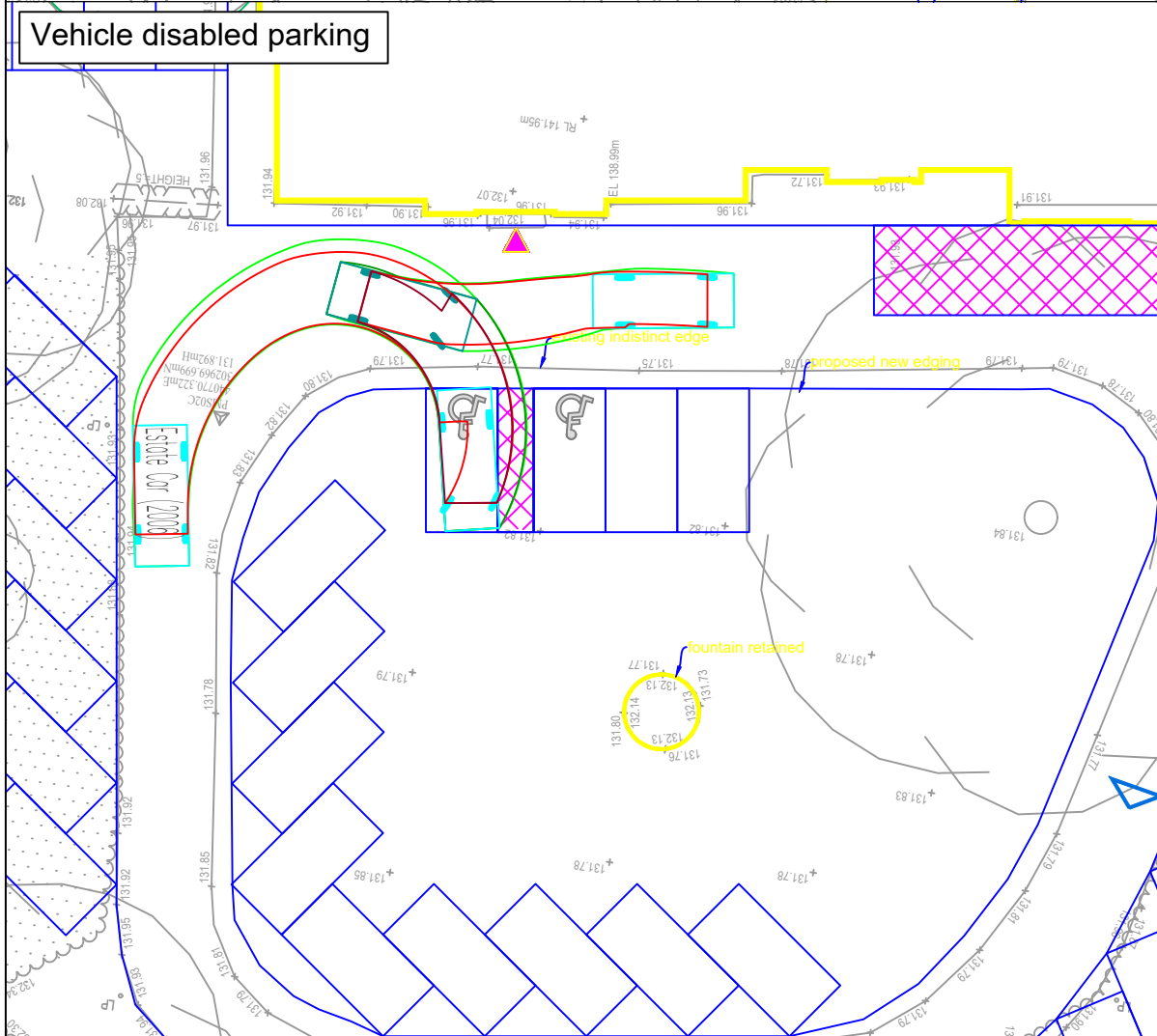
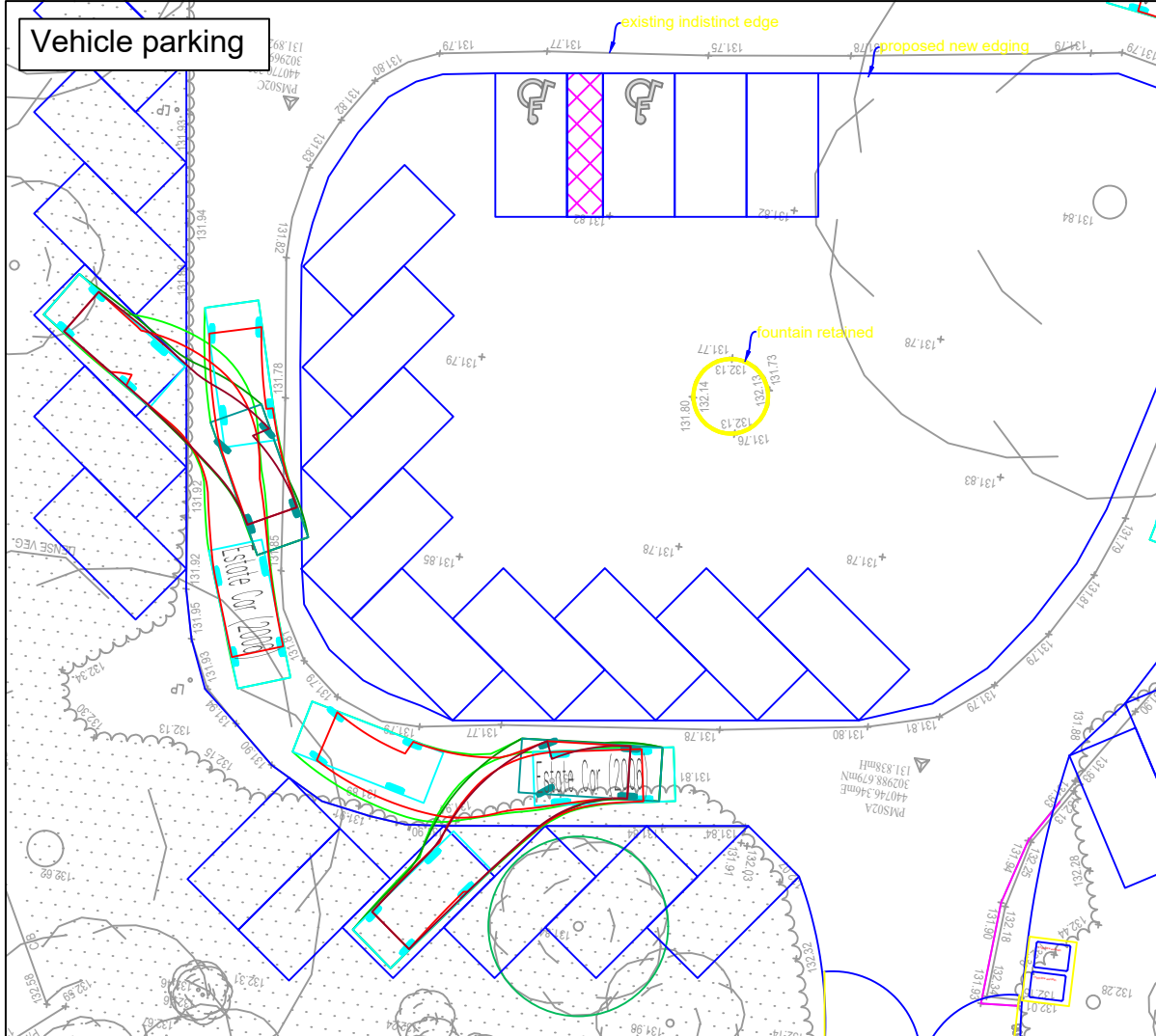
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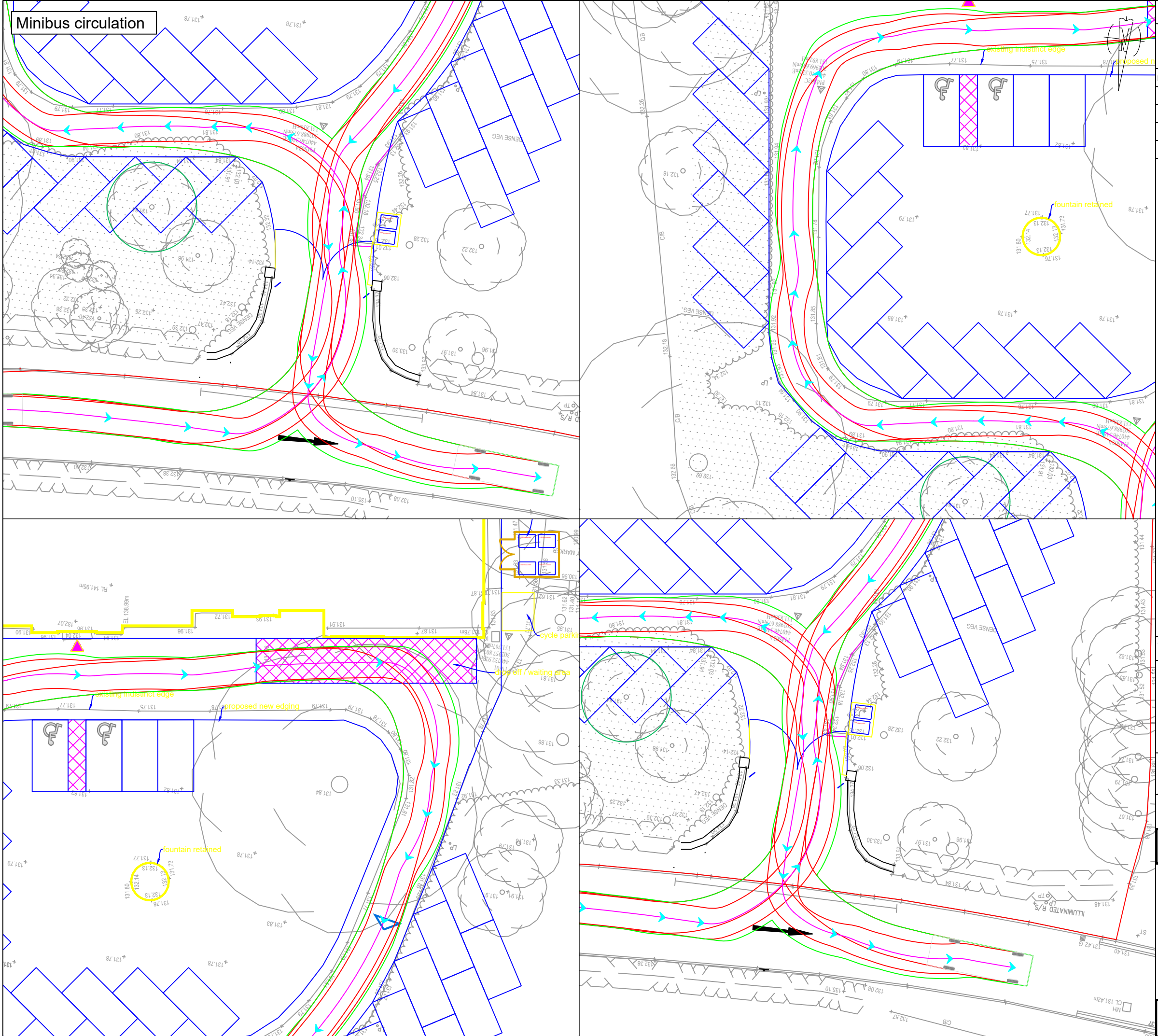
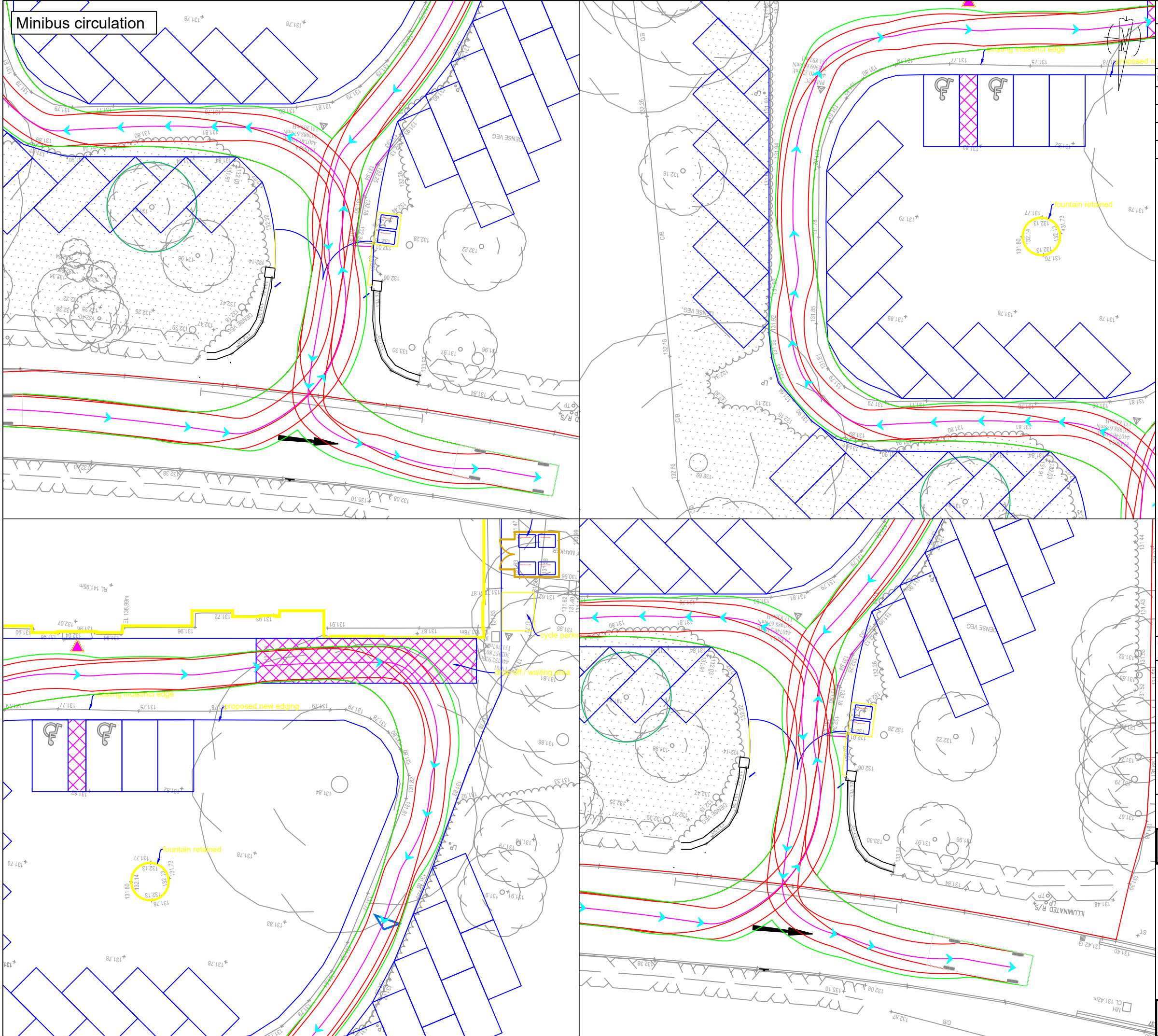
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Revision

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Date of 1st Issue 28/06/23	Description REVISION D	Drawn by AS	Checked by AS	
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A	Drop off/waiting area added and additional vehicle tracking	AS	11/09/23	JM
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D	Removal of kerbed radius and revert to existing vehicle crossover	AS	20/05/25	LF
Key: Topographical survey Site boundary Vehicle wheelbase Vehicle body 4.71 0.885 2.755 Estate Car (2006) Overall Length Overall Width Overall Body Height Min Body Ground Clearance Max Track Width Lock to lock time Kerb to Kerb Turning Radius 4.710m 1.804m 1.442m 0.207m 1.756m 4.00s 5.950m				
A3 SCALE		1:250		
Drawing Title				
The Old Rectory, Market Bosworth				
Transport Assessment				
General Arrangement & Vehicle Tracking				
Sheet 3 of 6				
Architect				
Drawing Status				
Planning				
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Drawing Number				Revision
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Key:

- Topographical survey
- Site boundary
- Vehicle wheelbase
- Vehicle body

Transporter

Width : 2.07 meters
Track : 2.07
Lock to Lock Time : 6.0
Steering Angle : 44.3

A3 SCALE
1:250

Drawing Title
The Old Rectory, Market Bosworth
Transport Assessment
General Arrangement & Vehicle Tracking
Sheet 4 of 6

Architect

Drawing Status
Planning

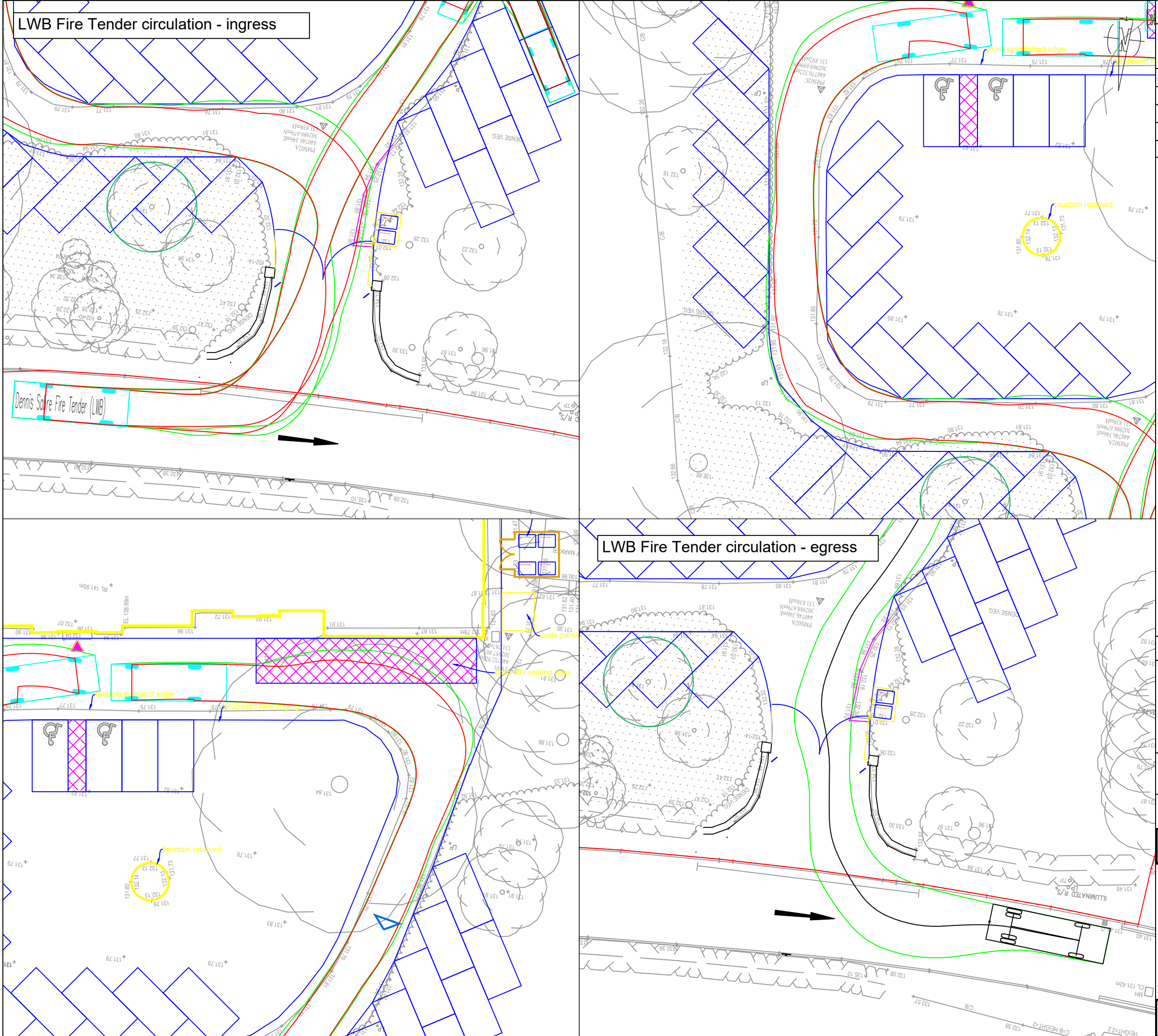
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Key:

Topographical survey

Site boundary

Vehicle wheelbase

Vehicle body

7.7

4.2

Dennis Sabre Fire Tender (LWB)

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.700m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m

A3 SCALE
1:250

Drawing Title
The Old Rectory, Market Bosworth
Transport Assessment
General Arrangement & Vehicle Tracking
Sheet 5 of 6

Architect

Drawing Status
Planning

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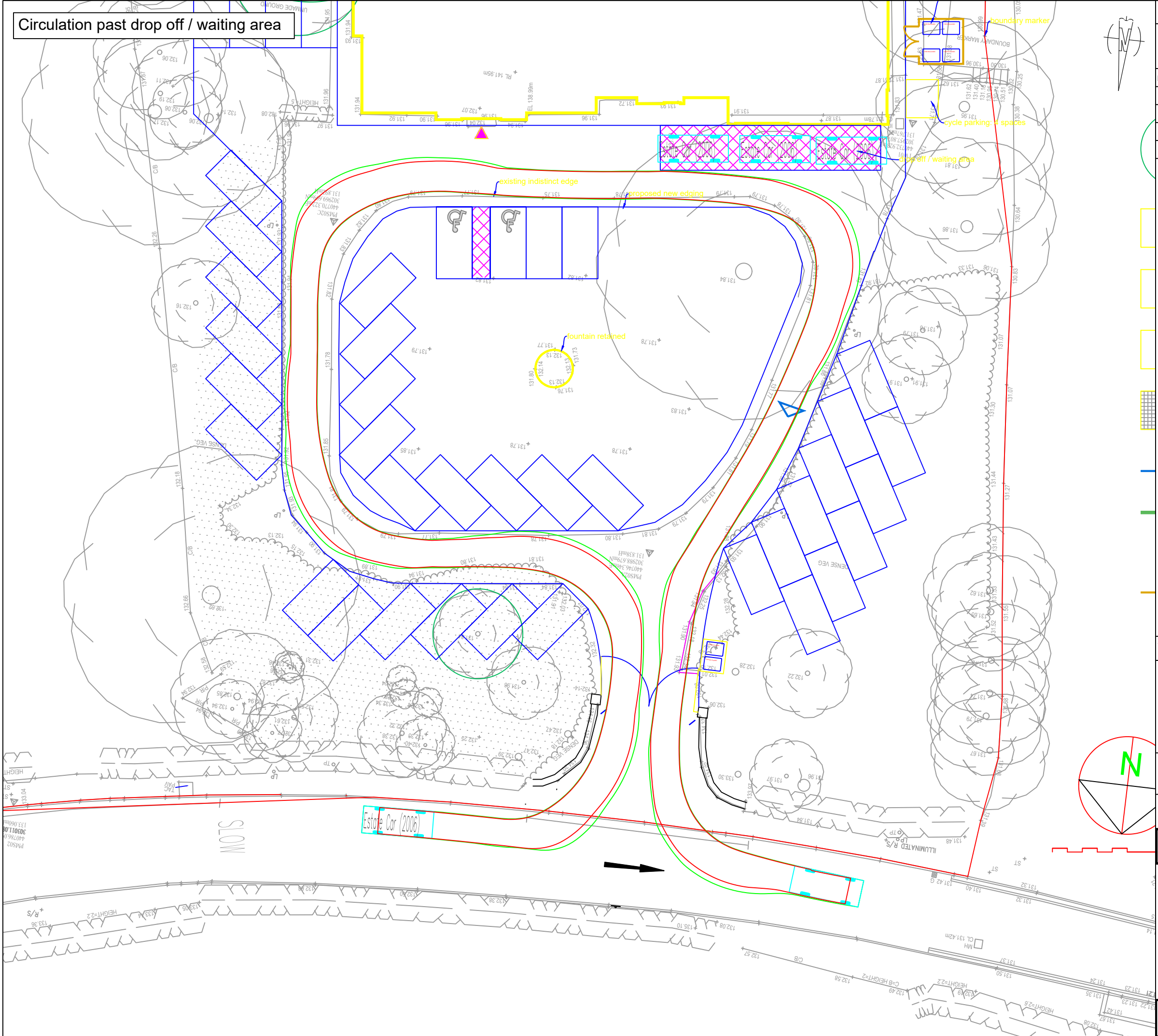
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Topographical survey

Site boundary

Vehicle wheelbase

Vehicle body

4.71

0.885

2.755

Estate Car (2006)

Overall Length 4.710m

Overall Width 1.804m

Overall Body Height 1.442m

Min Body Ground Clearance 0.207m

Max Track Width 1.756m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 5.950m

A3 SCALE

1:250

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The Old Rectory, Market Bosworth
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General Arrangement & Vehicle Tracking
Sheet 6 of 6

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