

County Highways  
Leicestershire County Council  
County Hall  
Glenfield  
Leicester  
LE3 8RA  
FAO: Ben Dutton (Highways Officer)

Our Ref: WM/F23010/240823  
Date: 24 August 2023

**BY EMAIL ONLY**

Dear Ben,

**PROPOSED DEVELOPMENT OF 20 ACCOMMODATION PODS, 10 HOLIDAY LODGES, MANAGEMENT BUILDING WITH ASSOCIATED INTERNAL ACCESS ROADS, PARKING, LANDSCAPING AND SURFACE WATER BALANCING ON LAND TO THE WEST OF LEICESTER ROAD, BARWELL (HINCKLEY AND BOSWORTH BOROUGH COUNCIL PLANNING APPLICATION REFERENCE: 23/00535/FUL).**

We have been instructed by Opes 2013 MRF Limited to respond to Consultee Comments received from Leicestershire County Council (LCC) acting in their role as the Highway Authority. For reference, a copy of the comments (dated 5 July 2023) is enclosed in this letter at **Appendix A**.

The comments were provided in response to a Highway Impact Assessment that was submitted in May 2023 as part of a live planning application for the development of up to 20 one-bed holiday 'pods', 10 two-bed holiday 'lodges' and a management building on land to the west of Leicester Road in Barwell, Leicestershire (Planning Reference: 23/00535/FUL). Upon reviewing the comments, it is considered that LCC had no issues with the principle of the development and their outstanding points related to the request for additional swept path assessments along with a Stage 1 Road Safety Audit of the proposed site access.

In light of the above, the objective of this letter is to demonstrate how these outstanding points could be addressed in line with overarching requirements outlined within the National Planning Policy Framework (NPPF), so that LCC can look favourably at the proposals.

### ***Swept Path Analysis***

Within the Consultee Comments, LCC stated that *"whilst swept path analysis of a refuse collection vehicle and a fire appliance have been provided, the vehicles have only been shown turning left into and left out of the site access. The LHA request that swept path analysis is shown for vehicles travelling in all directions"*.



In line with the comments provided by LCC, **Drawing Numbers F23010/02 Revision B** and **F23010/03 Revision B** demonstrate how both a refuse collection vehicle and a fire tender could also satisfactorily turn right in and out of the proposed site access. On this basis, LCC should now be satisfied that the proposed access arrangement is suitable to accommodate all vehicle manoeuvres and ensures that 'safe and suitable' access could be achieved in line with Paragraph 110 of the NPPF.

### ***Stage 1 Road Safety Audit***

LCC also requested that a Stage 1 Road Safety Audit (RSA) of the proposed site access should be carried out. A specialist third-party company (Taylor Bowie Ltd) carried out an RSA on 28 July 2023 and issued the corresponding report in August 2023 (contained in **Appendix B**). Bancroft Consulting has subsequently prepared a Design Team Response, which seeks to address any problems raised and is contained within **Appendix C** for approval by LCC. Taylor Bowie Ltd also provided a covering letter (also contained within **Appendix B**) which gave further comments, this will be addressed later in this letter.

The RSA identified a single 'problem' that related to the achievable visibility splays at the proposed site access. This identified the potential for the presence of existing vegetation impacting the visibility splay to the north. As highlighted in the Design Team Response, **Drawing Number F23010/01 Revision A** demonstrates that the required visibility splays are achievable from the proposed access and could be delivered within land that is confirmed to be within the adopted highway boundary. This point is therefore not considered to be a 'problem' as the maintenance of this area to secure the visibility splay should be the responsibility of the Highway Authority. However, if the Highway Authority were concerned about the vegetation, a suitably worded condition could be appropriate enabling the site owner to carry out their own maintenance of this area if required.

The covering letter provided alongside the RSA report made additional comments on the following four areas:

1. The proposed tactile paving layout at the site access.
2. Visibility of the existing warning signs on Leicester Road (dirty and obscured by vegetation).
3. Vegetation encroaching the existing western footway.
4. Unclear pedestrian strategy heading into the site.

In terms of Point 1, **Drawing Number F23010/01 Revision A** has been amended to provide appropriate tactile paving dimensions in line with the 'Guidance on the Use of Tactile Paving Surfaces' document. This comment should now be addressed.

Points 2 and 3 are acknowledged however these are considered to be Highway Maintenance issues and therefore responsibility should fall to the Highway Authority.

In terms of Point 4, it is proposed that the internal layout would operate as a shared-surface arrangement. This pedestrian strategy has been accepted at other recent applications for similar developments (including Hinckley and Bosworth Borough Council Planning Reference: 21/01390/FUL and Harborough District Council Planning Reference: 22/00719/FUL) and is therefore considered to also be suitable for the proposals. LCC also raised no concerns with this arrangement within the Consultee Comments and should remain content that 'safe and suitable' access could be provided to the development.



## ***Summary and Conclusions***

This letter has been prepared to address Consultee Comments made by LCC regarding a proposed development of up to 20 one-bed holiday 'pods', 10 two-bed holiday 'lodges' and a management building on land to the west of Leicester Road in Barwell, Leicestershire. The objective of this letter has been to review these comments and seek to demonstrate to LCC how they could be addressed in line with the guidance contained within the NPPF so that they can be in a position to offer their support of the proposals.

This has been achieved by undertaking additional swept path assessments of the proposed site access as shown in **Drawing Numbers F23010/02 Revision B** and **F23010/03 Revision B**. These drawings demonstrate how both a refuse collection vehicle and a fire tender could satisfactorily complete all manoeuvres at the proposed site access. In addition to this, a Stage 1 Road Safety Audit has also been undertaken which identified one 'problem' regarding the potential for the presence of existing vegetation impacting the visibility splay to the north of the access. This has been suitably addressed within the Design Team Response, by outlining that the visibility splay would be delivered within land that is confirmed to be within the adopted highway boundary and the maintenance of this area should be the responsibility of the Highway Authority. If this were to be an issue, a suitability worded condition could be appropriate enabling the site owner to carry out their own maintenance of this area if required.

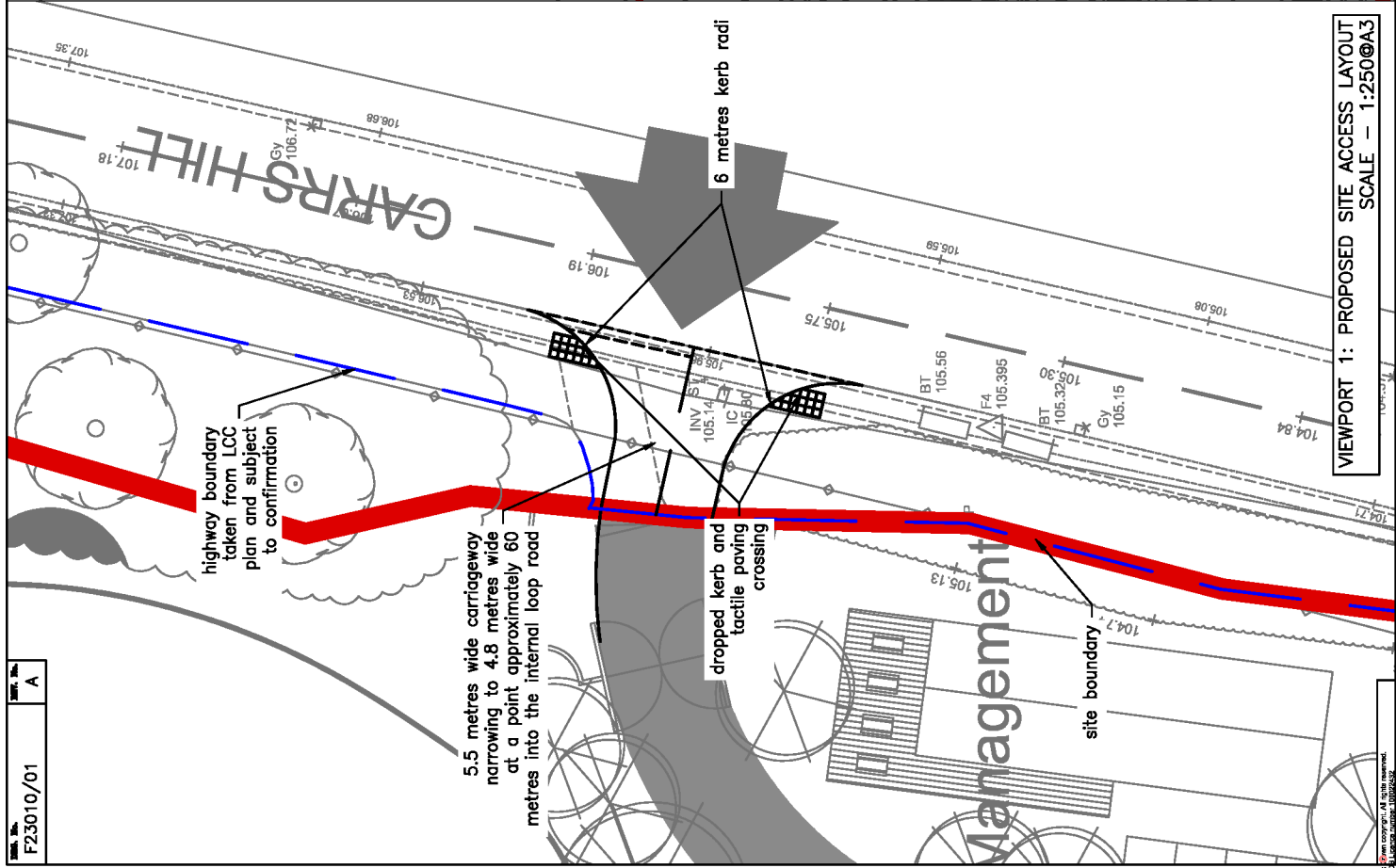
In light of the additional information provided in this letter, it is considered that all of LCC's outstanding comments have been addressed. On this basis, the Highway Authority should now be in a position to look favourably at the proposed development in accordance with the requirements of the NPPF.

Yours sincerely,

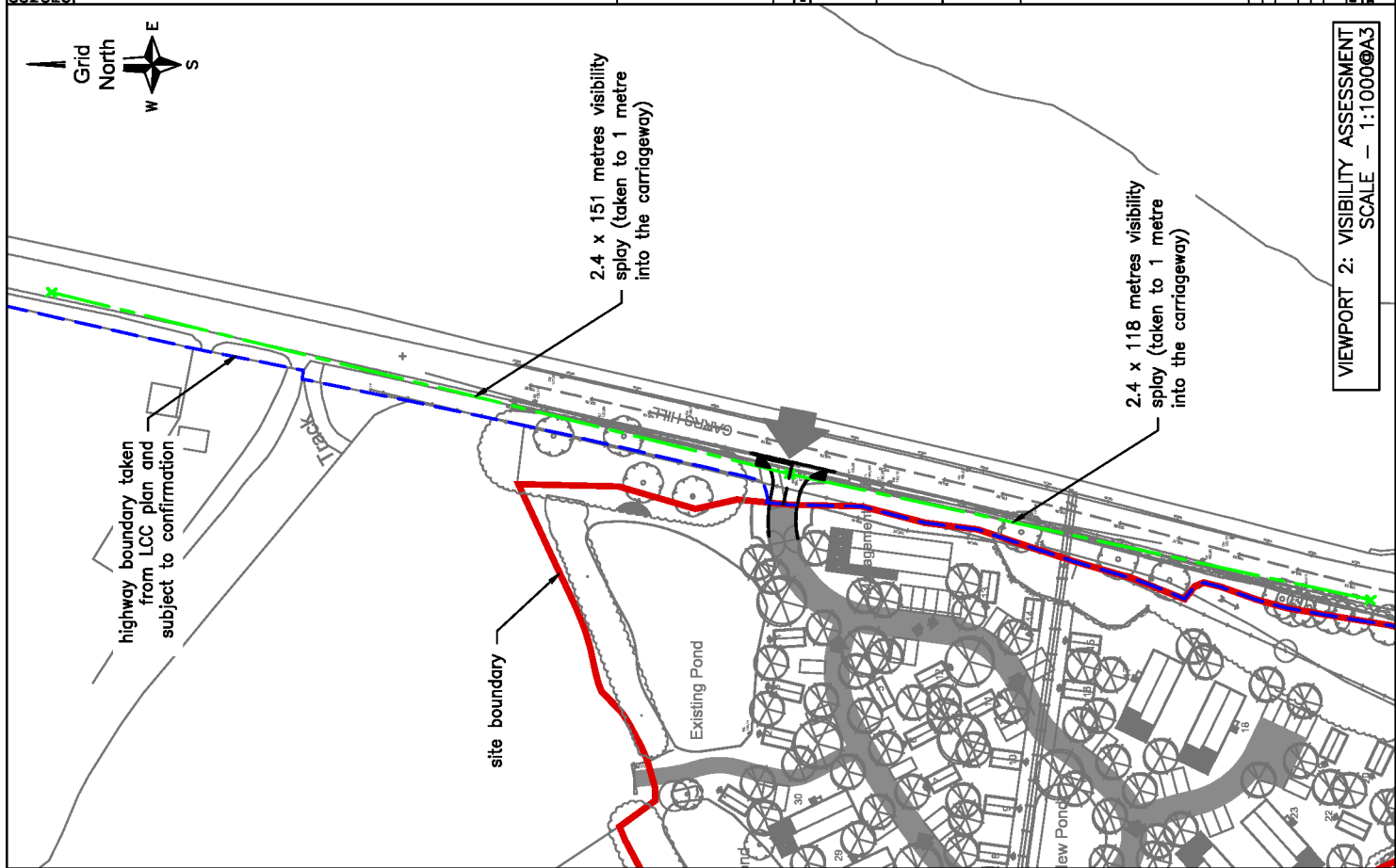
Will Morgan  
Senior Engineer  
**Bancroft Consulting Limited**  
t: 0115 9602919  
e: [will@bancroftconsulting.co.uk](mailto:will@bancroftconsulting.co.uk)

- enc. **Drawing Number F23010/01 Revision A** – Proposed Access Layout and Visibility Assessment  
**Drawing Number F23010/02 Revision B** – Swept Path Assessment (Fire Tender)  
**Drawing Number F23010/03 Revision B** – Swept Path Assessment (Refuse Collection Vehicle)  
**Appendix A** – LCC Consultee Comments (dated 5<sup>th</sup> July 2023)  
**Appendix B** – Stage 1 RSA Report and Covering Letter  
**Appendix C** – Design Team Response

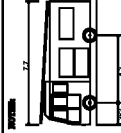
cc. Lance Wiggins – Lion Planning



VIEWPORT 1: PROPOSED SITE ACCESS LAYOUT  
SCALE - 1:250@A3



VIEWPORT 2: VISIBILITY ASSESSMENT  
SCALE - 1:1000@A3



|                                |         |
|--------------------------------|---------|
| Dennis Sabre Fire Tender (LWB) | 7,700mm |
| Overall Length                 | 2,430mm |
| Overall Width                  | 3,512mm |
| Overall Body Height            | 0.387m  |
| Min Body Ground Clearance      | 2,380mm |
| Track Width                    | 5,005mm |
| Look to lock time              | 4,400mm |
| Lock to Kerb Turning Radius    |         |

| NAME | DATE     | REMARKS                             | REMARKS | DATE | NAME |
|------|----------|-------------------------------------|---------|------|------|
| A    | 10/02/20 | REMOVED FOLLOWING L/C COMMENTS      |         |      |      |
| B    | 11/03/20 | NOTICE PRINCE AMENDED FOLLOWING DON |         |      |      |

OPES 2013 MRF LIMITED

**CONTRACT**  
INGLE NOOK FARM, BARWELL

**SWEPT PATH ASSESSMENT  
(FIRE TENDER)**



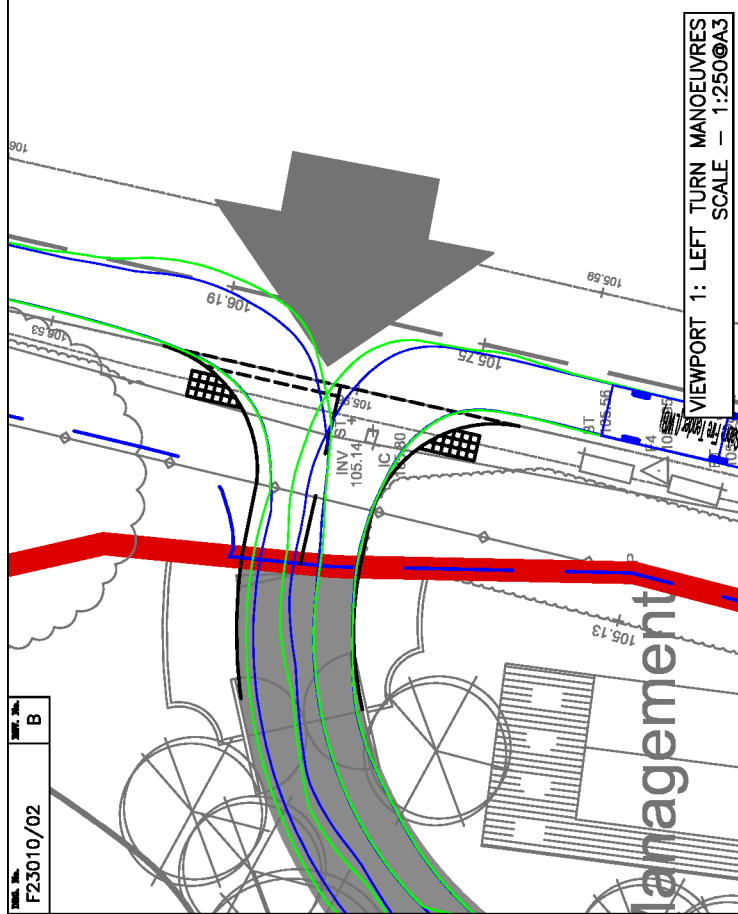
**Bancroft Consulting Ltd**  
**Jarodale House**  
**7 Gregory Boulevard**  
**Nottingham**  
**NG7 6LB**

t 0115 9602919  
f 0115 9648201  
e [office@bancroftconsulting.co.uk](mailto:office@bancroftconsulting.co.uk)

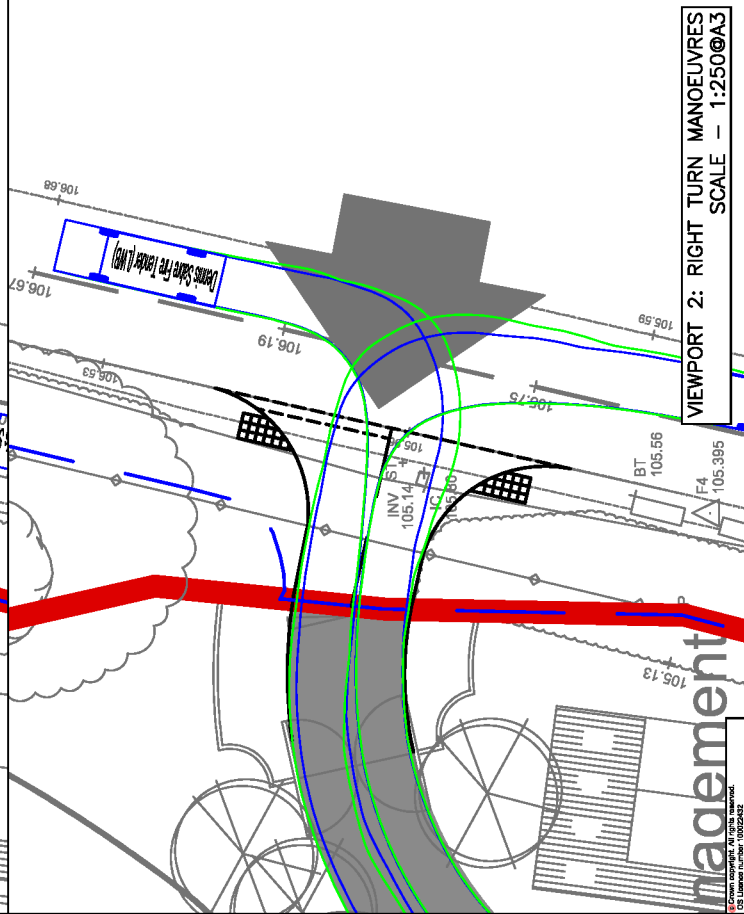
|                |           |             |
|----------------|-----------|-------------|
| NAME (PRINT)   | MALE/F    | DATE        |
| MB             |           | 22.05.23    |
| NAME (PRINT)   | CHANGED F | DATE        |
| CJB            |           | 22.05.23    |
| SCALE AS SHOWN | BRIDGE    | PRELIMINARY |
| SCALE, NO.     | F23010/02 | B           |



**VIEWPORT 3: INTERNAL MANOEUVRE**  
**SCALE – 1:500@A3**



VIEWPORT 1: LEFT TURN MANOEUVRES  
SCALE – 1:250@A3



VIEWPORT 2: RIGHT TURN MANOEUVRES  
SCALE - 1:250@A3

CONSULTANT IN THIS DRAWING IS THE PROPERTY OF BANCROFT CONSULTING LTD. IT MUST NOT BE REPRODUCED NOR ADAPTED FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN CONSENT OF BANCROFT CONSULTING LTD.

Phoenix 2 Duo 19W with Elite B&F chassis  
 Overall Width 11,200mm  
 Overall Height 3,750mm  
 Track Width 2,500mm  
 Lock to lock time 6,500mm  
 4000 to 4000 turning Radius

|     |          |                                    |    |      |
|-----|----------|------------------------------------|----|------|
| NO. | DATE     | DESCRIPTION                        | BY | CHKD |
| 1   | 11.04.13 | TACTILE PAVING ADDED FOLLOWING DDA | MB | MB   |
| 2   | 18.07.13 | REVISED FOLLOWING LDC COMMENTS     | MB | CJB  |

OPES 2013 MRF LIMITED

CONTRACTOR  
INGLE NOOK FARM, BARWELL

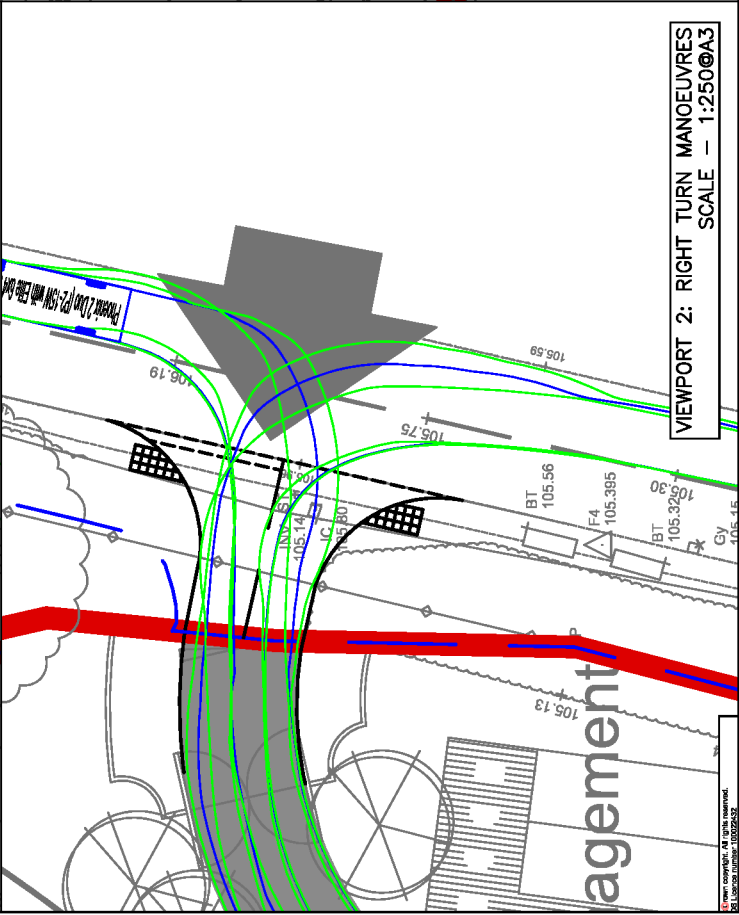
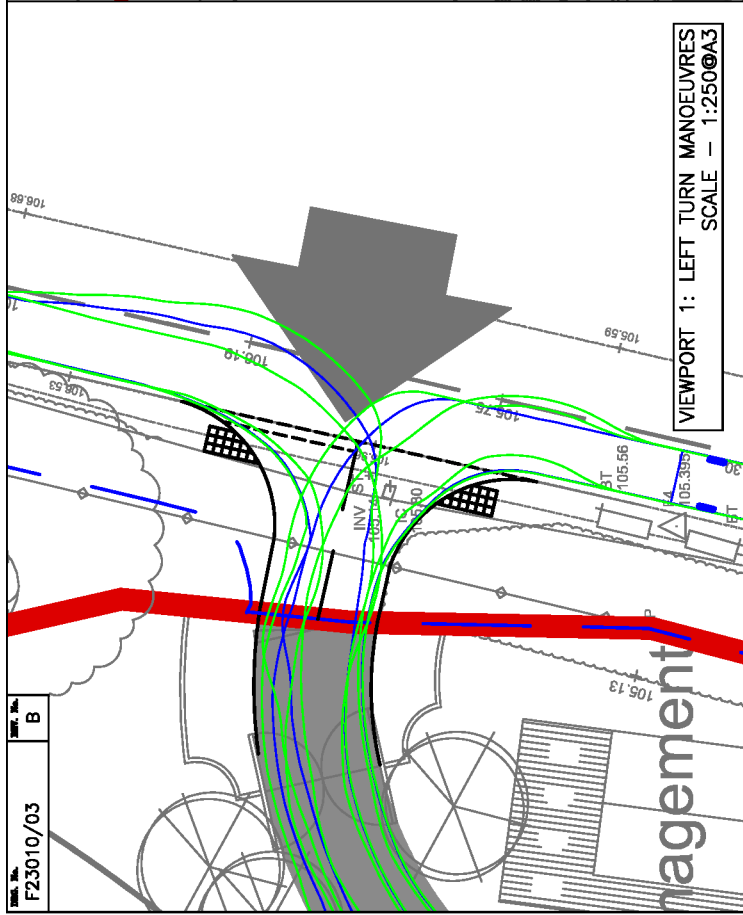
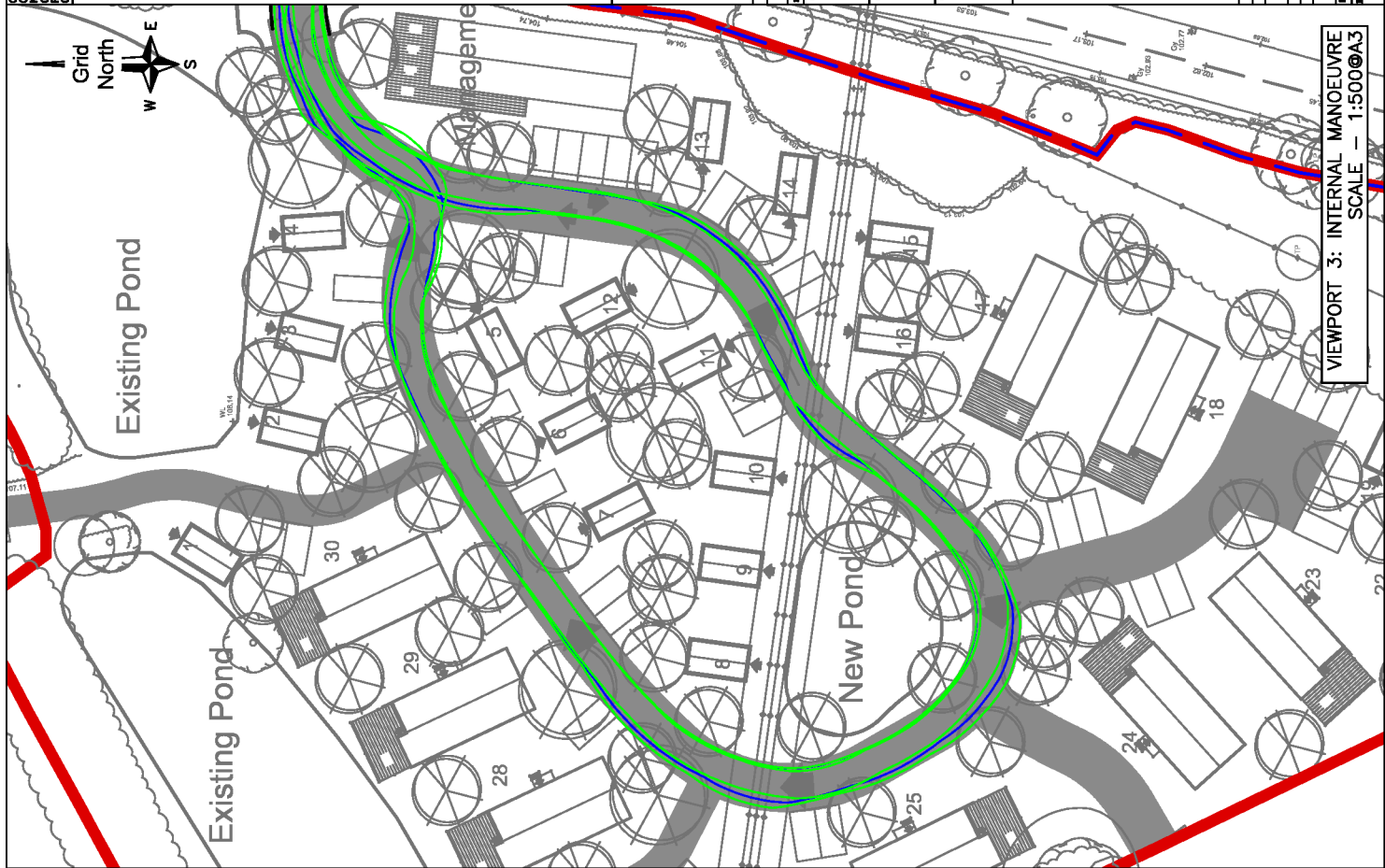
DESIGN  
SWEPT PATH ASSESSMENT  
(REFUSE COLLECTION VEHICLE)

**BANCROFT CONSULTING**  
 Bancroft Consulting Ltd  
 Jarodale House  
 7 Gregory Boulevard  
 Nottingham  
 NG7 6LB  
 t 0115 9602919  
 f 0115 9648201  
 e office@bancroftconsulting.co.uk

|          |     |      |
|----------|-----|------|
| DATE     | BY  | CHKD |
| 11.04.13 | MB  | MB   |
| 18.07.13 | CJB | MB   |

SCALE AS SHOWN PRELIMINARY

DATE: F23010/03



**APPENDIX A – LCC CONSULTEE COMMENTS (DATED 5<sup>TH</sup>  
JULY 2023)**

**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.

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**APPLICATION DETAILS:**

Planning Application Number: 23/00535/FUL

Highway Reference Number: 2023/00535/04/H

Application Address: Inglenook Farm Leicester Road Barwell Leicester Leicestershire LE9 8BD

Application Type: Full

Description of Application:

Erection of 20 accommodation pods, 10 holiday lodges, management building with associated internal access roads, parking, landscaping and surface water balancing

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**GENERAL DETAILS**

Planning Case Officer: Matt Jedruch

Applicant: Mr Ian Fenny

County Councillor: Ross Hills

Parish: Barwell

Road Classification: Class C

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

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

**Advice to Local Planning Authority**

**Background**

The Local Highway Authority (LHA) has been consulted on a full application for the erection of 20 accommodation pods, 10 holiday lodges, a management building with associated internal access roads, parking, landscaping and surface water balancing at Inglenook Farm, Leicester Road, Barwell.

The Applicant has submitted a Highway Impact Assessment dated May 2023 in support of the proposals.

**Site Access**

Access to the proposed development would be via an existing agricultural access from Leicester Road, which is a C classified road subject to a 40mph speed limit . The Applicant intends to undertake improvements to the access, as detailed on Bancroft Consultancy drawing number F23010/01. This includes provision of a 5.5m wide access and 6.0m junction radii.

In order to ascertain the required visibility splays at the access, the Applicant has undertaken two automatic speed surveys approximately 100m either side of the site access, between Thursday 20th April 2023 and Wednesday 26th April 2023. The resultant 85%ile speeds of the surveys are shown in Table 1 below:

| ATC location  | Northbound | Southbound |
|---------------|------------|------------|
| North of Site | 44.0mph    | 46.4mph    |
| South of Site | 45.4mph    | 46.5mph    |

**Table 1: 85%ile speeds, Leicester Road.**

Based on the recorded vehicle speeds, the Applicant has provided visibility splays of 2.4 x 118 metres to the south of the access and 2.4 x 151 metres to the north. According to Part 3, Table DG4 of the Leicestershire Highway Design Guide ([LHDG, available at <https://resources.leicestershire.gov.uk/lhdg>), visibility splays of 2.4 x 160m would be required in each direction. However, when taking into consideration Design Manual for Roads and Bridges stopping sight distances, and the gradients of the road which have been calculated by the Applicant, the LHA can confirm that the visibility splays would be acceptable.

Whilst swept path analysis of a refuse collection vehicle and a fire appliance have been provided, the vehicles have only been shown turning left in to and left out of the site access. The LHA request that swept path analysis is shown for vehicles travelling in all directions.

The LHA considers the proposals are likely to intensify the use of the existing access and given that improvement works are proposed, it is advised that the Applicant should undertake an independent Stage 1 Road Safety Audit (RSA1) of the site access proposals, along with providing a designer's response to any problems raised and a revised drawing (if necessary).

Following provision of further swept path analysis, an RSA1 and a designer's response, the LHA will give further consideration to the site access arrangements.

### **Highway Safety**

The Applicant has used Crashmap data between 2017 to 2021 to ascertain the Personal Injury Collision (PIC) history within 200m of the site access. The Applicant has identified that three PIC's occurred during this time at the Leicester Road/ A47 roundabout consisting of two slight and one serious PIC's. Of the slight PIC's, one involved a single vehicle, while the other involved a collision between two vehicles. The serious PIC involved a collision between a motorbike and another vehicle.

While the LHA advise that it is unclear specifically what dates the PIC analysis covers, and that it is only up to 2021 so could be considered out of date, the LHA are unaware of any additional PIC's occurring within the study area based on its own records up to late March 2023.

Based on the above information, the LHA could not justify the Applicant doing any further PIC analysis. The LHA accept the Applicants conclusion that there is no evidence of any ongoing highway safety problems within the immediate vicinity of the site that could be potentially exacerbated by the proposed development.

### **Trip Generation**

It is understood the proposed development consists of 20 one-bed holiday 'pods' and 10 two-bed holiday lodges plus a management building. For the purposes of the trip generation analysis, the Applicant has considered the management building an additional holiday let unit and therefore considered the impact of 31 units.

The Applicant has based trip rates on similar scale applications which have recently been accepted by the LHA, notably Harborough District Council Planning Reference: 22/00719/FUL for a proposed development of 21 holiday lodges at Moorbarns Lane, Lutterworth, and Hinckley & Bosworth Borough Council reference 21/01390/FUL for 21 holiday lodges at Barrow Hill Quarry, Mill Lane, Earl Shilton.

The approximate level of vehicular trips for a weekday are shown in Table 2, while the approximate number of weekend trips are shown in Table 3:

|                |           |           |           |
|----------------|-----------|-----------|-----------|
| • morning peak | 1 arrive  | 2 depart  | 4 total   |
| • evening peak | 7 arrive  | 6 depart  | 13 total  |
| • daily        | 58 arrive | 45 depart | 103 total |

**Table 2:** Approximate weekday vehicular trips (31 units).

|                |           |           |          |
|----------------|-----------|-----------|----------|
| • morning peak | 2 arrive  | 3 depart  | 5 total  |
| • evening peak | 3 arrive  | 3 depart  | 6 total  |
| • daily        | 33 arrive | 30 depart | 63 total |

**Table 3:** Approximate weekend vehicular trips (31 units).

The LHA advises it accepts the proposed trip rates.

### **Junction Capacity Assessments**

Given the scale of the proposed development and anticipated level of peak hour trips, the LHA do not require capacity assessments of the site access or surrounding key junctions.

### **Internal Layout**

Details of the internal layout of the site have been provided on BHC drawing number: 1003 Rev E. The proposed development would provide a total of 43 car parking spaces. The Applicant has based parking provision on one space per one bed unit and two spaces per two bed unit as well as three spaces for the management building. Given the nature of the proposals, the LHA considers this to be acceptable and is satisfied that the parking spaces are designed in accordance with the LHDG and that the proposals are unlikely to generate on-street parking in the vicinity of the site.

Swept path analysis of a refuse collection vehicle driving through the site has been provided on Bancroft Consultancy drawing number F23010/03. The LHA are also satisfied that sufficient turning space is available within the site in order for all vehicles to arrive and depart in a forward gear.

### **Transport Sustainability**

The LHA advise the proposals are situated an approximate 500m walk from bus stops served by regular buses between Leicester and Nuneaton, which may be of benefit to visitors and employees. It is also noted that cooking facilities would be provided within each unit.

**Date Received**  
**12 June 2023**

**Case Officer**  
**Ben Dutton**

**Reviewer**  
**DH**

**Date issued**  
**5 July 2023**

**APPENDIX B – STAGE 1 RSA REPORT AND COVERING  
LETTER**

**FAO:** May Burke  
Bancroft Consulting Ltd

21<sup>st</sup> August 2023

Dear May

**INGLE NOOK FARM, BARWELL**  
**PROPOSED DEVELOPMENT ACCESS**  
**STAGE 1 ROAD SAFETY AUDIT**

Please find enclosed the signed and dated PDF of the Stage 1 Road Safety Audit (RSA) Report for this project.

As referred to in Section 1.3 of the RSA Report, there are four issues identified and observations made during the Stage 1 RSA and site inspection, which the Terms of Reference exclude from the RSA Report, but which the Audit Team wishes to draw to the attention of yourself and the Overseeing Organisation:

- i. Whilst it may be a drawing error, the proposed tactile paving layout across the development access appears to be incorrect. The design team should refer to Guidance on the Use of Tactile Paving Surfaces to ensure that the appropriate layout is implemented.
- ii. At the time of the site visit it was noted that the existing warning signs at the southern end of Leicester Road (Diag 510 Roundabout Ahead & Diag 960 Cycle Route Ahead), within the eastern verge area, were dirty and obscured by vegetation.
- iii. The existing western footway was overgrown with vegetation, reducing the available width significantly. Maintenance measures (siding out) should be considered at this location to ensure the available width is maximised.
- iv. It is unclear from the drawings provided what the future pedestrian strategy is. It is noted, that whilst the scheme incorporates pedestrian facilities across the proposed development access junction, there is no means to enter/egress the development site itself.

I look forward to receiving your response to this Covering Letter and the provision of the RSA Decision Log for the purposes of retention on my file.

Should you have any queries, please do not hesitate to contact me.

Yours sincerely

[REDACTED]  
  
Sarah Bowie

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# **INGLE NOOK FARM, BARWELL**

## **Proposed Development Access**

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**Road Safety Audit - Stage 1**

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**Final Report**

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**August 2023**

**TBL19/390**

**Taylor Bowie Ltd**  
ROAD SAFETY & TRANSPORTATION CONSULTANCY

# REPORT APPROVAL

## Project Details

|                           |                               |                         |                            |
|---------------------------|-------------------------------|-------------------------|----------------------------|
| Project Title             | Ingle Nook Farm, Barwell      |                         |                            |
| Project Subtitle          | Proposed Development Access   |                         |                            |
| Road Safety Audit         | Stage 1                       |                         |                            |
| Document Reference        | TBL19/390 Rev 0               | Audit Brief Date        | 19 <sup>th</sup> July 2023 |
| Overseeing Organisation   | Leicestershire County Council |                         |                            |
| Design Organisation       | May Burke                     | Bancroft Consulting Ltd |                            |
| Client                    | -                             | OPES 2013 MRF Limited   |                            |
| Maintaining Agent Details | -                             | -                       |                            |

## Approvals

This document requires the following approvals:

| Name        | Title             |
|-------------|-------------------|
| Sarah Bowie | Audit Team Leader |
| Mario Gatti | Audit Team Member |

## Distribution

This document has also been distributed to:

| Name      | Title & Organisation                                     |
|-----------|----------------------------------------------------------|
| May Burke | Trainee Engineering Technician – Bancroft Consulting Ltd |

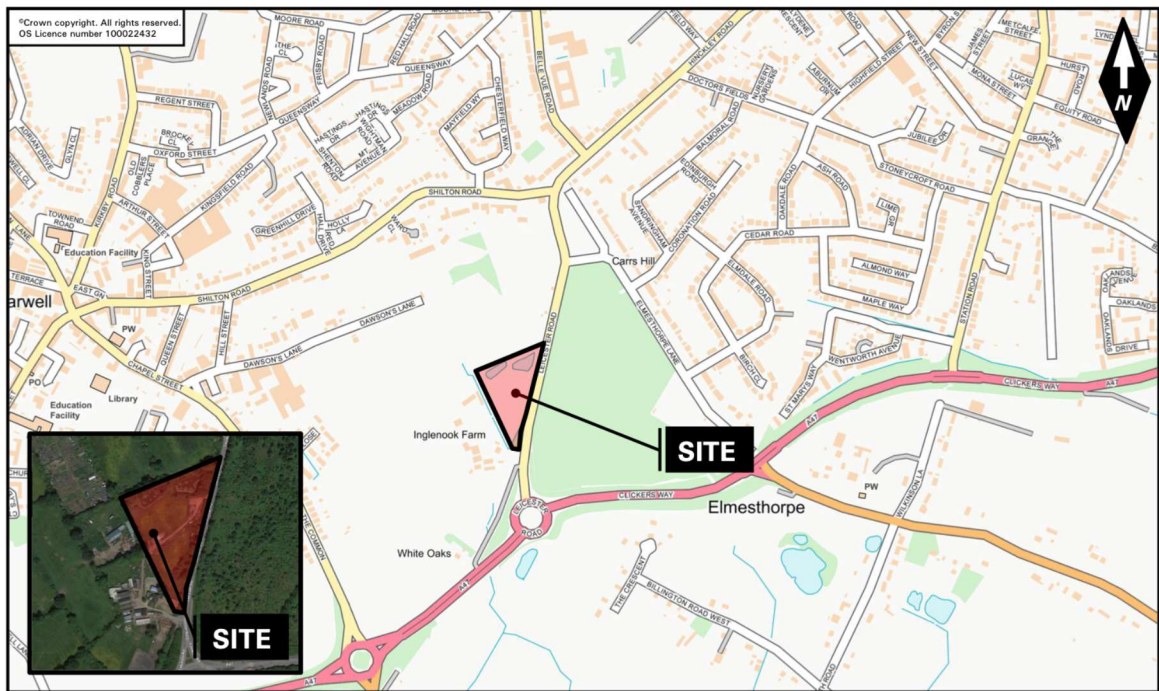
# 1 INTRODUCTION

## 1.1 The Scheme and its Purpose

This report results from a Stage 1 Road Safety Audit (RSA) carried out on proposed development access on land to the west of Leicester Road, Barwell, Leicester.

The development consists of 20 accommodation pods, 10 holiday lodges, a management building with associated internal access roads, parking and landscaping.

Access to the proposed development is proposed via an existing agricultural access from Leicester Road which is subject to a 40mph speed limit. A 5.5m wide access is proposed with 6.0m junction radii.



## 1.2 Terms of Reference & Audit Report

The Road Safety Audit Brief was approved and issued by May Burke of the Design Organisation on behalf of the Overseeing Organisation. The RSA team has been approved by the Overseeing Organisation.

**Table 1 - Audit Team Membership**

| Membership        | Name        | Details                                      |
|-------------------|-------------|----------------------------------------------|
| Audit Team Leader | Sarah Bowie | IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp |
| Audit Team Member | Mario Gatti | BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp    |

The Road Safety Audit was undertaken in accordance with the requirements of GG 119. No additional audit requirements were requested. The audit comprised of an examination of the brief and the documents provided to the Audit Team, listed in **Appendix A**.

The audit took place at Taylor Bowie Cambridgeshire office during July 2023 and both Audit Team Members examined the site together in daylight hours on the afternoon of Friday 28<sup>th</sup> July 2023 between the hours of 1200 and 1300hrs. The weather during the site visit was warm and overcast. The carriageway was dry. Traffic flow at all times were very light. No pedestrians and two cyclists were observed during the site visit.

The scheme has been examined, and this report compiled only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

No Departures from Standards (DfS) have been provided to the Audit Team. It is important that if there are any DfS, then they are submitted to the Overseeing Organisation (OO) as soon as possible with appropriate mitigating measures for the OO to approve.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B** (where applicable).

### 1.3 Audit Administration

Issues identified during the audit and site visit which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the OO, will be set out in a separate letter. These issues could include maintenance items and operational issues.

In this regard, the Audit Team have made reference to four items as referred to in a covering letter to the Design Organisation, dated 21<sup>st</sup> August 2023. This covering letter should be supplied to the OO and be considered in conjunction with this Stage 1 RSA.

## **2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS**

No previous Road Safety Audits have been undertaken on these proposals.

### 3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

#### 3.1 Local Alignment

No Problems identified in this category at this Stage 1 Road Safety Audit.

#### 3.2 General

No Problems identified in this category at this Stage 1 Road Safety Audit.

#### 3.3 Junctions

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <b>PROBLEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1                                                                                   |
| Location                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Proposed development junction (Drwg No. F23010/01)                                  |
| Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Reduced visibility splay may increase the risk of vehicle pull out type collisions. |
| <p>The scheme drawings indicate that a visibility splay of 2.4m x 118m is proposed when looking to the right from the proposed development junction egress and 2.4m x 151m when looking to the left.</p> <p>The site visit has established that the achievable visibility splay when looking to the left from the access junction may be impacted upon by the presence of vegetation within the western verge area.</p> <p>A lack of visibility may increase the risk of pull out type collisions.</p> |                                                                                     |
| <b>RECOMMENDATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                     |
| The Audit Team recommend that the achievable visibility splays are not compromised.                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                     |

### **3.4 Walking, Cycling and Horse Riding**

No Problems identified in this category at this Stage 1 Road Safety Audit.

### **3.5 Traffic Signs, Carriageway Markings and Lighting**

No Problems identified in this category at this Stage 1 Road Safety Audit.

**END OF PROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT**

## 4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

| AUDIT TEAM LEADER |                                                                                   |
|-------------------|-----------------------------------------------------------------------------------|
| Name              | Sarah Bowie - IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp                        |
| Signed            |  |
| Position          | Director                                                                          |
| Organisation      | Taylor Bowie Ltd                                                                  |
| Date              | 21 <sup>st</sup> August 2023                                                      |

| AUDIT TEAM MEMBER |                                                                                     |
|-------------------|-------------------------------------------------------------------------------------|
| Name              | Mario Gatti - BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp                             |
| Signed            |  |
| Position          | Associate Consultant                                                                |
| Organisation      | Taylor Bowie Ltd                                                                    |
| Date              | 21 <sup>st</sup> August 2023                                                        |

# APPENDIX A

## Documents Forming the Audit Brief

**Drawings:**

| <b>DRAWING NO.</b> | <b>TITLE</b>                                         |
|--------------------|------------------------------------------------------|
| F23010/01          | Proposed Access Layout & Visibility Assessment       |
| F23010/02 Rev A    | Swept Path Assessment (Fire Tender)                  |
| F23010/03 Rev A    | Swept Path Assessment (Refuse Collection Vehicle)    |
| F23010 Figure 1    | Detailed Site Location Plan                          |
| F23010 Figure 2    | Accident Data taken from CrashMap.co.uk (2017-21021) |

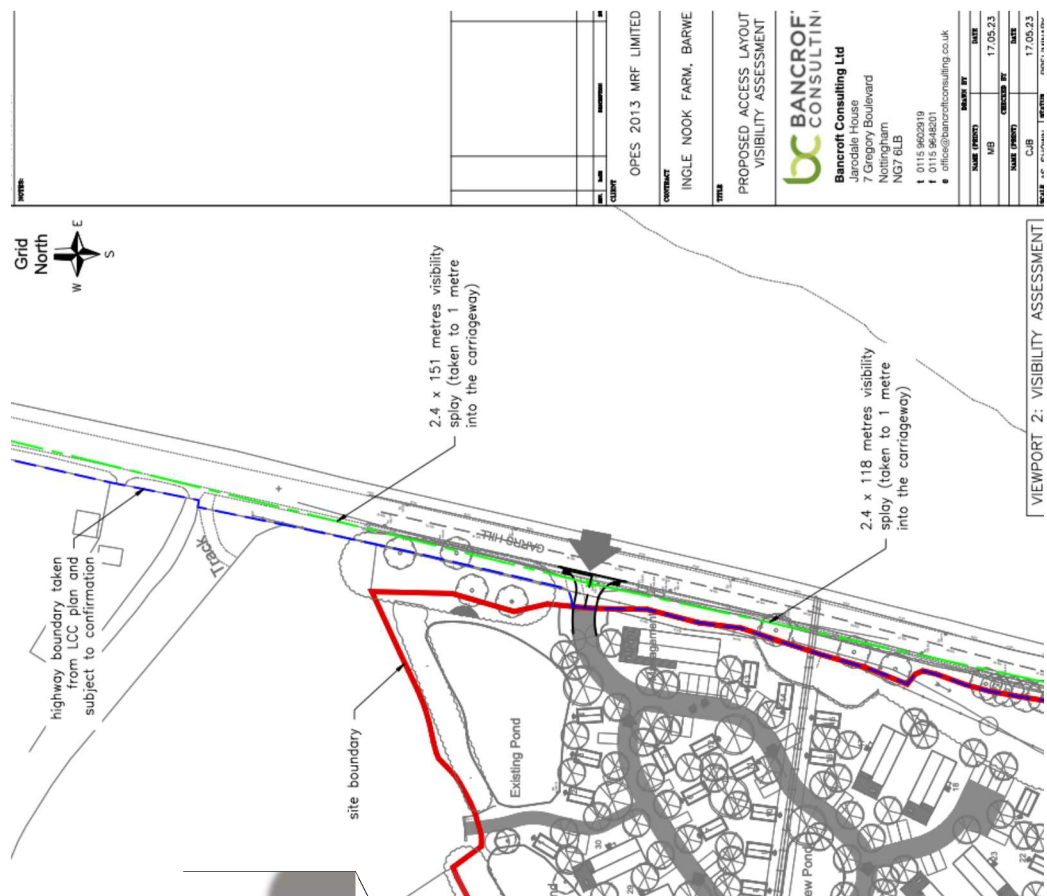
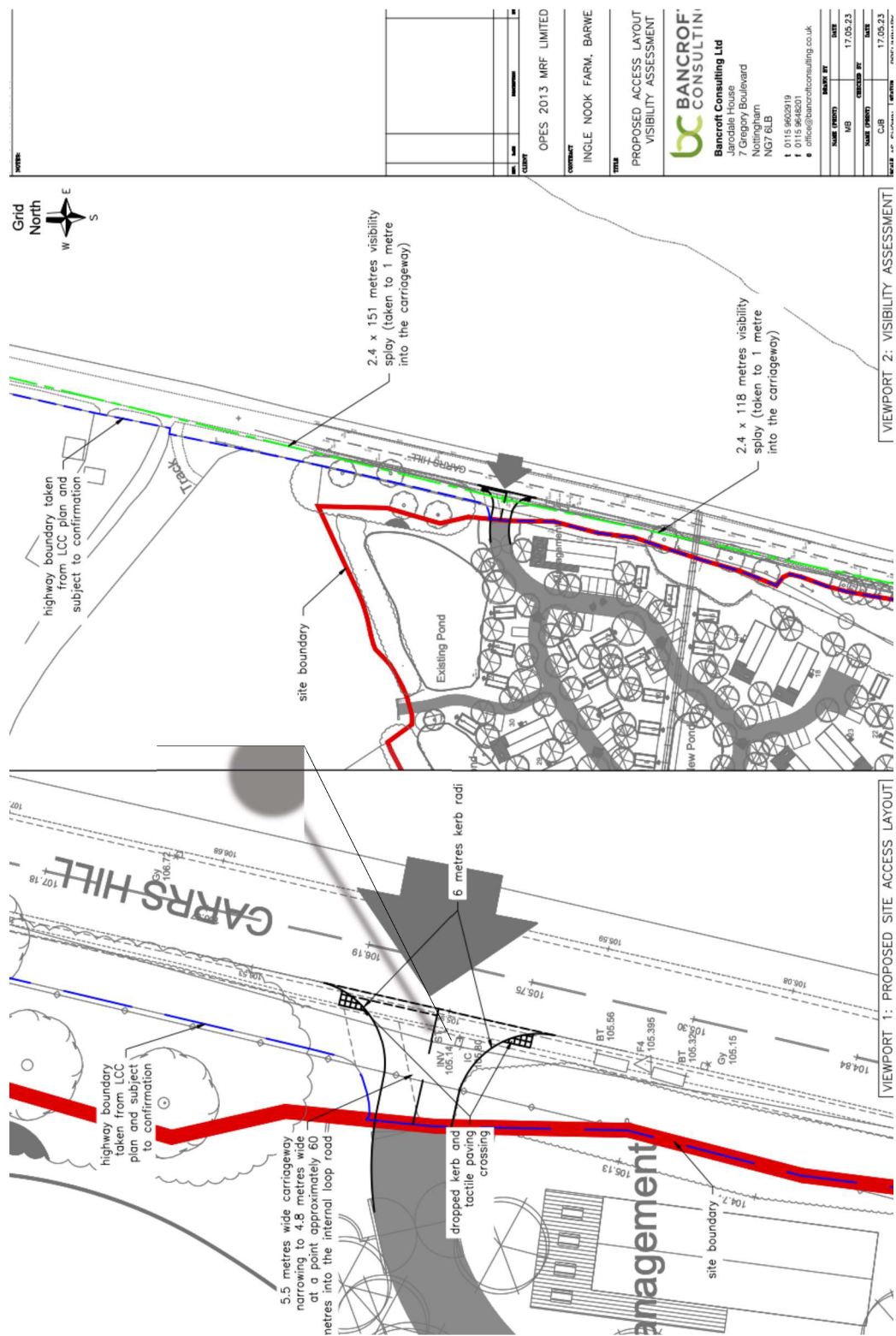
**Documents/Data:**

**BANCROFT CONSULTING LTD** – Substantive response of the Local Highway Authority to a Planning Consultation received under The Development Management Order – 5<sup>th</sup> July 2023

**BANCROFT CONSULTING LTD** – RSA Brief Summary (email) - 18<sup>th</sup> July 2023

# APPENDIX B

## Problem Location Plan



Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

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## **APPENDIX C – DESIGN TEAM RESPONSE**

## Designers Response

### ROAD SAFETY AUDIT STAGE 1

|                               |                             |
|-------------------------------|-----------------------------|
| <b>Scheme Title</b>           | Ingle Nook Farm, Barwell    |
| <b>Client</b>                 | Opes 2013 MRF Limited       |
| <b>RSA Report Ref No:</b>     | <b>TBL 19/390</b>           |
| <b>Road Safety Audit Team</b> | Sarah Bowie and Mario Gatti |

| <b>Problem Identified (Paragraph No) and Summary</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Problem Accepted (YES/NO)</b> | <b>Recommendation Accepted (YES/NO)</b> | <b>Measure (describe)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. <u>3.3 Junctions:</u><br/>Proposed development junction (Drwg.no. F23010/01)</p> <p><i>“The scheme drawings indicate that a visibility splay of 2.4m x 118m is proposed when looking to the right from the proposed development junction egress and 2.4m x 151m when looking to the left.</i></p> <p><i>The site visit has established that the achievable visibility splay when looking to the left from the access junction may be impacted upon by the presence of vegetation within the western verge area.</i></p> <p><i>A lack of visibility may increase the risk of pull-out type collisions.”</i></p> | No                               | Yes                                     | <p><b>Drawing Number F23010/01 Revision A</b> (revised following RSA comments regarding tactile paving) demonstrates that the required visibility splays are achievable from the proposed access and could be delivered within land that is confirmed to be within the adopted highway boundary. This should therefore not be considered to be a ‘problem’ as the maintenance of the verge to secure the visibility splay should be the responsibility of the Highway Authority.</p> <p>However, if the Highway Authority were concerned about the vegetation, a suitably worded condition could be appropriate enabling the site owner to carry out their own maintenance of this area, if required.</p> |

|                  |                                |
|------------------|--------------------------------|
| <b>Signed</b>    | M.BURKE                        |
| <b>Job Title</b> | Trainee Engineering Technician |
| <b>Date</b>      | 07.08.23                       |

**The completed Designers’ Response Form should be issued to the Overseeing Authority for their comments.**