

# LAND AT WORKHOUSE LANE, BURBAGE

Statement of Case on matters of Highways and Transportation.

JNY10215-08  
Statement of Case. Matters of  
Highways and  
Transportation. Version 01  
26 October 2022

## Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
01	Statement of Case	Melanie A'Lee	Brian Plumb	Melanie A'Lee	26/10/22

This report was prepared by **RPS Consulting Services Ltd** ('RPS') within the terms of its engagement and in direct response to a scope of services. This report is strictly limited to the purpose and the facts and matters stated in it and does not apply directly or indirectly and must not be used for any other application, purpose, use or matter. In preparing the report, RPS may have relied upon information provided to it at the time by other parties. RPS accepts no responsibility as to the accuracy or completeness of information provided by those parties at the time of preparing the report. The report does not take into account any changes in information that may have occurred since the publication of the report. If the information relied upon is subsequently determined to be false, inaccurate or incomplete then it is possible that the observations and conclusions expressed in the report may have changed. RPS does not warrant the contents of this report and shall not assume any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report howsoever. No part of this report, its attachments or appendices may be reproduced by any process without the written consent of RPS. All enquiries should be directed to RPS.

Prepared by:

Prepared for:

### RPS Consulting Services Ltd

### Central England Co-operative Ltd.,

Melanie A'Lee  
**Technical Director**

20 Farringdon Street,  
London. EC4A 4AB.

## Contents

1	INTRODUCTION.....	1
2	MATTERS AGREED WITH LEICESTERSHIRE COUNTY COUNCIL .....	3
3	MATTERS NOT AGREED WITH LCC .....	5
4	CONCLUSION .....	11

## Appendices

### APPENDICES

APPENDIX 1 – PRE-APP SCOPING RESPONSE FROM LCC

APPENDIX 2 – TECHNICAL NOTES SUBMITTED AS PART OF APPLICATION REF:  
20/01012/OUT

APPENDIX 3 – DRAFT STATEMENT OF COMMON GROUND

APPENDIX 4 – DRAWING NO. JNY10215-01 REV C – PROPOSED ACCESS ARRANGEMENT

APPENDIX 5 – DRAWING NO. JNY10215-03B – ROAD WIDTHS

APPENDIX 6 – EXTENT OF PUBLIC HIGHWAY

APPENDIX 7 – CRASH MAP EXTRACT

# 1 INTRODUCTION

- 1.1 RPS Consulting UK Ltd are instructed by Central England Co-operative Ltd to advise on highway and transportation matters associated with the proposed development of land to the west of Workhouse Lane, Burbage. An application was submitted in September 2020 (Planning Application ref 20/01012/OUT) for the development of up to 40 residential dwellings.
- 1.2 As part of this proposal a Transport Assessment was prepared by RPS and submitted in support of the application. The submission of the application and Transport Assessment provided in support of this, followed pre-application scoping discussions with Leicestershire County Council. A copy of the scoping report and the comments provided by LCC are included at **Appendix 1**.
- 1.3 At the outset and for the purpose of the scoping report it was proposed that the site be developed for 80 dwellings. Hence the response from LCC on the scoping was in this context. In this regard the comments on the access to the site from LCC include the following:-

## “Offsite mitigation

The LHA has reviewed the proposed widening of Workhouse Lane and would advise the applicant that based on the low volumes of traffic expected from the development 4.8m would appear to be acceptable. Due to the nature of Workhouse Lane the applicant may also wish to investigate if the current layout/priority for Britannia Road North/Britannia Road East/Workhouse Lane junction is appropriate. However, any mitigation measures should be deliverable within highway land (please contact [hre@leics.gov.uk](mailto:hre@leics.gov.uk)) or the applicant's land. The mitigation scheme(s) should also be subject to Stage 1 Road Safety Audit and Designer's response on any issues identified.”

- 1.4 Hence the initial submission for up to 80 dwellings did not raise issues over the suitability of the form of the access and the use of Workhouse Lane for this level of development.
- 1.5 Following submission of the application, consultation responses were provided by Leicestershire County Council on 18<sup>th</sup> December 2020, 15<sup>th</sup> July 2021 and 23<sup>rd</sup> February 2022. Accordingly, to address these matters Technical Notes were issued dated 26<sup>th</sup> January 2021, 27<sup>th</sup> April 2021 and 21<sup>st</sup> July 2021 each setting out additional information in response to the LCC consultation comments. This information relates to the access to the development the width of Workhouse Lane between the site and Britannia Close and the overall impact of the application on the local highway network, copies of these Technical Notes are provided in **Appendix 2** to this Statement of Case.
- 1.6 Subsequent to the above, a meeting was held with Leicestershire County Council on 8<sup>th</sup> February 2022 to discuss the outstanding issue. The outstanding issue is given as the reason for refusal which advises:

*‘The applicant has failed to demonstrate the principle of a safe and suitable access route can be achieved to the site between the junction of Workhouse Lane and Britannia Street and the proposed site access, contrary to the requirements of Policies DM17 of the SADMP and paragraph 108 of the National Planning Policy Framework.’*

- 1.7 It should be noted that the Paragraph reference to NPPF is considered incorrect and should relate to Paragraph 110.

- 1.8 A Draft Statement of Common Ground has been prepared and shared with LCC to set out what are considered to be agreed matters in the context of Highway and Transportation. These agreed matters are set out in Section 2 of this statement of case with the draft SOCG attached at **Appendix 3** of this statement.
- 1.9 The only outstanding matter, which is addressed in this Statement of Case, relates to the reason for refusal. This is therefore dealt with in Section 3 of this Statement of Case.

## 2 MATTERS AGREED WITH LEICESTERSHIRE COUNTY COUNCIL

- 2.1 The TA that was prepared to support this application was based on pre-application discussions with LCC which were set out in Appendix A of the TA submitted as part of the planning application, a copy of which is included in **Appendix 1**. The matters considered to be agreed are set out in the Statement of Common Ground included in **Appendix 3** and covers the following.
- 2.2 **Site Access arrangement to serve the proposed site** – This is identified on Drawing Reference No. JNY10215-01C provided in **Appendix 4**. The proposed access has been designed to meet LCC's design guidance including road width serving the site, the width of Workhouse Lane at the site access, the radii leading into the site, visibility from the access and the footway provision. The proposed site access arrangement has also been reviewed by an independent road safety auditor and all matters raised have been addressed. Hence in the context of the access to the site from Workhouse Lane it is considered that this is an agreed matter.
- 2.3 **Base Line Traffic flows**. The development proposal is only for up to 40 dwellings and normally an assessment of impact on the wider highway network would not be necessary, however, to demonstrate that there will be no impact, traffic surveys were carried out at the local junctions in June 2019 including:
- Britannia Road/ B578 Lutterworth Road
  - Britannia Road/ Coventry Road
  - Freeman's Lane/ Windsor Street/ Windsor Court
  - B578 Lutterworth Road/ Windsor Street/ Lychgate Lane
- 2.4 In addition, a speed survey was carried out on Workhouse Lane to determine the 85<sup>th</sup> percentile speed of vehicles using this route. No dispute has been made in respect of these surveys and therefore it is considered that these are agreed matters.
- 2.5 **Future Traffic Flows**. The Transport Assessment identified the typical trips that are likely to be associated with the proposed development during the peak hours which has been obtained from TRICS which is the industry standard data for obtaining appropriate trip rates for various development uses. The predicted movements in the AM Peak are 24 two-way and 25 two-way in the PM Peak, which in turn will see a maximum of 1 vehicle every 2-3mins. Again these matters are understood to be agreed.
- 2.6 **Background Growth**. The Transport Assessment included background growth from the TEMPRO database which was applied onto the base traffic flows to provide a base future year assessment of 2024 together with the trips associated with a local committed development, ensuring a robust assessment was undertaken. It is understood that this matter is also agreed.
- 2.7 **Distribution and assignment**. The distribution of traffic from the site would all be to/from the north of the site as Workhouse Lane is a no through road. Beyond the site, the distribution was based on the 2011 Journey to work census data. It is understood that this matter is also agreed.
- 2.8 **Junction assessment** – The assessment of impact was undertaken using Junctions 9 modelling software, the results of the impact analysis show no serve impact and LCC have not raised any

issues with the modelling or results provided within the TA. It is understood that this matter is also agreed.

## 3 MATTERS NOT AGREED WITH LCC

### Introduction

- 3.1 As identified above the reason for refusal given by LCC is in respect of the suitability of Workhouse Lane as a means of access to the development between its junction with Britannia Road and the site access.
- 3.2 Section 2 of the statement of case together with the Draft Statement of Common Ground sets out what are understood to be the agreed matters, and this includes for matters of trip rates, distribution of traffic, traffic growth and base line flow data.
- 3.3 Accordingly, it is understood that there is no dispute between the parties as to the level of traffic which would access the site in the peak hours and which would potentially make use of the section of Workhouse Lane between Britannia Road and the site access, and hence also impact on the local highway network.
- 3.4 The key issue is understood to be the standard of road over the specific section of Workhouse Lane and the effect on safety and the suitability of the road to accommodate the increased traffic that results from the development. It is clearly the view of the Highway Authority that the proposed measures do not provide a safe and suitable means of access, as stipulated in the reason for refusal.
- 3.5 Accordingly set out below is a review of Workhouse Lane in terms of road width and suitability for the level of traffic that would use this route together with a review of the safety issues for all users over this section of the public highway. In undertaking this review, it is understood that the Highway Authority do not consider the current use of Workhouse Lane as being unsafe or unsuitable for existing road users, and that the issue arises out of the increase in the use as a consequence of the development.

### Width of Workhouse Lane

- 3.6 Workhouse Lane is a cul-de-sac extending for approximately 500m southward from its junction with Britannia Road. South of Frezenberg Close, Workhouse Lane provides access to a farm/small business use, a couple of residential properties and field accesses. Frezenberg Close provides access to 34 residential properties.
- 3.7 The existing width of Workhouse Lane passing the site is approximately 3-4m in width bounded by verge and hedges.
- 3.8 As part of the original pre-app scoping discussions with LCC, it was originally proposed that a development would be for circa 80 dwellings and LCC advised that based on this a road width of 4.8m would be considered acceptable given the low level of movements, a copy of LCC's pre-app advise is included in **Appendix 1**.
- 3.9 As part of the development proposal, Workhouse Lane is to be widened between its junction with Frezenberg Close and the site access providing a width of 5.5m at the site access narrowing to 4.9m prior to joining the existing road width at Frezenberg Close which is 4.8m. Drawing No. JNY10215-03 was issued as part of RPS Technical Note dated 26<sup>th</sup> January 2021 and has been updated to include the latest access layout a copy of which is included in **Appendix 5**. This layout



includes the proposed access arrangement and the existing and proposed road widths between the site access and Britannia Road.

- 3.10 Leicestershire County Council's Design Guide states in Part 3 Design Guidance para 3.8 **'External roads and other off-site highway works:** *These are roads that provide a new link in the road network and serve a more general purpose than simply giving access to a development. Unless they fall outside the definition of a road (Street), you should design these in line with the appropriate parts of Manual for Streets and our specification and standard drawings.'*

**'Site access to external roads:** *Unless the external road falls outside the definition of a road (street), you should normally design these in line with the appropriate parts of the Manual for Streets and our specification and standard drawings.'*

- 3.11 Whilst LCC in their formal response refers to LCC's Design Guidance Table DG1, this table refers to internal access roads for new developments. However, the section of the road network in question is outside of the development site and forms part of the local highway network. Accordingly, it is considered that this design guidance is not appropriate for the widening of Workhouse Lane which is an existing external road. Therefore, reference is made to Manual for Streets in respect of road widths for external roads.

### Manual for Streets

- 3.12 In Section 7 of Manual for Streets 'Road Geometry' figure 7.1 identifies various road widths and the types of vehicles that they can accommodate, a copy of this Figure is provided below.

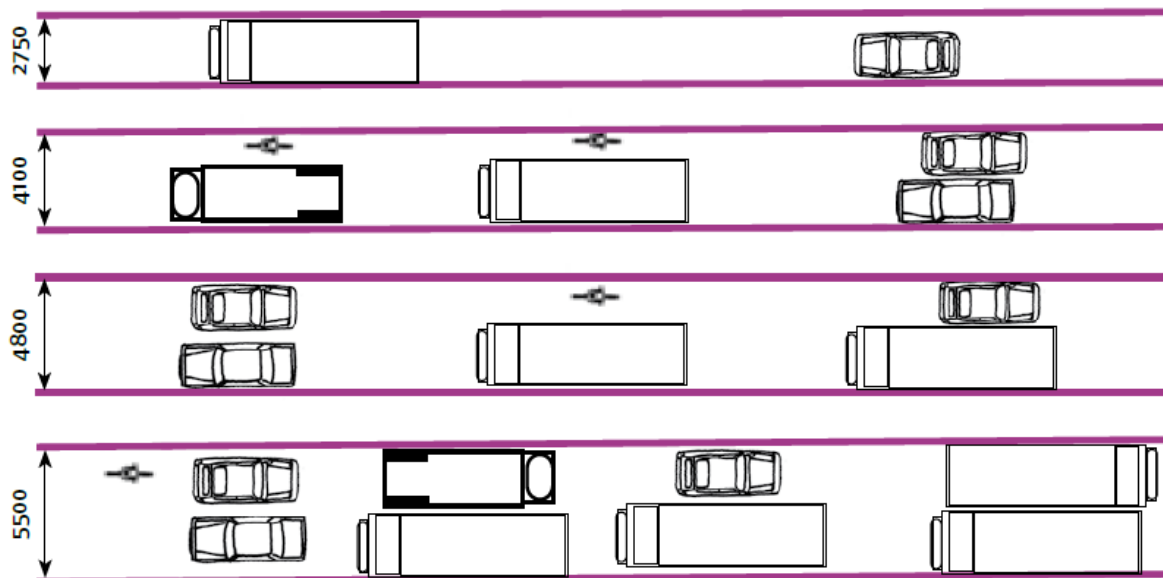


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

- 3.13 For lightly trafficked routes a road width of 4.8m is considered acceptable for all types of vehicular use and 4.1m would be acceptable where the predominate movement is by car.

- 3.14 For ease of reference, a plan of Workhouse Lane is provided in **Appendix 5** which splits Workhouse Lane into three areas.
- 3.15 **Area 1** is the junction of Workhouse Lane with Britannia Road extending from No. 55 Britannia Road to 2 Workhouse Lane. It is considered that this section of road is not in dispute.
- 3.16 **Area 2** is the section of Workhouse Lane from No. 2 to No. 7 including the existing priority working arrangement and the junction of the new housing area served by Frezenberg Close, no widening is proposed in this area. It is considered that this is the area that is in dispute.
- 3.17 **Area 3** is the section of Workhouse Lane from No. 7 to a point just south of the proposed site access. This area is proposed to be widened to a width of 5.5m narrowing to 4.8m where it ties into the existing road width within Area 2. Again, this area is not considered to be in dispute.
- 3.18 Hence the extent to which the existing public highway is in dispute is within Area 2.
- 3.19 The extent of public highway has been obtained from LCC and identified on the proposed access plan as a red dashed line. The extent of public highway is included in **Appendix 6** and has been added onto the proposed access arrangement shown on drawing JNY10215-01C.
- 3.20 The comments provided from LCC in their formal response dated 18<sup>th</sup> December 2020 stated in respect to road widths the following.

*The Applicant has advised that they would undertake widening to Workhouse Lane in the vicinity of the proposed access. Based on RPS drawing number JNY10215-01 Rev B, while a kerbline is detailed to the western side of Workhouse Lane, there is no such detail to the east. The Applicant would be required to fully upgrade Workhouse Lane between Frezenberg Close and the site access to provide safe and appropriate access for all users. While it appears the Applicant is proposing a 5.5-metre-wide carriageway at the site access, this would narrow down to 5.0 metres to tie in to the Frezenberg Close junction.*

*Between the Frezenberg Close junction and the existing priority build-out on Workhouse Lane, the carriageway width measures approximately 5.0 metres wide. Beyond the build-out up to the Britannia Road junction, the carriageway measures approximately 4.2 metres wide, before widening beyond the junction. Britannia Road also measures a similar width at its junction with Workhouse Lane. This creates a pinch point at the junction of Workhouse Lane and Britannia Road, where vehicles exiting Britannia Road could come into conflict with vehicles turning right towards Britannia Road or continuing northbound along Workhouse Lane. The LHA considers the additional development traffic could exacerbate the situation which would be of detriment to highway safety and free flowing traffic. Drivers could also be tempted to pull up half on to the footway and continue to drive half on the footway/ carriageway in order to allow other vehicles to pass which would be to the detriment of pedestrian safety.*

- 3.21 The above point was addressed within the Technical Note JNY10215-04, however on the basis that LCC still consider the width of the existing highway to be of a concern and no other clarification has been provided by LCC, it is believed that Area 2 of Workhouse Lane is the section in dispute and therefore further review of this section is provided below.
- 3.22 Within Area 2 the road width varies from 4.2m to 4.8m and over this section, approximately 15m north of Frezenberg Close, there is an existing priority arrangement and give way road marking

are identified for vehicles travelling northbound to give way to on-coming vehicles as shown in Photo 1 below.

**Photo 1 – View looking Northward along Waterhouse Lane**



- 3.23 This priority arrangement was implemented as part of the new development off Frezenberg Close, beyond this point (within Area 1) the road widens to 5.3m. Such road narrowing's and priority working are relatively common on the road network and act as a traffic calming feature within the public highway. As can be seen from the above photo, there is clear visibility for vehicles in both directions.
- 3.24 A road width of 4.1m is identified in Manual for Streets as being a road width that would accommodate the passing of two cars, a road width of 4.8m would be suitable for a large vehicle and a car to pass.
- 3.25 If the priority working section of road were removed, the proposed and existing road widths would be no less than 4.1m and therefore sufficient for two vehicles to pass. It is therefore considered that Workhouse Lane including Areas 1,2 & 3 between the site access and Britannia Road would be acceptable to enable free movement of all types of vehicles and would be suitable to accommodate the level of additional traffic movements that would be expected to be generated by the proposed development.
- 3.26 The above has been advised in the Technical Notes issued to LCC as part of the planning application.

- 3.27 However with the retention of the priority working the road can still function in a safe and suitable manor given the level of existing and proposed traffic. Priority arrangements occur in many locations on the existing road network and are used to manage traffic where the road narrows or to control the flow of traffic, effectively calming a section of the existing carriageway.
- 3.28 Such measures are provided on the B578 Lutterworth Road, some 300m to the east of the site. Here the road is narrowed to allow a single way operation on a road carrying far higher levels of traffic than Workhouse Lane. Details of this are shown in the Photograph below.

**Photo 2 – View looking Eastward along B578 Lutterworth Road.**



- 3.29 Here the road width narrows to approximately 4.0m.
- 3.30 Hence the use of such narrowing are not limited to low level of traffic flow nor traffic routes within residential estates, and are clearly acceptable to be used by the Highway Authority to manage traffic.
- 3.31 Accordingly it is considered that the existing road narrowing on Workhouse Lane is suitable to accommodate the additional traffic from the development and that there is no evidence to suggest this will result in an unsafe or unsuitable access to the development.

### **Road Safety**

- 3.32 In terms of road safety, consideration has firstly been given to the existing recorded incidents that have occurred along Waterhouse Lane using Crashmap.co.uk data and access for non-car users.
- 3.33 In terms of recorded incidents there have been no recorded incidents identified on Workhouse Lane over the past 5 years. A copy of the extract from Crashmap is included in **Appendix 7**.
- 3.34 The proposed access arrangement will include the provision of a new footway along Workhouse Lane to join with the existing footway that extends north of Frezenberg Close, the traffic movements on Workhouse Lane, Britannia Road and surrounding the existing residential roads would be sufficiently low to allow on road cycling.

- 3.35 An independent Road Safety Auditor was employed by RPS to undertake a road safety review of Workhouse Lane between Britannia Road and the proposed site access layout JNY10215-01 Rev C which is included in **Appendix 4**. Details of this audit are included as part of Technical Note JNY10215-05 dated 27<sup>th</sup> April 2021 included at **Appendix 1**. The conclusion of the Safety Auditor was that there were no highway safety concerns with the section of Workhouse Lane between Britannia Road and the site access. The Safety Audit includes a review of movements for all users.
- 3.36 A designer's response was issued to LCC in respect of the one point raised by the Safety Auditor in respect of the location of the proposed warning sign south of the site access.
- 3.37 It is therefore considered that the proposal put forward for access to the site does ensure that safe and suitable access for use by all users can be achieved and that there is no evidence to the contrary.



## 4 CONCLUSION

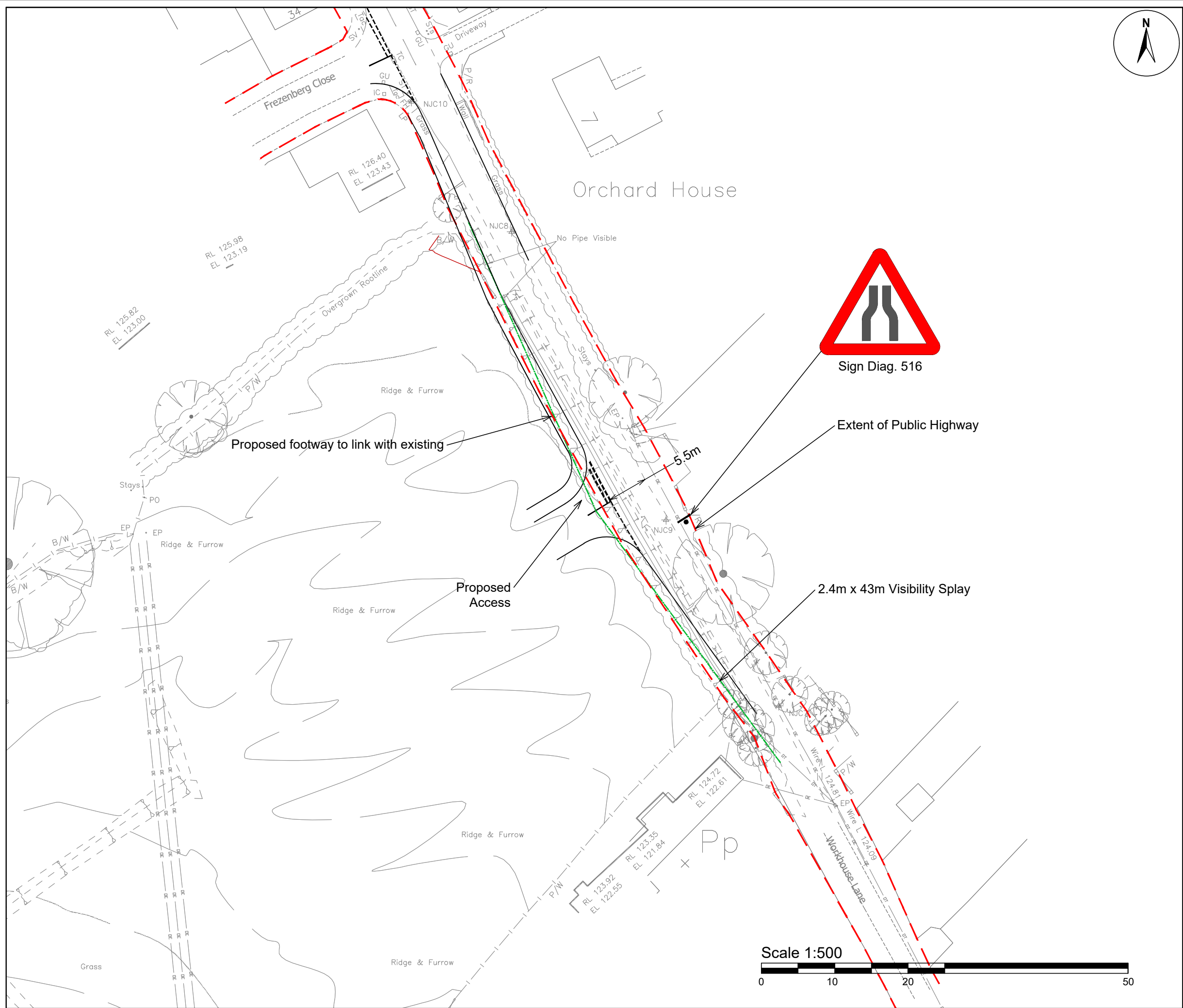
- 4.1 In conclusion it is considered that the reason identified by LCC Highways as the reason for refusal is unfounded and that no evidence has been provided to substantiate their grounds for refusal.
- 4.2 Furthermore, it has been demonstrated that the width of Workhouse Lane is sufficient to accommodate the level of traffic movements that would use Workhouse Lane and conforms to the guidance provided in Manual for Streets.
- 4.3 An independent Stage 1 Road Safety Audit has been undertaken of these proposals and the auditor did not identify any safety issues with the proposals being put forward in respect of the road widening. A designer's response was submitted to LCC to address the one point raised by the Safety Auditor which was in relation to the location of the proposed warning sign to the south of the access.
- 4.4 Accordingly, it is concluded that in the context of paragraph 110 and 111 of the NPPF: -
- the development proposal provides safe and suitable access to the site, and that there are no material adverse impacts on users of the local highway network; and that
  - the residual cumulative impact of the development is not, in highway terms, considered severe, and that the development should not be prevented or refused on such grounds.

## Appendices

---

## Appendix A – Proposed Access Arrangement





- © 2019 RPS Group
- NOTES
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
  2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
  3. This drawing is to be read in conjunction with all relevant scheme drawings.

C	Slight Kerb adjustment near to Frezenburg Close	MA	MA	28.01.21
B	Road Markings and Signage added in respect to RSA.	HN	MA	12/11/19
A	Layout amended, Highway Boundary added & additional notes	HN	MA	18/09/19
Rev	Description	By	CB	Date



20 Farringdon Street, London EC4A 4AB  
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Central England Co-Operative

Project Workhouse Lane, Burbage

Title Proposed Access Arrangement

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MSB
Project Number	Scale @ A3	Date Created
JNY10215	1:500	05.08.19
RPS Drawing/Figure Number	Rev	
JNY10215-01	C	

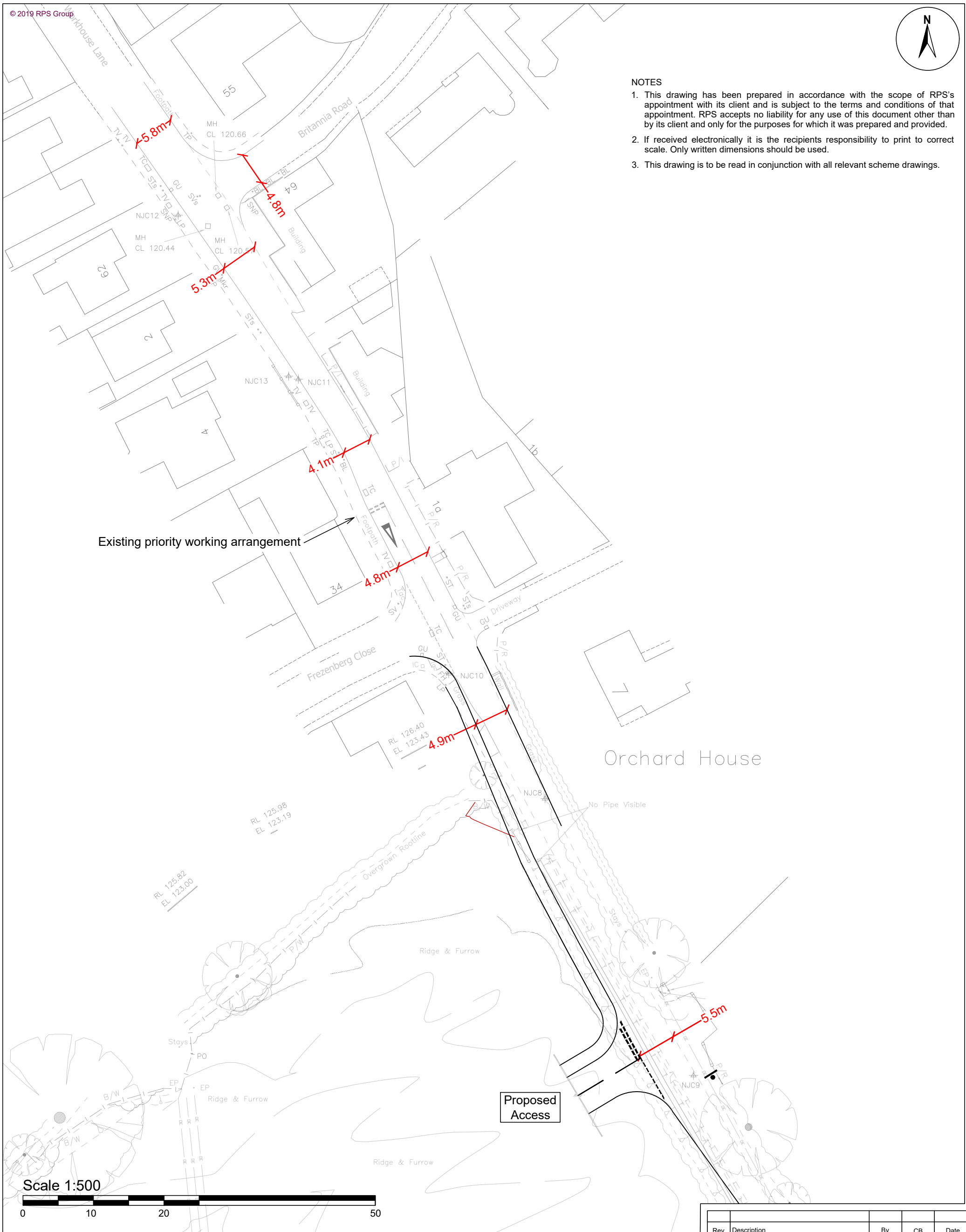
rpsgroup.com

---

## Appendix B – Road Dimensions & Swept Path analysis



- NOTES
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
  2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
  3. This drawing is to be read in conjunction with all relevant scheme drawings.



Scale 1:500



20 Farringdon Street, London EC4A 4AB  
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Central England Co-Operative

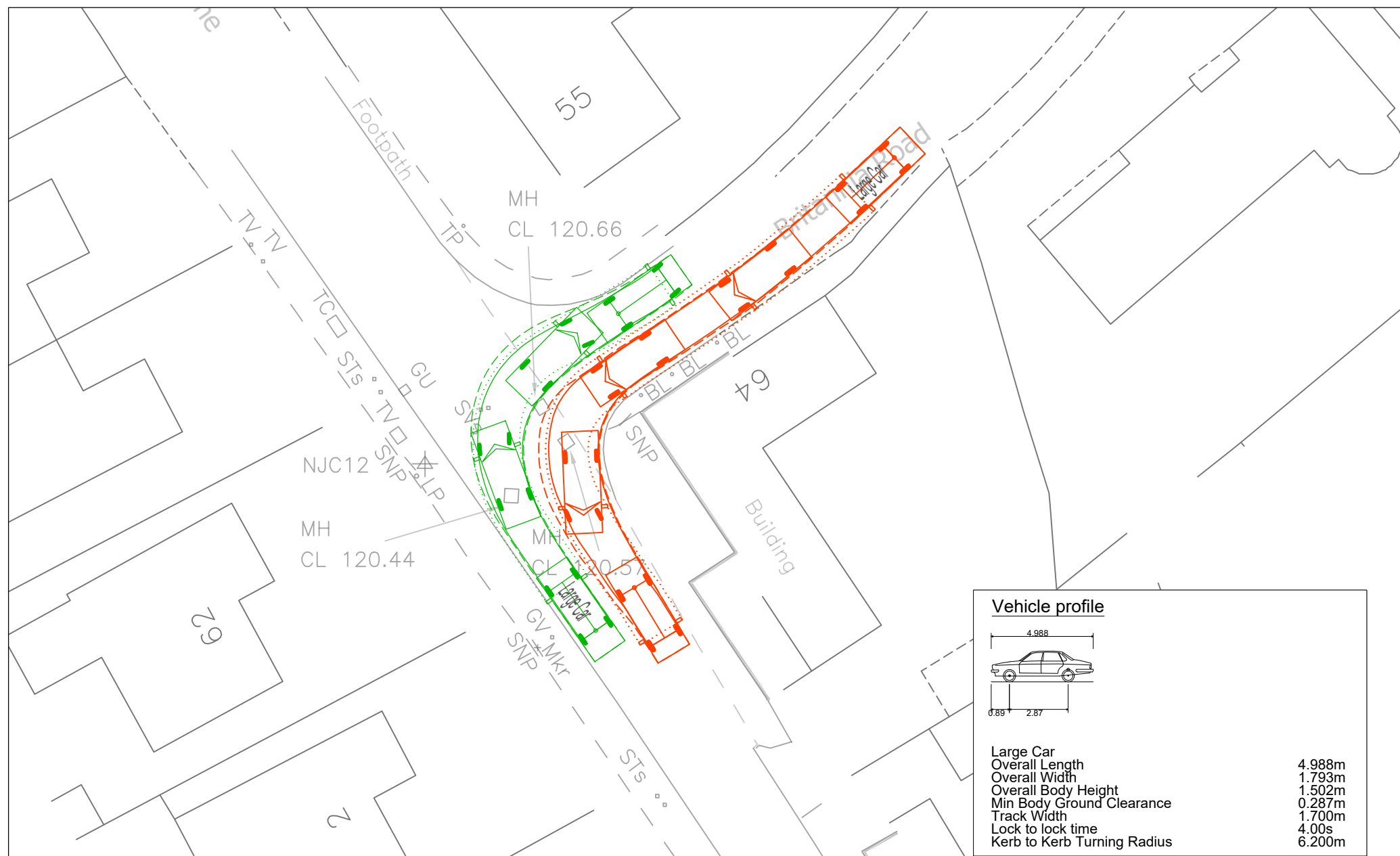
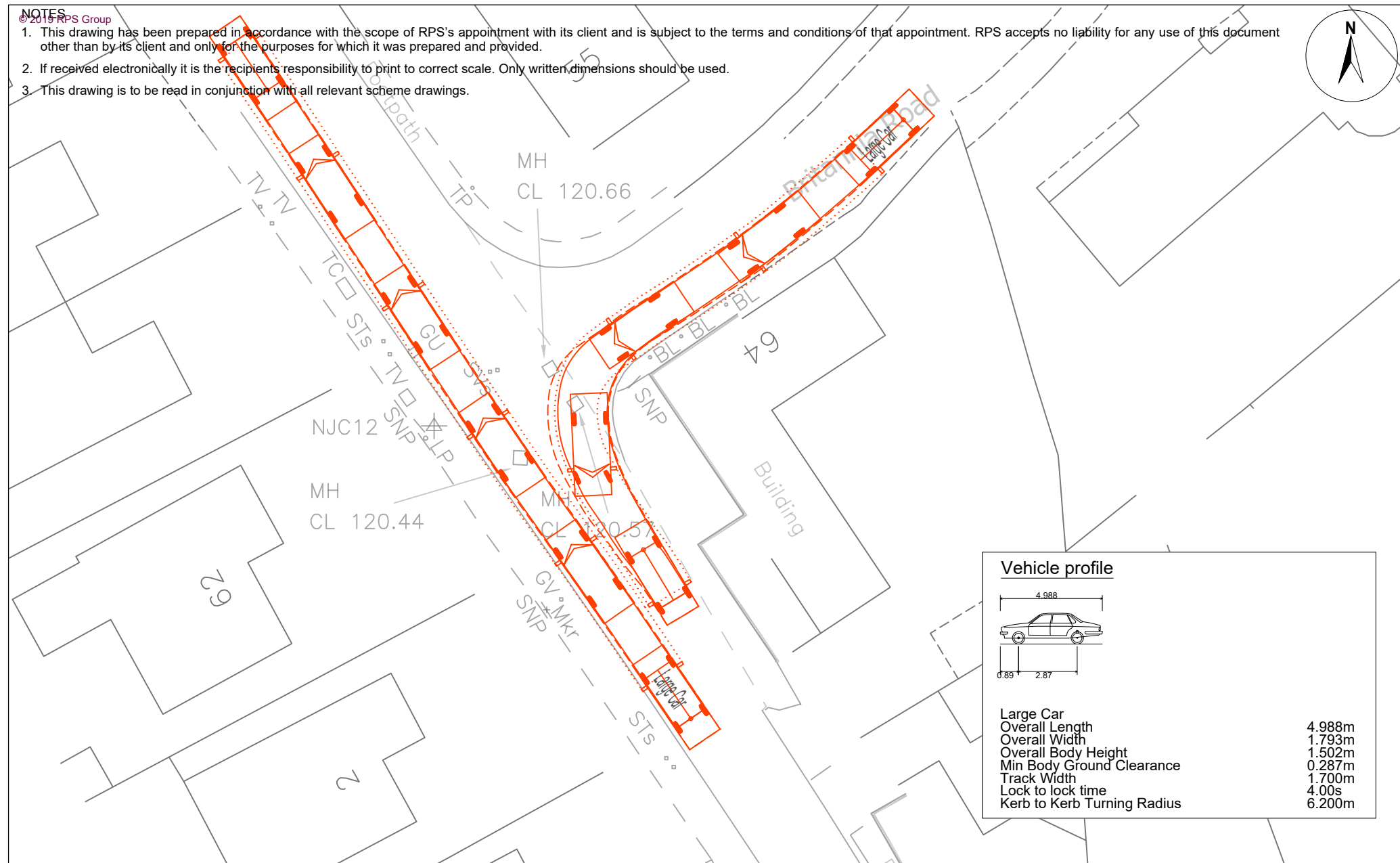
Project Workhouse Lane, Burbage

Title Workhosue Lane Dimensions and Proposed Access

Rev	Description	By	CB	Date
Status	Drawn By	PM/Checked by		
PRELIMINARY	AJ	MRA		
Project Number	Scale @ A3	Date Created		
JNY10215	1:500	27.1.21		
RPS Drawing/Figure Number		Rev		
JNY10215-03		-		
rpsgroup.com				

© 2019 RPS Group

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Scale 1:250



20 Farringdon Street, London EC4A 4AB  
T: +44(0)20 3691 0500 E: [transport@rpsgroup.com](mailto:transport@rpsgroup.com)

Client Central England Co-Operative

Project Workhouse Lane, Burbage

Title Workhosue Lane / Britannia Road  
Large Car Swept Path Analysis

Rev	Description	By	CB	Date

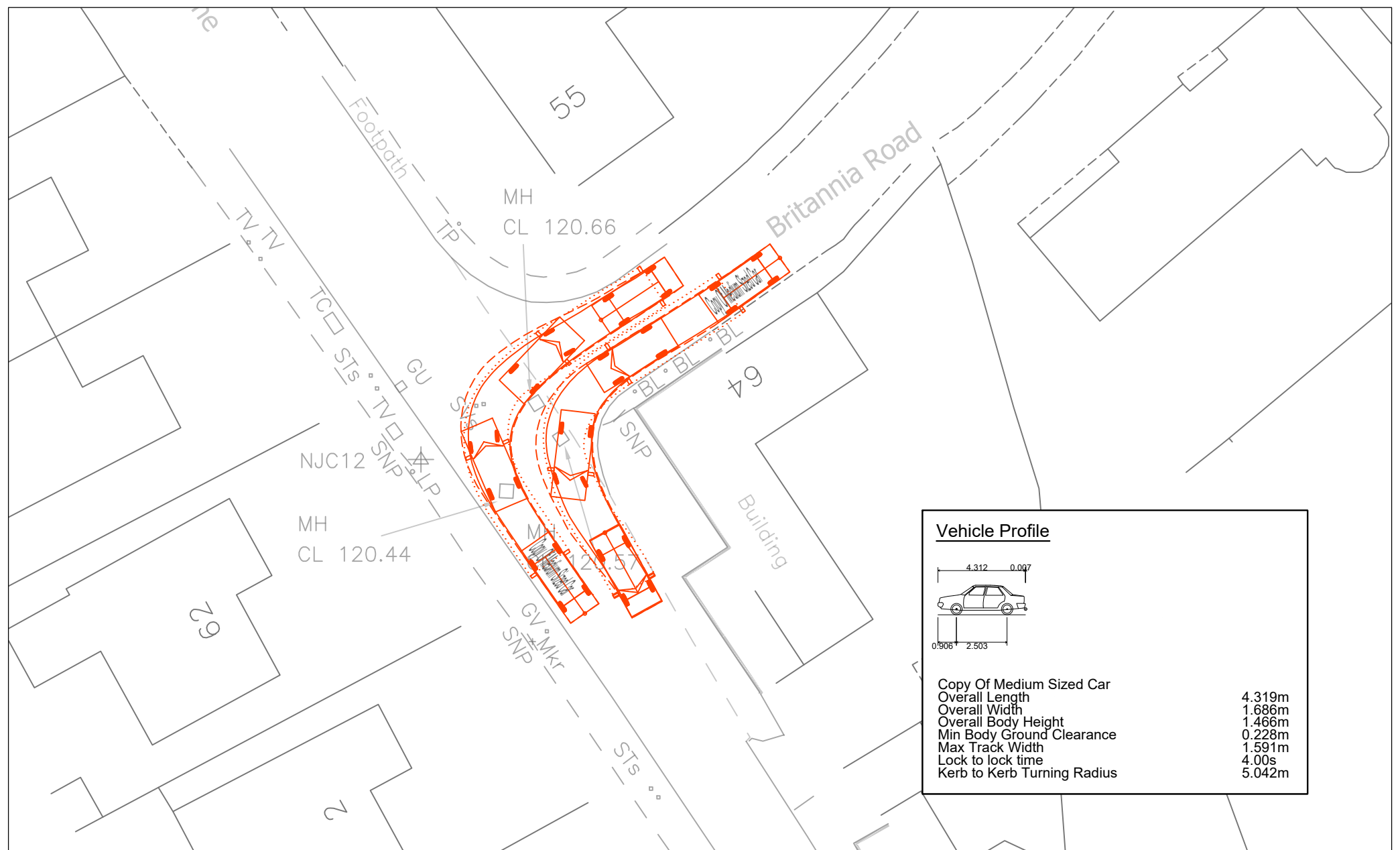
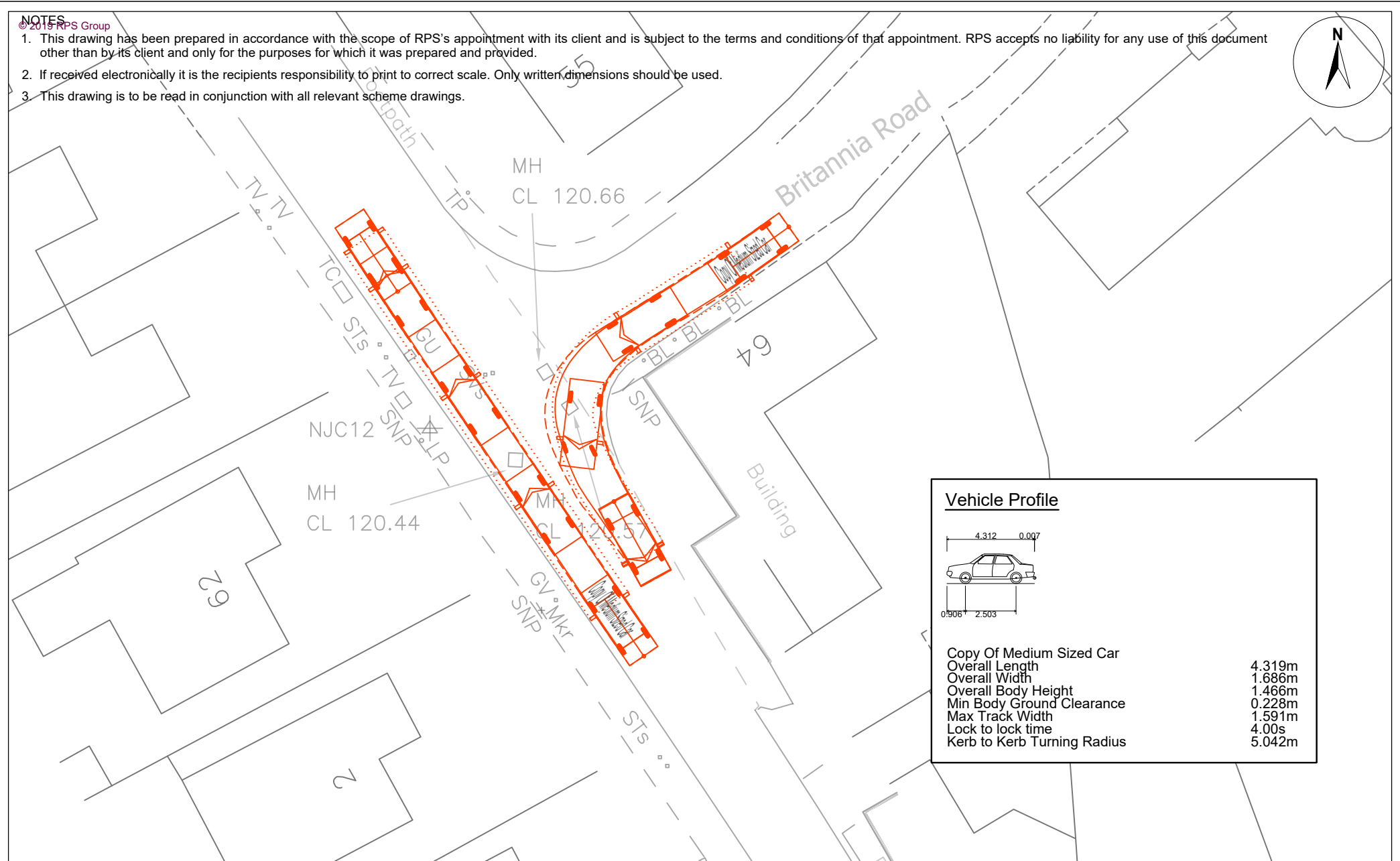
Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MRA
Project Number	Scale @ A3	Date Created
JNY10215	1:250	27.1.21
RPS Drawing/Figure Number		Rev
JNY10215-05		-

[rpsgroup.com](http://rpsgroup.com)

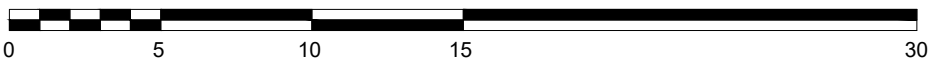


© 2019 RPS Group

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Scale 1:250



20 Farringdon Street, London EC4A 4AB  
T: +44(0)20 3691 0500 E: [transport@rpsgroup.com](mailto:transport@rpsgroup.com)

Client	Central England Co-Operative
Project	Workhouse Lane, Burbage
Title	Workhosue Lane / Britannia Road Medium Car Swept Path Analysis

Rev	Description	By	CB	Date
Status	Drawn By	PM/Checked by		
PRELIMINARY	AJ	MRA		
Project Number	Scale @ A3	Date Created		
JNY10215	1:250	27.1.21		
RPS Drawing/Figure Number		Rev		
JNY10215-04		-		

---

## TECHNICAL NOTE

**Project Title:** Workhouse Lane, Burbage

**Report Reference:** JNY10215-05

**Date:** 27<sup>th</sup> April 2021

---

### App Ref: 20/01012/OUT – Response to LCC Highways Comments

#### Introduction

- 1.1 This Technical Note has been prepared to address comments provided by Leicestershire County Council (LCC) Highways dated 15<sup>th</sup> February 2021 in respect of the above planning application. Below are the responses provided by LCC in *Blue italics* and RPS response below in black Text.
  - 1.2 *The Applicant has failed to demonstrate the principle of a safe and suitable access route can be achieved to the site between the junction of Workhouse Lane and Britannia Street and the proposed site access, contrary to paragraph 108 of the National Planning Policy Framework.*
  - 1.3 A Technical dated 26<sup>th</sup> January 2021 was issued to LCC which considered the points raised by LCC in detail and concluded that the existing/ proposed section of Workhouse Lane between the site access and its junction with Britannia Road was considered to be safe and suitable for the proposed use and does conform to the relevant design standards.
  - 1.4 Notwithstanding the above, an Independent Stage 1 Road Safety Audit was recently undertaken to review the section of Workhouse Lane between the proposed site access and a point just past the junction with Britannia Road. This audit also reviewed the measures proposed to address the original RSA submitted as part of the TA for the proposed site access. A copy of this Audit is appended to this Technical Note.
  - 1.5 The Safety Auditor did not identify any highway related safety issues on the section of Workhouse Lane between the proposed site access and Britannia Road.
  - 1.6 With regard to the measures that are being proposed in response to the original RSA for the site access, the Safety Auditor raised one point which was regarding to the location of the proposed warning sign. Drawing No. JNY10215-01B shows the sign on the eastbound side of Workhouse Lane, the auditor has advised that visibility to this sign may be restricted by vegetation. The attached designer's response advises that either the vegetation on the northern side of Workhouse Lane is cut back to ensure suitable visibility is provided, alternatively it could be installed on the opposite side of the carriageway which is an acceptable option advised in Department of Transport Traffic Signs Manual Chapter 4 'Warning Signs' 2018. It is considered that cutting back the vegetation will be sufficient in this situation.
  - 1.7 On the basis of the additional evidence from the Independent Road Safety Auditor, it has been further demonstrated that there are no highway related safety issues with the existing section of Workhouse Lane and the improvements proposed as part of this application.
-

---

## Appendices

---

## Appendix A – Stage 1 RSA & Designers Response



---

**WORKHOUSE LANE,  
BURBAGE, LEICESTER**  
**Proposed Access Arrangement**

---

**Road Safety Audit - Stage 1**

---

**Final Report**

---

**April 2021**

**TBL19/210**

# REPORT APPROVAL

## Project Details

Project Title	Workhouse Lane, Burbage, Leicester		
Project Sub Title	Proposed Access Arrangement		
Road Safety Audit	Stage 1		
Document Reference	TBL19/210 Rev 0	Audit Brief Date	13 <sup>th</sup> April 2021
Overseeing Organisation	Leicestershire County Council		
Design Organisation	Melanie A'Lee	RPS	
Client	-	Central England Co-Operative	
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
Melanie A'Lee	Associate Director – RPS (Transport & Engineering)

# 1 INTRODUCTION

## 1.1 The Scheme and its Purpose

The proposals are associated with a residential development circa 40 dwellings located off the western side of Workhouse Lane, Burbage, Leicester. Access is proposed via a priority junction arrangement.

Following a previous Stage 1 Road Safety Audit on the proposed development access arrangement and resulting mitigating measures, the extents of this audit have been extended northwards to include Workhouse Lane to a point slightly beyond its junction with Britannia Road.

## 1.2 Terms of Reference & Audit Report

The Road Safety Audit Brief was approved and issued by Melanie A'Lee of the Design Organisation. The RSA team has been approved by Melanie A'Lee of the Design 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 Ltd Cambridgeshire office during April 2021 and both Audit Team Members examined the site together in daylight hours on the morning of Tuesday 20<sup>th</sup> April 2021 between the times of 0815 and 0900hrs. The weather during the site visit was mild and sunny. The carriageway surface was dry. Traffic flows at all times within the site extents were light. Several pedestrians (school children and parents) and one cyclist were observed during the site visit throughout the scheme extents.

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.

The Audit Team were not provided with any information regarding street lighting or drainage for this stage of audit, however it is important that these provisions are sensitive to the needs of non-motorised users facilities and will not unduly create obstruction hazards along the pedestrian routes.

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**.

### 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.

The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site visit that are considered to be outside the Terms of Reference.

## 2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

The safety aspects of the Proposed Access Arrangement were the subject of comment in the November 2019 Stage 1 Road Safety Audit undertaken by Taylor Bowie Ltd.

The Design Organisation, RPS, provided a Designer's Response to the Stage 1 Road Safety Audit Report dated 12<sup>th</sup> November 2019, whereby the safety aspects raised were discussed and mitigating measures proposed.

The extents of this repeated audit have subsequently been extended northwards to include Workhouse Lane to a point slightly beyond its junction with Britannia Road.

### 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

<b>PROBLEM</b>	1
Location	Proposed tie-in to the south of the development access (Drg No. JNY10215-01 Rev C
Summary	Reduced forward visibility to proposed sign may increase the risk of sudden braking, vehicle to vehicle head on or single vehicle loss of control type collisions.
<p>Following the previous stage 1 RSA, a Diag 516 'road narrowing' sign is proposed as part of the mitigating measures.</p> <p>The site visit has confirmed the presence of overgrown vegetation within the eastern verge/private land ownership. This may affect the forward visibility to the proposed sign.</p> <p>A lack of forward visibility may increase the risk of sudden braking, vehicle to vehicle head on or single vehicle loss of control type collision as drivers may not have the required information to read the environment appropriately.</p>	
<b>RECOMMENDATION</b>	
The Audit Team recommends that the forward visibility to the proposed sign is not compromised by vegetation.	

#### 3.3 Junctions

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

### 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	23 <sup>rd</sup> April 2021

AUDIT TEAM MEMBER	
Name	Mario Gatti - BSc Civ Eng, MCIHT, MSoRSA, HE RSA Cert Comp
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	23 <sup>rd</sup> April 2021



# APPENDIX A

## Documents Forming the Audit Brief

**Drawings:**

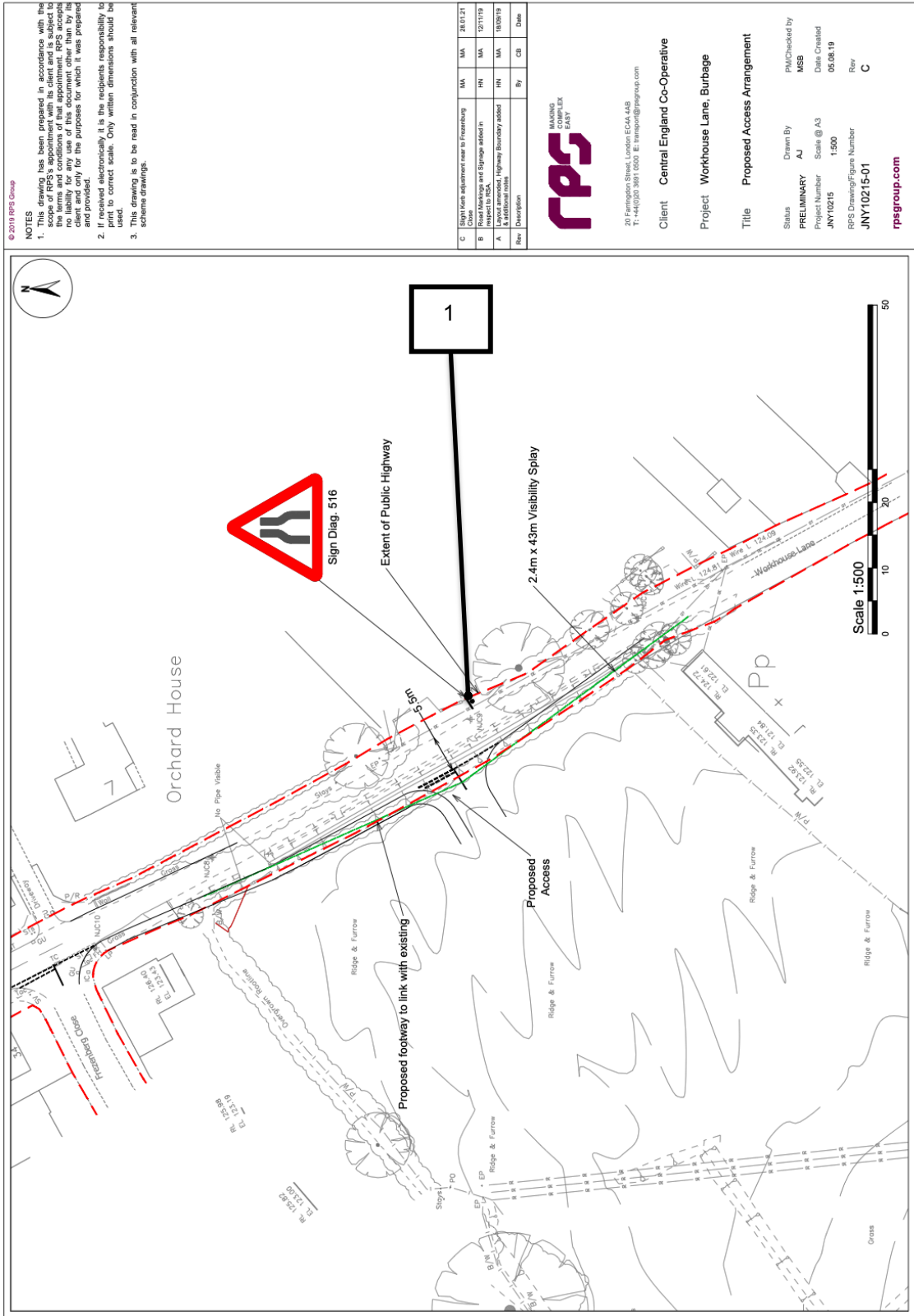
<b>DRAWING NO.</b>	<b>TITLE</b>
JNY10215-01 Rev C	Proposed Access Arrangement
JNY10215-03	Workhouse Lane Dimensions and Proposed Access
JNY10215-04	Workhouse Lane/Britannia Road Medium Car Swept Path Analysis
JNY10215-05	Workhouse Lane/Britannia Road Large Car Swept Path Analysis

**Documents/Data:**

<b>RPS</b> – Designer's Response – 12 <sup>th</sup> November 2019 - Ref: JNY10215-03 Rev P01
<b>TBL</b> – Workhouse Lane, Burbage, Leicestershire – Proposed Access Arrangements - Stage 1 Road Safety Audit –November 2019 - Ref: TBL19/130

# APPENDIX B

## Problem Location Plan



Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

E: [info@taylorbowie.co.uk](mailto:info@taylorbowie.co.uk)


W: [www.taylorbowie.co.uk](http://www.taylorbowie.co.uk)

## WORKHOUSE LANE, BURBAGE

### Stage 1 Road Safety Audit – Designers Response – Proposed Site Access arrangement

AUDIT	Problem Summary and Recommendation	Designers Response	LCC Comments
3.2 - 1	<p><b>Summary:</b> Reduced forward visibility to proposed sign may increase the risk of sudden braking, vehicle to vehicle head on or single vehicle loss of control type collisions.</p> <p>Following the previous stage 1 RSA, a Diag 516 'road narrowing sign is proposed as part of the mitigating measures.</p> <p>The site visit has confirmed the presence of overgrown vegetation within the eastern verge/ private land ownership. This may affect the forward visibility to the proposed sign.</p> <p>A lack of forward visibility may increase the risk of sudden braking, vehicle to vehicle head on or single vehicle loss of control type collision as drivers may not have the required information to read the environment appropriately.</p> <p><b>Recommendation:</b> The Audit Team recommends that the forward visibility to the proposed sign is not compromised by vegetation.</p>	<p>As part of the detailed design a review of the forward visibility to the sign will be undertaken, although it is considered that cutting back of the existing vegetation will be sufficient to provide the required level of visibility.</p>	

## Design Organisation Statement

On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
Name	Melanie A'Lee
Signed	
Position	Associate Director
Organisation	RPS
Date	27/04/2021

## Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed	
Name	
Signed	
Position	
Organisation	Leicestershire County Council
Date	

## TECHNICAL NOTE

**Project Title:** Land West of Workhouse Lane, Burbage

**Report Reference:** JNY10215 - 06

**Date:** 21<sup>st</sup> July 2021

---

### APPLICATION REF: 20/01012/OUT – RESPONSE TO LCC COMMENTS

#### Introduction

- 1.1 This Technical Note provides a response to the latest comments presented by Leicestershire County Council Highways in respect of the above planning application.

#### LCC Comments

- 1.2 The comments provided by LCC dated 15<sup>th</sup> July remains unchanged from the previous response dated 15<sup>th</sup> February and concludes;

**‘The Applicant has failed to demonstrate the principle of a safe and suitable access route can be achieved to the site between the junction of Workhouse Lane and Britannia Street and the proposed site access, contrary to paragraph 108 of the National Planning Policy Framework.’**

#### RPS Response

- 1.3 LCC have confirmed in their response that they acknowledge the findings of the Road Safety Audit work that was undertaken and that the only matter raised was in respect of the location of a proposed road sign, however LCC still retain their objection on safety grounds but have not explained in any detail why or how the existing/ proposed road widths comprise safety and highway design. The work undertaken to date by RPS has demonstrated that the proposals are safe and suitable for use and this has been confirmed an independent qualified Road Safety Auditor.
- 1.4 As a highway authority LCC need to provide more clear evidence as to the reasons why they consider this route to the site to be unsafe other than ‘*LCC remain concerned that the additional traffic which could be generate by the proposals in relation to the existing widths of Workhouse Lane could be of detriment to highway safety and free flowing traffic.*’
- 1.5 RPS have to date provided two technical notes dated 26<sup>th</sup> January 2021 and 27<sup>th</sup> April 2021 in order to address LCC’s concerns. The information submitted includes swept path analysis to demonstrate that movements by various vehicle sizes can be accommodated as well as commissioning an independent road safety audit to review the extent of road to which LCC advise is ‘unsafe’. The auditors conclude that there are no issues relating to highway safety



- between the site access and Workhouse Lane and takes into consideration access for all users.
- 1.6 Workhouse Lane varies in width from 5.3m at the junction with Britannia Road to 4.8m north of the junction with Frezenberg Close. South of Frezenberg Close and as part of the access to the site, the road will widen to 5.5m. The narrowest section for two-way traffic is 4.8m which extends for a length of approximately 20m, Manual for Streets advises that a road width of 4.8m is suitable to accommodate a large HGV vehicle and a car. It is therefore considered that based on the information provided to date that there is no evidence to support LCC's claims that the road is unsafe.
  - 1.7 LCC make reference to 'free flowing traffic' it should be noted that Workhouse Lane is a no through road and south of Britannia Road it currently serves a small number of dwellings (circa 40), the term 'free flowing traffic' does not seem applicable to a road that is a most likely to see around 1 vehicle every 2mins in the busiest peak period.
  - 1.8 It is considered that the work undertaken to date does demonstrate that safe and suitable access can be achieved for all users and does therefore conform with the policies of NPPF.

---

## **APPENDIX 3 – DRAFT STATEMENT OF COMMON GROUND**

Statement of Common Ground  
in relation to  
LAND AT WORKHOUSE LANE, BURBAGE  
on matters of  
Highway and Transportation

Planning Application Number: P/20/01012/OUT  
Planning Appeal Reference: APP/

Between  
Leicestershire County Council, Highway Authority  
and  
RPS Consulting UK and Ireland  
on behalf of Central England Co-operative Ltd.,

## 1 INTRODUCTION

- 1.1 This Statement of Common Ground (SOCG) has been prepared to assist the Inspector in the consideration of the highway and transportation matters relating to the application for up to 40 dwellings on Land west of Workhouse Lane, Burbage, Leicestershire.
- 1.2 An application was submitted in September 2020 (Planning Application ref 20/01012/OUT) for the development of 40 residential dwellings.
- 1.3 As part of the application a Transport Assessment was submitted dated 21<sup>st</sup> August 2020, which was prepared with regard to the pre application scoping discussions with Leicestershire County Council (LCC). Following responses from LCC dated 18<sup>th</sup> December 2020, 15<sup>th</sup> July 2021 and 23<sup>rd</sup> February 2022 Technical Notes were issued by RPS to LCC dated 26<sup>th</sup> January 2021, 27<sup>th</sup> April 2021 and 21<sup>st</sup> July 2021 each addressing the comments presented by LCC.
- 1.4 Subsequent to the submission of these Technical Notes, a meeting was arranged with LCC on 8<sup>th</sup> February 2022 to try and address the outstanding matters of concern.
- 1.5 This SOCG has been prepared by RPS on behalf of Central England Co-operative Ltd., in conjunction with Leicestershire County Council (Highway Authority) and seeks to set out the matters where agreement has been reached over the proposals and where matters that relate to the reason for refusal are unresolved.

## 2 DEVELOPMENT PROPOSALS

- 2.1 The proposal is to develop on land west of Workhouse Lane, Burbage with the borough of Hinckley and Bosworth. The development proposal is for up to 40 dwellings which will include a mix of 2, 3 and 4 bedroom houses.
- 2.2 Access to the site will be provided from Workhouse Lane in the form of a priority junction arrangement, approximately 55m south of Frezenberg Close and approximately 125m south of Britannia Road. The proposal includes the widening of Workhouse Lane at the site access to 5.5m to enable large vehicle to manoeuvre in and out of the site and also over part of Workhouse Lane to provide a minimum road width of 4.8m to the north of the site access.
- 2.3 As part of this planning permissions, approval is only being sought on the access and not the internal road layout at this stage.

## 3 MATTERS OF AGREEMENT

- 3.1 The following are considered matters that are agreed between RPS and LCC. These include:
  - **Site Access:** This is identified on Drawing reference no. JNY10215-01C. It is agreed that this drawing is designed to the necessary design standards including matters of site access road width, radii, footway provision and visibility splays.
  - **Impact Assessment:** The following are matters agreed as part of the impact assessment of the development:
    - Baseline traffic flows;
    - Future traffic flows;
    - Trip Rates for the site;

- Traffic distribution and assignment;
- Committed development;
- Growth rates;
- Assessment years; and
- Scope of the assessment;
- **Wider Area Impact:** It is agreed that the development proposal of 40 dwellings will not have a severe impact on the capacity/ operation of the junctions in the local area.
- **Sustainable Transport:** In terms of sustainable transport, it is agreed the site is in a sustainable location allowing access by foot and cycle to a good range of amenities and local facilities within reasonable walking distance of the site.
- Existing bus services are within 380m and 500m of the site providing hourly services through the weekday and Saturdays to local areas including Hinckley Town Centre and Nuneaton as well as connections to Hinckley Rail Station.
- **Road Safety Audits.** Stage 1 Road Safety Audits have been undertaken of the proposed improvement measures together with Designers Responses to these RSA's. These are also agreed matters between LCC and RPS.

## 4 MATTERS NOT AGREED

- 4.1 The matter that is considered not agreed relates to the reason for refusal and the proposed road width of Workhouse Lane between the proposed site access arrangement and Britannia Road which is understood to be specifically the point where the road narrows north of Frezenberg Close.

## 5 SUMMARY AND CONCLUSIONS

- 5.1 It is therefore agreed and concluded that all matters except for that identified in 4.1 above are agreed.

Signed on behalf of Leicestershire County Council.....

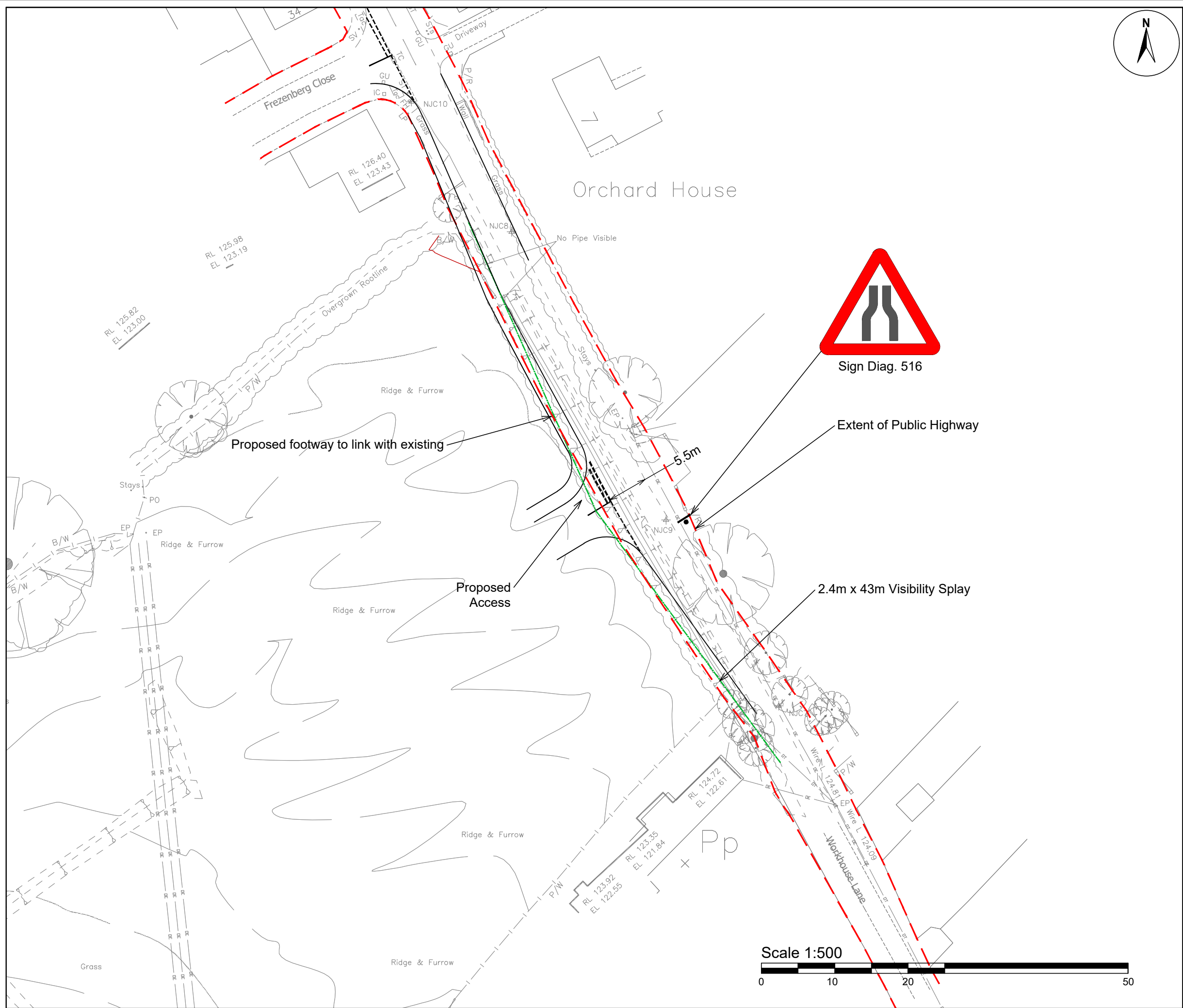
Date .....

Signed by RPS on behalf of Central England Co-operative Ltd.....

Date .....

---

## **APPENDIX 4 – Drawing No. JNY10215-01 Rev C – Proposed Access Arrangement**



- © 2019 RPS Group
- NOTES
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
  2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
  3. This drawing is to be read in conjunction with all relevant scheme drawings.

C	Slight Kerb adjustment near to Frezenburg Close	MA	MA	28.01.21
B	Road Markings and Signage added in respect to RSA.	HN	MA	12/11/19
A	Layout amended, Highway Boundary added & additional notes	HN	MA	18/09/19
Rev	Description	By	CB	Date



20 Farringdon Street, London EC4A 4AB  
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Central England Co-Operative

Project Workhouse Lane, Burbage

Title Proposed Access Arrangement

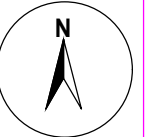
Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MSB
Project Number	Scale @ A3	Date Created
JNY10215	1:500	05.08.19
RPS Drawing/Figure Number	Rev	
JNY10215-01	C	

rpsgroup.com

---

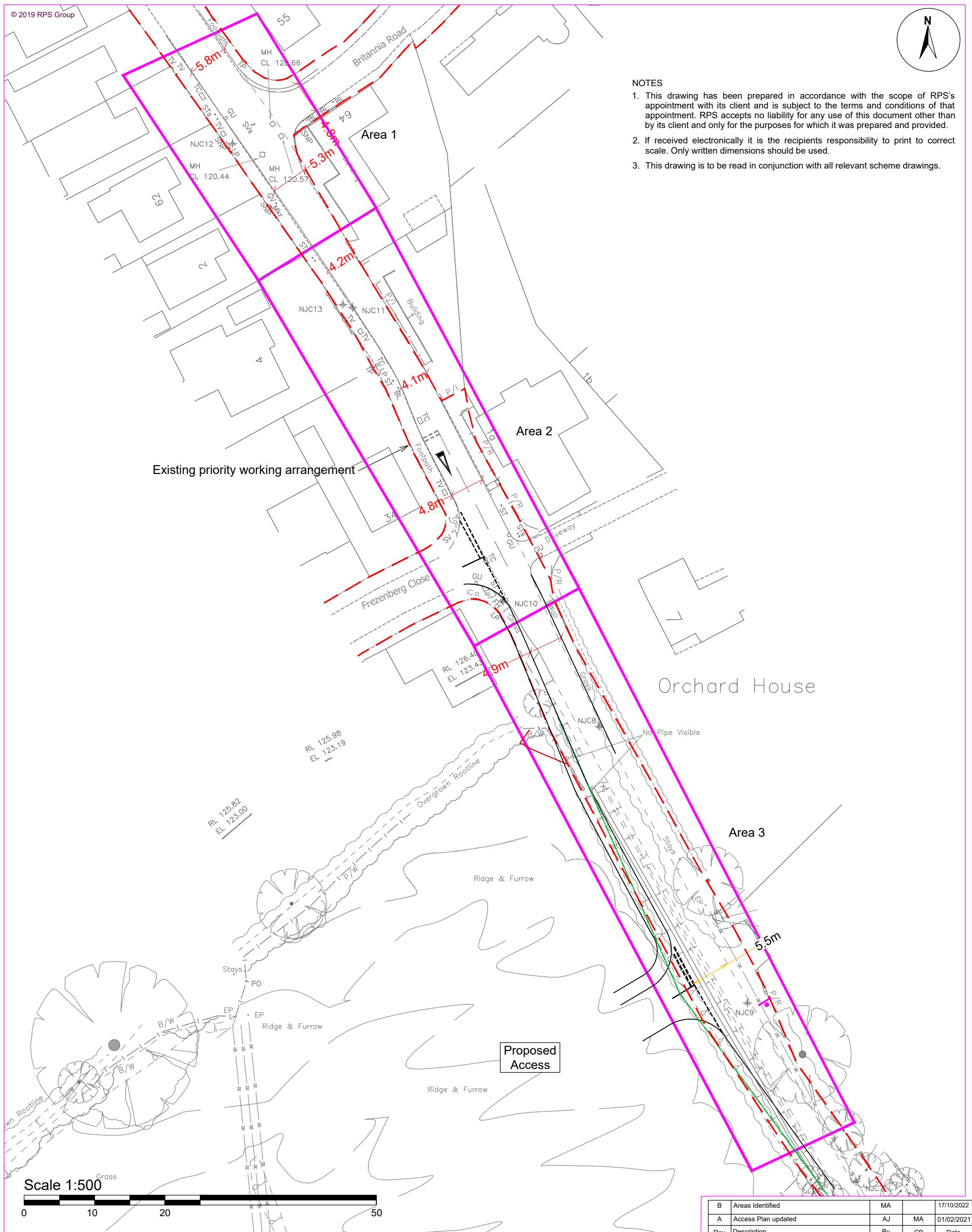
## **APPENDIX 5 – Drawing No. JNY10215-03B – Road Widths**





NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Scale 1:500



B	Areas Identified	MA		17/10/2022
A	Access Plan updated	AJ	MA	01/02/2021
Rev	Description	By	CB	Date



20 Farringdon Street, London EC4A 4AB  
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Central England Co-Operative

Project Workhouse Lane, Burbage

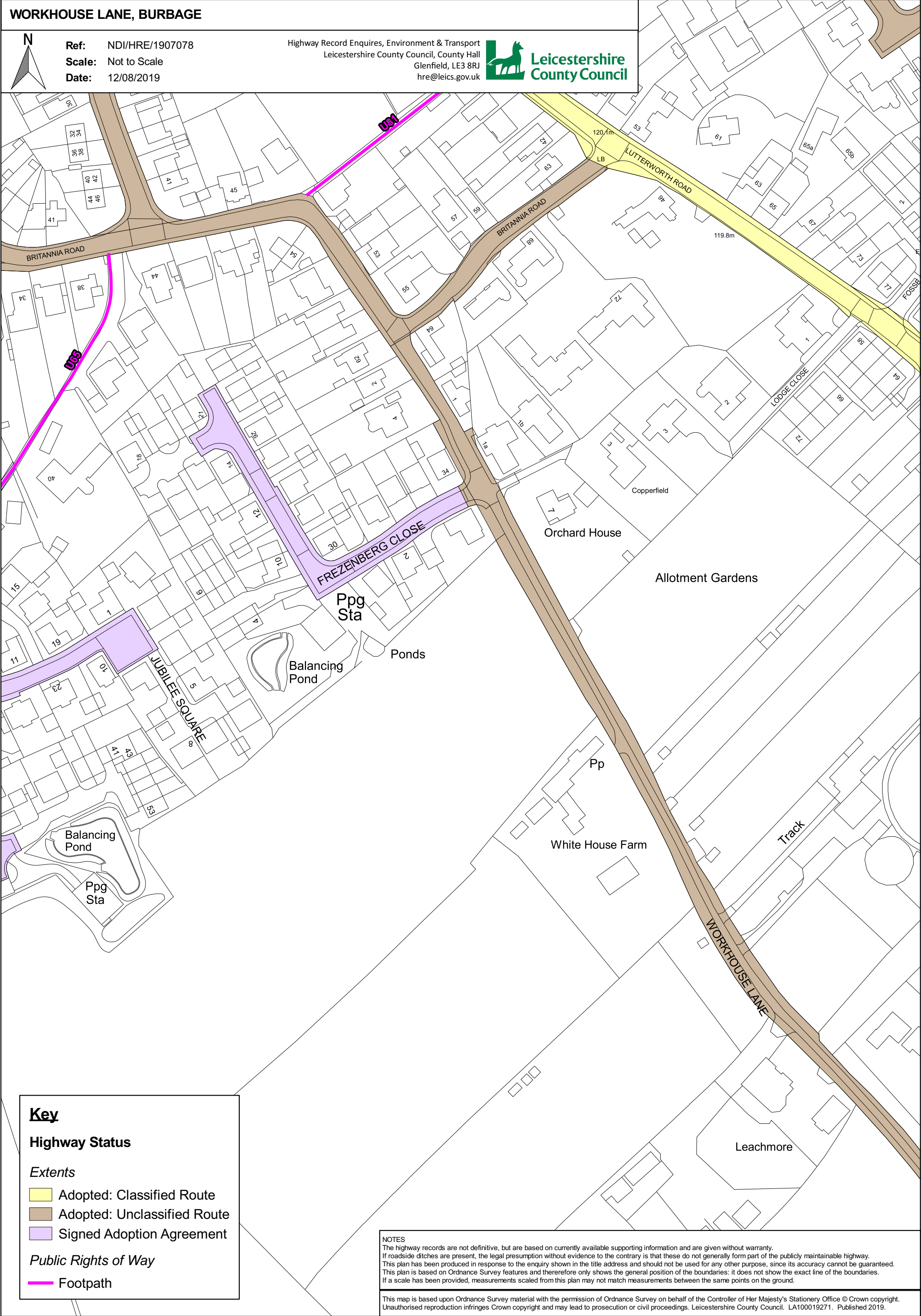
Title Workhosue Lane Dimensions and Proposed Access

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MRA
Project Number	Scale @ A3	Date Created
JNY10215	1:500	27.1.21
RPS Drawing/Figure Number		Rev
JNY10215-03		B

[rpsgroup.com](http://rpsgroup.com)


---

## **Appendix 6 – Extent of Public Highway**



---

## **APPENDIX 7 – Crash Map Extract**

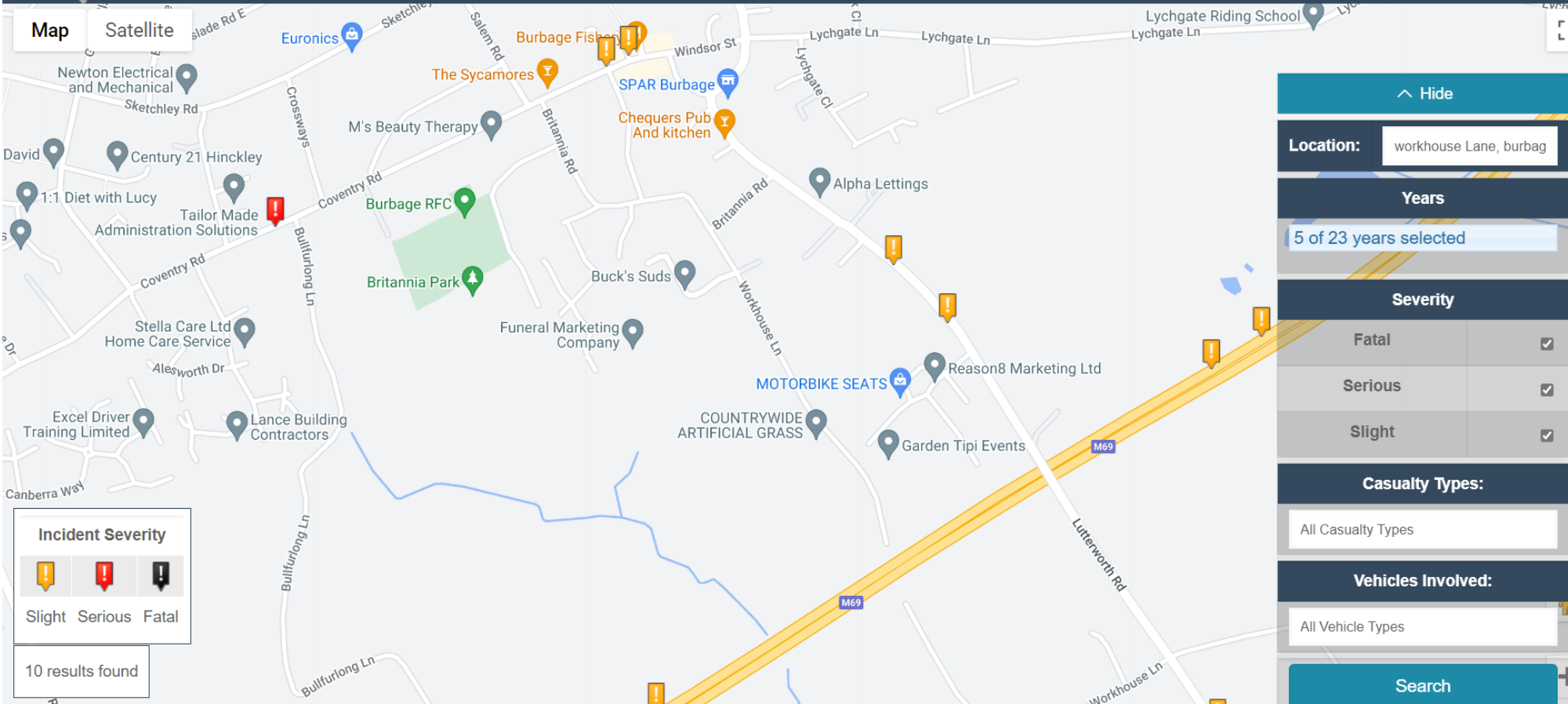
 crashmap.co.uk

CrashMap Data: Great Britain 1999 - 2021 (verified) - 2021 Provisional data to June


[Home](#) [CrashMap Pro](#) [FAQ](#) [Contact us](#)


Map


Satellite



Incident Severity







Slight Serious Fatal

10 results found

Hide

Location:workhouse Lane, burbag

Years

5 of 23 years selected

Severity

Fatal☒

Serious☒

Slight☒

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search