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Beeby Road, Scraftoft Highways Technical Note

Client: Bloor Homes Ltd

Project: Beeby Road, Scraftoft

Date: September 2024



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1. Introduction

1.1 Overview

The Transportation Consultancy (ttc) has been commissioned by Bloor Homes Ltd (the client) to prepare a Technical Note in support of a proposed residential allocation on land situated to the east of Beeby Road, to the north of Scraptoft in Leicestershire. This report supports Bloor Homes representations for Harborough District Councils New Local Plan, which is currently being prepared by the Authority.

It is envisaged that the development could accommodate up to 200 dwellings, and this is the development quantum considered within this Technical Note.

ttc previously prepared a Transport & Highways Appraisal within which an assessment was undertaken of surrounding planning applications and traffic growth likely to come forward in future years, along with a high-level assessment of prospective site access options.

This report builds on the work undertaken to date and demonstrates that a safe and suitable access arrangement can be achieved. In addition, consideration has been given to nearby off-site junctions, which have been identified as being locally sensitive to increase in traffic. Detailed consideration has been given to all local committed developments and developments currently in the planning system that may have a material effect on the proposed allocation.

1.2 Purpose of Note

The purpose of this Technical Note is to outline how the proposed allocation will be accessed, what connections would be provided for pedestrians and cyclists, highlight the current highway safety record within the vicinity of the development proposals and identify the impacts of the proposed allocation on the Church Hill / Scraptoft Lane / Station Lane / Covert Lane mini roundabout junction, which has been highlighted by the Authority as being sensitive to changes in traffic flows.

Further information regarding opportunities for sustainable travel from the site are included within the vision document that accompanies the representations.

The remainder of this Technote Note is structured as follows:

- **Chapter 2:** Site Location & Context
- **Chapter 3:** Planning Applications & Strategic Growth
- **Chapter 4:** Development Description
- **Chapter 5:** Trip Generation, Distribution and Traffic Impact
- **Chapter 6:** Summary

2. Site Location & Context

2.1 Site Location

The development site highlighted in **Figure 2.1** is located to the northeast of Scraftoft. The site is bound by Beeby Road to the west, Keyham Lane East to the north, open fields to the east and residential development to the south.

Figure 2.1 Site Location



2.2 Existing Highway Network

The key highway links in the vicinity of the site are set out below:

Beeby Road

Beeby Road runs north to south along the western frontage of the site. Within the vicinity of the site the road is subject to the national speed limit (60mph for cars), however approximately 120m to the south a 30mph speed limit is introduced. On site observations indicate that traffic generally travels at speeds well below the national speed limit along the frontage of the site. The carriageway measures approximately 6.0m in width. To the south of the site, starting just north of Mount View Road, traffic calming in the form of speed cushions are provided.

Within the vicinity of the site there are no footways provided along either side of the road. Immediately south of the proposed development, a footpath is provided within the Mount View Road development, this runs parallel to Beeby Road, before transitioning into a footway/cycleway at the Mount View Road/Beeby Road junction and continuing south towards Scraftoft Brook, where the provision further south transitions into a footway, with cycles required to rejoin the carriageway. The footway then narrows as it continues towards Pavillion Road, however a 2.0m wide footway is provided on the western side of the road and continues towards the centre of Scraftoft.

Keyham Lane East

Keyham Lane East runs along the northern frontage of the site. It measures between 4.5m – 5.0m in width with grassed verge either side of the road. The road is subject to the national speed limit and is rural in nature. To the east it connects to Ingarsby Road which provides a link to the A47 via Houghton on the Hill.

Scraftoft Gyratory

To the south of the site Beeby Road meets Church Hill and Main Street. Church Hill is a one-way street in a southbound direction and forms part of a gyratory type arrangement around the centre of Scraftoft including Stocks Road, Scraftoft Rise and Main Street, with traffic travelling in a clockwise direction.

Church Hill connects to Station Lane which in turn provides access to the A47 via a traffic signal junction. Station Road, which is a continuation of Station Lane, is traffic calmed through the use of speed cushions and central splitter islands.

Covert Lane

Covert Lane runs to the south of the site and provides some development frontage for the wider development. Covert Lane is rural in nature and measures approximately 4.0m in width within the vicinity of the sites frontage. The eastern part of the road is subject to a 30mph speed limit and provides access to residential development. To the west, the road becomes more urban in nature and measures approximately 5.5m in width as it approaches the Covert Lane/Station Lane/Scraftoft Lane/Church Hill mini-roundabout junction.

On-site Observations

A site visit was carried out on Wednesday 7th February during the AM peak period. Traffic flows along Beeby Road, within the vicinity of the site, were observed to be relatively low and the majority of the local junctions within Scraftoft were observed operating well within capacity.

Further afield, congestion was observed at the A47/Station Road traffic signal junction and at various junctions to the west of the site along the A47 corridor. Congestion was also noted along Keyham Lane West and New Romney Crescent; however, this was related to the school drop off periods related to Scraftoft Valley Primary School and Orchard Mead Academy.

3. Planning Applications & Strategic Growth

3.1 Planning Applications

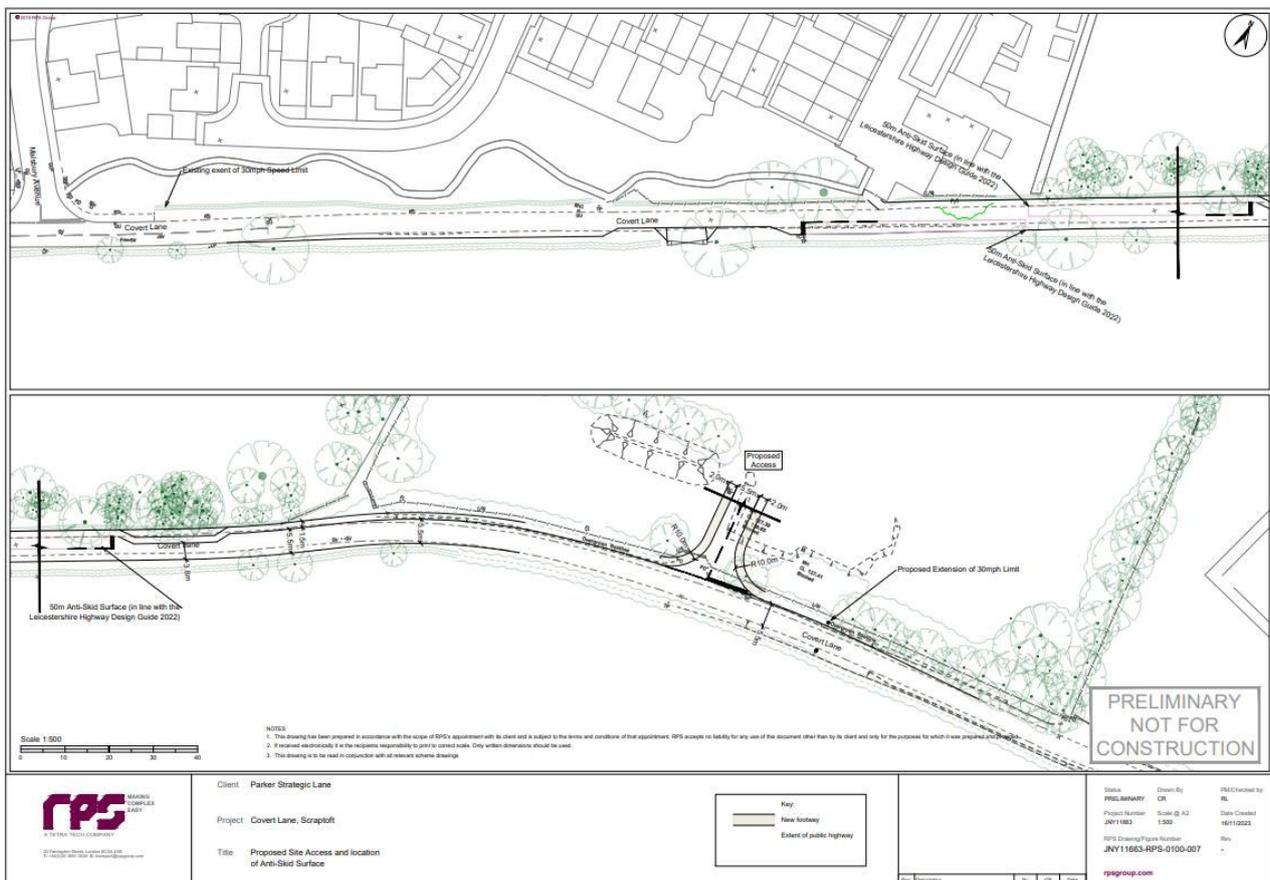
At the time of writing there are two live planning applications in the vicinity of the site. Details of this applications are presented below:

Stoneygate Rugby Club, Covert Lane, Scraptoft – (23/01690/OUT) – Parker Strategic Land

This planning application is for up to 100 residential dwellings located on the former Stoneygate Rugby Club land, off Covert Lane, Scraptoft. At the time of writing the application is yet to be determined.

The application proposes access from Covert Lane in the form of a priority T-junction. Due to the existing width of Covert Lane the proposals also include carriageway widening, new footways (between 1.5m and 2.0m in width) and provision of buildouts and give-way shuttle arrangements at pinch points along the road. **Figure 3.1** details the proposed arrangement.

Figure 3.1 Covert Lane Development – Proposed Site Access Layout



It is understood that the latest response from LCC (as Local Highway Authority) offers no objection to the development proposals. For robustness this development has been treated as committed and taken account as part of a cumulative assessment.

The TA did include assessments at the following off-site junctions in the vicinity of the site:

- Covert Lane / Station Lane / Scraptoft Lane / Church Hill mini roundabout; and
- Scraptoft Lane/ New Romney Crescent.

The TA concluded that the proposed development would not result in a severe impact at either junction. The maximum Ratio of Flow to Capacity (RFC) predicted at the Covert Lane/Station Lane/Scraptoft Lane/Church Hill mini roundabout in the future year scenario assessed was 0.73 on any one arm. Typically, a particular arm of is shown to be approaching capacity if the RFC reaches 0.85, as a result, the assessment suggests there is spare capacity in the junction and this has been accepted by LCC.

Scraptoft Golf Course (ref. 19/00700/OUT) – Parker Strategic Land

This planning application consists of 1,200 dwellings, Care Home and 2FE Primary School. Access to the site is proposed from various locations, including Beeby Road and Hamilton Lane.

The development has been in the planning system for a significant length of time and it is understood that there are significant issues still outstanding. As a result, the site has not been treated as committed for the purpose of this assessment.

3.2 Strategic Growth Plan Leicester and Leicestershire 2050

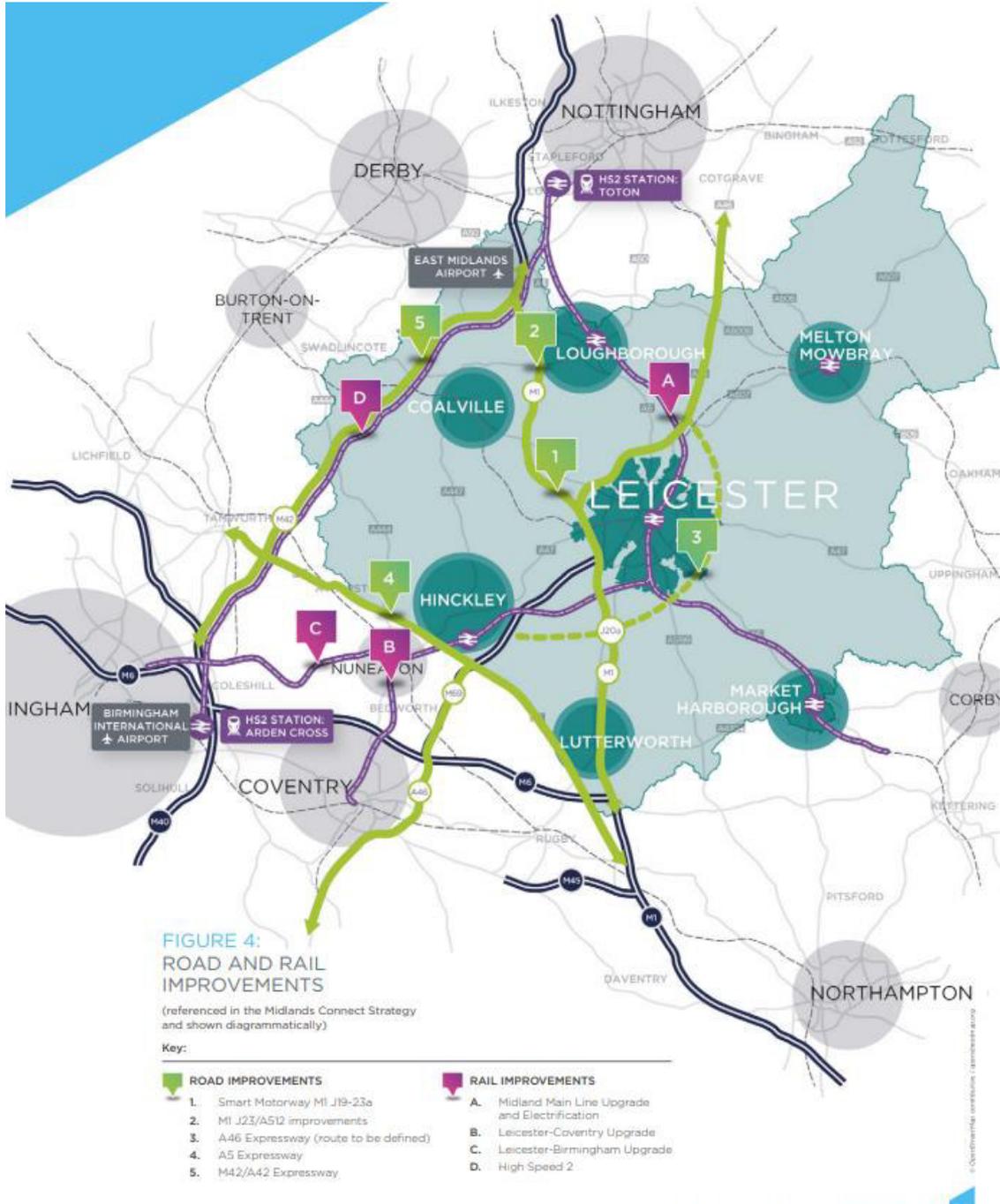
The Strategic Growth Plan has been prepared by the ten partner organisations in Leicester and Leicestershire (including Harborough District Council) and sets out the long-term vision of the area. The strategy will be delivered through the Local Plans of the various partners and focuses on the following four key matters:

- Delivering new housing;
- Supporting the economy;
- Identifying essential infrastructure; and
- Protecting the environment and built heritage.

The strategy identifies the need for 96,580 new homes between 2011-2031 and an additional 90,516 between 2031-2050. Highway capacity is identified as a key constraint to development and therefore is a key component of the Strategic Growth Plan.

The Infrastructure and Midlands Connect Strategy sets out a series of long-term transport investment priorities to help unlock jobs and growth. The Strategy endorses a number of key rail projects in Leicester & Leicestershire including improved rail services between Leicester, Coventry and Birmingham. Key road projects include improving the A5, M42/A42 and A46 to expressway standard. The proposals also include a new A46 expressway routing to the south and east of Leicester providing a link between the M69 to the south and the A46 to the northeast of the city. The proposed rail and road projects are set out in **Figure 3.2**.

Figure 3.2 Rail and Road Improvements Plan



It is understood that in September 2020 Midlands Connect, the region’s sub-national transport body, told leaders of Leicester and Leicestershire that they would no longer be pursuing central Government investment, that could have amounted to around £1 billion, for an A46 Expressway around Leicester. Therefore, there is significant doubt regarding the delivery of such a scheme.

4. Development Description

4.1 Introduction

The following section outlines the development proposals.

4.2 Development Description

Development Quantum

The proposed development would comprise up-to 200 dwellings.

Access

With reference to the LCC Highway Design Guide, Part 3, Table DG1, a development of up to 200 dwellings could be served by either a 'Major Residential Access Road' or a 'Residential Access Road'. The former can facilitate up to 400 dwellings from a single point of access, whilst the latter can facilitate up to 150 from a single point of access (although such thresholds are reviewed by LCC on a case-by-case basis).

To safeguard any future development and to enable the proposed development for 200 dwellings to be served from a single point of access, a 'Major Residential Access Road' would be proposed.

The proposed priority T-junction design is illustrated in drawing 210950-02 provided in **Appendix A**.

Key design criteria and considerations for this proposal are as follows:

- Relocation of the 60 / 30mph speed limit transition to a point north of the access to allow for sufficient visibility splays.
- 10m junction radii.
- 6.75m wide carriageway.
- 2m grass verge / 3m shared pedestrian cycle route fronting the carriageway; and
- Dropped kerb crossing along the access (location shown for illustration).

The relocation of the 60/30 mph speed limit would be supported by provision of a gateway feature. If required, the existing traffic calming provided along Beeby Road to the south of the site could be extended past the site to encourage lower speeds. Appropriate traffic counts and speed surveys to inform the access proposals will be undertaken prior to a formal planning application being submitted.

In addition to the above, there is also an opportunity to provide a footway / cycleway connection into the neighbouring Mount View Development, which is situated immediately south of the site. The corridor into this site was safeguard as part of the development proposal and is therefore fully deliverable. This would also provide the potential for a full vehicular access if desired.

5. Trip Generation, Distribution and Traffic Impact

This section of the report considers the likely traffic generation and distribution of the development and considers potential impacts on the local highway network.

5.1 Baseline Data

Baseline traffic flow data has been extracted from the Transport Assessment for the planning application on Scraftoft Golf Course (ref. 19/00700/OUT). Whilst it is acknowledged that this site is yet to come forward, given it's proximity to the proposed site, and the discussions already held with LCC regarding trip rates and traffic generation, the data associated with the application is considered robust and representative.

The following data has been obtained:

- 2026 Baseline flows – future baseline flows have been extracted from the 'PRTM Model Forecasting Report' produced by AECOM, available within Appendix 16 of the RPS report. These flows were cross referenced against baseline flows recorded by an ATC (provided in Appendix 2 of the RPS report) and are considered representative of the projected future baseline along Beeby Road.
 - ▶ It is understood that the junction capacity testing undertaken as part of the RPS Transport Assessment used a series of raw traffic counts uplifted / modified using data obtained from the PRTM model. For this assessment, following the comparison with the raw ATC counts along Beeby Road, the PRTM model 'baseline' flows have been used to form the basis for high level capacity testing of the site access.
- Trip rates – residential trip rates have been extracted, of which have been agreed with Leicestershire County Council (LCC) and used to determine the likely future traffic generation potential of the proposed development site.

In addition to the above, and to facilitate the testing of offsite junctions, traffic data has also been extracted from a Technical Note (ref. JNY11663-04a) produced in support of a planning application for up to 100 residential dwellings on land north of Covert Lane (ref. 23/01690/OUT). Within this note it was agreed with LCC to use observed traffic counts to undertake junction capacity assessments rather than relying on PRTM growth factors. As a result, 2022 observed traffic flows have been extracted from the Church Hill / Scraftoft Lane / Covert Lane / Station Lane mini-roundabout junction.

It should be noted that traffic data taken from the Scraftoft Golf Course planning application has been used for the purposes of traffic distribution and generation only. Given that this application has been in the planning system for a significant length of time and it is understood that there are significant issues still outstanding, the site has not been treated as committed for the purpose of any traffic impact assessments, and only committed traffic flows associated with the Land north of Covert Lane application have been included.

All obtained traffic data has been growthed using TEMPro (Trip End Modelling Programme) to create future year scenarios for junction modelling purposes. TEMPro is a program that provides projections of the total number of trips in an area over time for use in local and regional transport models. The role of TEMPro is to act as a nationally consistent benchmark of growth in planning data and trip ends.

TEMPro trip end forecasts are based on a model using, inter alia, projections of housing and employment that are provided periodically by all relevant planning authorities for their area. As such, projections would include all committed and planned development (as at the time of data supply) within the surrounding area.

The specific areas selected for this traffic growth methodology are:

- Harborough 011;
- Leicester 013; and
- Leicester 037.

5.2 Junction Assessments

Junction capacity assessments at the following junctions have been conducted:

- Site Access Junction; and
- Church Hill / Scraftoft Lane / Covert Lane / Station Lane Junction.

5.3 Assessment Scenarios

In order to ensure the proposed access and offsite junctions are future proofed and provide sufficient residual capacity to accommodate the required scale of development traffic, the following scenario has been tested:

- 2031 baseline + Land north of Covert Lane (tested at the offsite junction only); and
- 2031 baseline + of 200 residential dwellings on the proposed site.
 - ▶ This scenario has been tested on the priority T-junction access option and at the Church Hill / Scraftoft Lane / Covert Lane / Station Lane mini roundabout.

5.4 Traffic Flows

Traffic flows used to test the proposed site access and offsite junction are displayed in **Figure 5.1** and **5.2**.

Figure 5.1 2031 Baseline + Proposed 200 Residential Dwellings

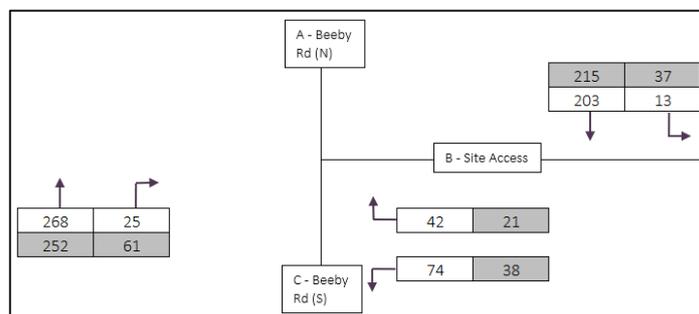
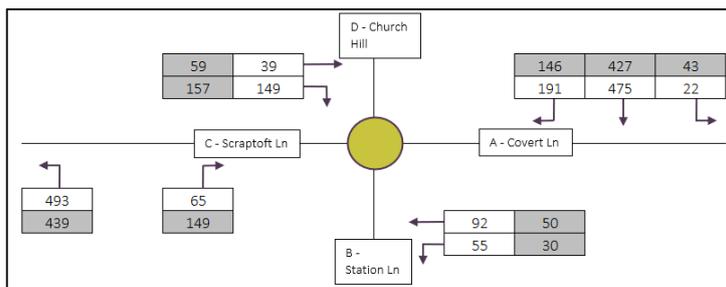


Figure 5.2 2031 Baseline + Land north of Covert Lane + Proposed 200 Residential Dwellings



5.5 Trip Generation and Traffic Distribution

As referenced in **Section 5.1** of this report, baseline traffic data and trip rate information has been extracted from the planning application for Scraftoft Golf Course (ref. 19/00700/OUT).

Traffic Generation

Residential trip rates, which were agreed following discussions with LCC, along with the resultant traffic generation have been extracted for use and are summarised in **Table 5.1** below.

Table 5.1 Residential Trip Rates

Time Period	Trip Rates			Traffic Generation (200 Dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (0800-0900)	0.191	0.578	0.769	38	116	154
PM Peak Hour (1700-1800)	0.492	0.292	0.784	98	58	157

The above demonstrates that a development of up to 200 residential dwellings is likely to generate up to 154 and 157 two-way vehicle trips during the AM and PM peak hours respectively.

It is however acknowledged that the trip rates used as part of this assessment are very robust. As referenced in **Section 5.1** of this report, the above trip rates have been extracted from the Scraftoft Golf Course application and have been agreed with LCC. Nevertheless, these trip rates are considered significantly higher than those agreed with LCC for other sites in the District. Nevertheless, utilising these trip rates for the purpose of the assessment will ensure it is robust.

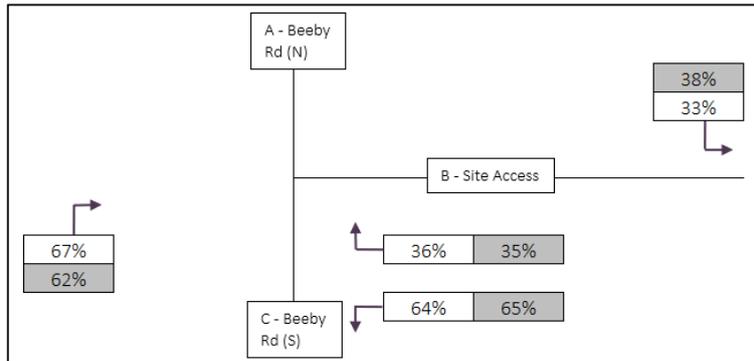
Traffic Distribution

Development traffic has been distributed onto the network based on PRTM flows extracted from the 'PRTM Model Forecasting Report' produced by AECOM, available within Appendix 16 of the Transport Assessment supporting the Scraptoft Golf Course planning application.

Turning proportions have been calculated based on weighted turning movements presented in the 'Trip Distribution FROM / TO the Proposed Development for 2026' PRTM diagrams.

Figure 5.3 below illustrates the proposed development distribution at the site access.

Figure 5.3 Site Access Proposed Development Distribution



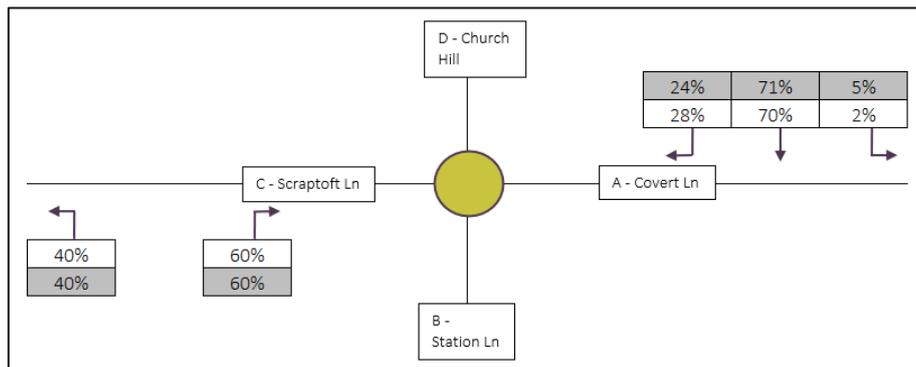
In addition to the above, in order to undertake a robust capacity assessment of the offsite junction at the Church Hill / Scraptoft Lane / Covert Lane / Station Lane mini roundabout, a distribution exercise has been undertaken at this location.

Given the one-way nature of roads on the wider network surrounding this junction, a separate routing strategy has been assumed for the arrival and departure profile. For arrivals, a 60 / 40 split has been assumed from the south (Station Lane), given vehicles could choose to route either via Scraptoft Lane and Scraptoft Rise (40%), or via Covert Lane and Malsbury Avenue (60%). A greater weighting has been attributed to the route via Malsbury Avenue based on estimated journey time.

For departures, and given Malsbury Avenue is a one-way northbound route, all development traffic has been routed to the junction via Church Hill and distributed onto the wider network using turning proportions recorded from the 2022 observed counts.

Figure 5.4 below illustrates the proposed development distribution at the junction.

Figure 5.4 Church Hill / Scraptoft Lane / Covert Lane / Station Lane Proposed Development Distribution



It should be noted that the distribution illustrated in **Figure 5.4** above represents the split in absolute terms of the southbound departures and northbound arrivals illustrated in **Figure 5.3**, and not the total traffic generation of the site.

5.6 Junction Modelling

Site Access Junction

The following sets out the results of the Site Access junction model for the 2031 baseline + 200 residential dwellings.

Table 5.2 Site Access – Junction Capacity Results (2031 Baseline + 200 Dwellings)

Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Stream B-C	0	6.19	0.12	0	5.77	0.06
Stream B-A	0	9.13	0.11	0	9.02	0.05
Stream C-AB	0	5.15	0.06	0	5.58	0.14

Table 5.2 above demonstrates that the proposed site access priority T-junction will operate well within capacity during the AM and PM peak hours, with maximum RFC values of 0.12 and 0.14 respectively.

Church Hill / Scraftoft Lane / Covert Lane / Station Lane Mini Roundabout

The following sets out the results of the Church Hill junction model for each of the assessment scenarios:

Table 5.3 2031 Baseline + Land north of Covert Lane

Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Covert Ln	1	10.36	0.32	0	8.18	0.17
Station Ln	2	11.93	0.66	1	9.36	0.58
Scraftoft Ln	0	4.59	0.21	0	5.00	0.25
Church Hill	3	15.43	0.73	3	18.08	0.76

Table 5.4 2031 Baseline + Lane north of Covert Lane + 200 Dwellings

Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Covert Ln	1	13.11	0.37	0	8.90	0.18
Station Ln	3	15.10	0.72	2	13.50	0.71
Scraptoft Ln	0	4.68	0.21	0	5.29	0.26
Church Hill	7	36.35	0.89	6	36.05	0.88

As shown in **Table 5.4**, the junction is shown to operate with a maximum RFC value of 0.89 and 0.88 during the AM and PM peak hours respectively.

Whilst an RFC value of 0.85 or greater is usually considered to indicate that a junction is operating at or above practical capacity, it is considered that a value below 1.0 RFC indicates that a junction is still operating below theoretical capacity.

The impact of the proposed development traffic and need for any mitigation at this junction has been based on two conditions:

- Does the impact of the development traffic result in an RFC exceeding the standard 0.85 RFC, and if so, to what extent; and
- If the RFC is in excess of 0.85, does the development result in a severe impact.

The test outlined within NPPF Paragraph 115 is one of severity which is not clearly defined and therefore subject to professional interpretation. It is considered that for an impact to be ‘severe’ it must have a *significant and persistent or enduring harmful effect*. With the addition of development traffic at the above junction, the queues along Church Hill are shown to increase by 4 and 3 vehicles during the AM and PM peaks respectively, with an increase in delay of c. 21 seconds and 18 seconds respectively. This is not considered to be ‘severe’ and will likely not be discernible on the local road network. Therefore, no mitigation measures are considered necessary to support the proposed development.

6. Summary

The Transportation Consultancy (ttc) has been commissioned by Bloor Homes Ltd (the client) to prepare a Technical Note in support of a proposed residential development on land situated to the east of Beeby Road, to the north of Scraptoft in Leicestershire. This report supports Bloor Homes representations for Harborough District Councils New Local Plan, which is currently being prepared by the Authority.

A development proposals consist of 200 residential dwellings.

The report considers means of access to the site along with potential impacts on key off-site junctions, which have been identified as being locally sensitive to increase in traffic. Detailed consideration has been given to all local committed developments and developments currently in the planning system that may have a material effect on the proposed allocation.

It has been demonstrated within this report that the proposed priority T-junction site access operates well within capacity during the AM and PM peak hour in the 2031 baseline + proposed development scenario. It has also been demonstrated that the offsite Church Hill / Covert Lane / Station Lane / Scraptoft Lane mini roundabout will operate within theoretical capacity in the 2031 baseline scenario with the addition of nearby planning applications and development traffic, of which will not result in a 'severe' impact.

Based on the information provided within this report, it is clear the safe and suitable access can be provided to the development and that the cumulative impacts on the network will not be severe. As a result, the development is considered to be in line with the overarching policy guidance included in the NPPF.



Appendix A

Design Package

Proposed relocation of speed limit reduction to 30mph with gateway feature, in line with LCC Standard Drawing SD/12/47A.

Priority pedestrian crossing proposed over the site access.

Alignment of site access road TBD.

Opportunity to provide a pedestrian / cycle connection through the development to the south.

Date of 1st Issue	Description	Drawn by	Checked by
06/09/24	First Issue	LF	JM

Key:

	Site / Application Boundary
	OS Base Mapping / Topographical Survey
	Proposed Design
	Tactile Paving
	Corduroy Paving
	Traffic Calming Red Surfacing
	Visibility Splays (2.4m x 90m)

- Notes:
- Drawing units are in metres unless specified otherwise.
 - Drawing is based on OS mapping / topographical survey.
 - Design based on guidance taken from Leicestershire County Council's (LCC) 'Highway Design Guide' and the Design Manual for Roads and Bridges (DMRB) guidance documents 'CD123 - Geometric design of at-grade priority and signal-controlled junctions'.
 - Traffic calming / gateway feature designed in accordance with LCC's 'Standard Drawing SD/12/47A'.

A3 SCALE	0 m	50 m
1:1000	Scale 1:1000 @ A3	

Drawing Title
Beeby Road, Scraftoft
 Proposed Site Access
 General Arrangement
 Priority T-Junction

Client
Bloor Homes Ltd

Drawing Status
Local Plan Representation

27 Park Street
 Leamington Spa
 CV32 4QN
 E: info@ttc-tp.com



VALUE EXCEED TRUST EXCELLENCE CLARITY

Drawing Number	210950-02	Revision	-
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