

## Note / Memo

**HaskoningDHV UK Ltd.  
Mobility & Infrastructure**

To: Norfolk County Council and South Norfolk District Council  
From: Jimoh Ibrahim  
Date: 08 November 2022  
Copy: Alan Leadbetter, Alan Preslee  
Our reference: PC4115-RHD-ZZ-XX-NT-Z-0002  
Classification: Project related  
Checked by: Sarah Simpson

**Subject: Stage 1 Road Safety Audit**

Royal HaskoningDHV has been commissioned by Storengy UK to provide transport planning advice relating to the revised planning application seeking consent for a proposed Anaerobic Digestion (AD) Plant in Bressingham (Ref: 2022/1108).

A Transport Statement (TS) Addendum was prepared and submitted to South Norfolk District Council which included proposed off-site highways improvements. The proposed measures included an identified haul route with associated highways improvements to improve the level of safety associated with the movement of Heavy Commercial Vehicles (HCVs) to and from the site.

A suite of passing places and associated works were proposed along the haul route to improve the going along the route for all vehicles, as well as to appropriately accommodate the HCV traffic associated with the AD plant. An independent Stage 1 Road Safety Audit (RSA1) of the proposed off-site highways improvements has been carried out, and the final RSA1 report is attached in **Annex A**.

Potential road safety problems identified by the independent Road Safety Audit Team have been taken into account and the drawings of the proposed off-site works have been revised accordingly. The revisions are detailed in the Designer's Response attached in **Annex B**. A summary of the drawings submitted is set out in **Table 1** which shows which drawings included in the Transport Statement Addendum have been revised in accordance with the Road Safety Audit. All final drawings including the revised drawings are provided in **Annex C**.

Table 1: Summary of Drawing Revisions associated with the Stage 1 Road Safety Audit

Drawing Number	Drawing Title	Revision Status	Final Drawing for Approval
PC4115-RHD-ZZ-ZZ-DR-D-0002 P01	Proposed Route Assessment Overview Plan	New revision	PC4115-RHD-ZZ-ZZ-DR-D-0002 P02
PC4115-RHD-ZZ-ZZ-DR-D-0003 P01	Proposed Route Assessment (Sheet 1 of 3)	No revision	PC4115-RHD-ZZ-ZZ-DR-D-0003 P01
PC4115-RHD-ZZ-ZZ-DR-D-0004 P01	Proposed Route Assessment (Sheet 2 of 3)	New revision	PC4115-RHD-ZZ-ZZ-DR-D-0004 P02
PC4115-RHD-ZZ-ZZ-DR-D-0005 P01	Proposed Route Assessment (Sheet 3 of 3)	New revision	PC4115-RHD-ZZ-ZZ-DR-D-0005 P02
PC4115-RHD-ZZ-ZZ-DR-D-0006 P01	Swept Path Analysis (Sheet 1 of 3)	No revision	PC4115-RHD-ZZ-ZZ-DR-D-0006 P01
PC4115-RHD-ZZ-ZZ-DR-D-0007 P01	Swept Path Analysis (Sheet 2 of 3)	New revision	PC4115-RHD-ZZ-ZZ-DR-D-0007 P02

Drawing Number	Drawing Title	Revision Status	Final Drawing for Approval
PC4115-RHD-ZZ-ZZ-DR-D-0008 P01	Swept Path Analysis (Sheet 3 of 3)	New revision	PC4115-RHD-ZZ-ZZ-DR-D-0008 P02

## **Annex A**

# Deal Farm, Bressingham

## Stage 1 Road Safety Audit

Client: Storengy UK

Reference: PC4115-RHD-ZZ-XX-RP-SA-0001

Status: Final/00

Date: 03 November 2022



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Document title: Deal Farm, Bressingham

Subtitle: Stage 1 Road Safety Audit  
Reference: PC4115-RHD-ZZ-XX-RP-SA-0001  
Status: 00/Final  
Date: 03 November 2022  
Project name: Deal Farm - Stage 1 Road Safety Audit  
Project number: PC4115  
Author(s): Vicky Seaton

Drafted by: Vicky Seaton

Checked by: Bryn Buck

Date: 01.11.2022

Approved by: Vicky Seaton

Date: 03.11.2022

Classification

Project related

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## 1 Introduction

Royal HaskoningDHV has been appointed by Storengy UK to undertake a Stage 1 Road Safety Audit. The Audit refers to highway works associated with a haul route for a proposed Anaerobic Digestion (AD) plant at Deal Farm, off Kenninghall Road, Bressingham in Norfolk. The extents of the Road Safety Audit are shown on **Figure 1** of this report.

The Audit Team for this Stage 1 Road Safety Audit is as follows:

### **Audit Team Leader**

Vicky Seaton, BSc (Hons), MSoRSA, MCiHT, Certificate of Competency, iRAP Accredited Supplier of Coding, Analysis and Reporting  
Royal HaskoningDHV

### **Audit Team Member**

Bryn Buck, MIHE  
Royal HaskoningDHV

The Road Safety Audit took place on Tuesday 25 October 2022, in accordance with information provided by Sarah Simpson of Royal HaskoningDHV, as designers of the scheme. The Road Safety Audit comprised an examination of documents listed in **Appendix A** of this report, and a site visit.

The Audit Team confirm that the information provided to them as part of the Audit Brief, was sufficient of the purposes of this Stage 1 Road Safety Audit.

A site visit was undertaken on Monday 24 October 2022 between 14:00 and 14:30, during the afternoon interpeak traffic period. Weather conditions during the site visit were sunny and surface conditions were mainly dry, with some surface water ponding in places. Traffic and non-motorised user flows on the existing roads forming the proposed haul route were considered to be representative of the time of day and the location.

The terms of reference for the Road Safety Audit are described in GG 119<sup>1</sup>. The Road Safety Audit has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

The completed highway works would provide 37 passing places on approximately 4.5 kilometres (km) of existing rural roads. The locations of the passing places have been numbered for ease of identification within this Stage 1 Road Safety Audit. The passing places and identification numbers are shown on **Figure 2** of this report. The locations of any problems identified by the Audit Team are shown on **Figure 3** of this report.

It is understood that the audited scheme is at the planning application stage, and as such, there are a number of items that the Audit Team would wish to see that are not available for this Stage 1 Road Safety Audit.

As such, the Design Team should submit a full Stage 2 Road Safety Audit alongside the detailed design package issued to the Local Highway Authority for approval.

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<sup>1</sup> GG 119 (Formerly HD 19/15) Road Safety Audit, Revision 2, January 2020

Items to be considered within the detailed design may include:

- Drainage.
- Road signs.
- Carriageway markings.
- Pavement and kerbing details.

The Audit Team has not been made aware of any Departures (or Relaxations) from Standard.

A summary of Personal Injury Collision (PIC) data has been provided to the Audit Team within the approved Audit Brief. The information provided within the Audit Brief, which has been taken from the CrashMap<sup>2</sup> website, indicates that there have been no PICs recorded on the proposed haul route during the most recent five-year period (2017-2021).

Notably, the CrashMap database only contains collisions up to June 2021. As such, further details relating to any collisions in the vicinity of the proposed scheme would require independent verification by the Client should the Local Highway Authority have any concerns relating to the collision history at this location.

Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified problem in accordance with GG 119, and in no way imply that a formal design process has been undertaken.

There may be alternative means of addressing a problem which would be equally as acceptable or superior in achieving the desired degree of mitigation, and these should be considered when responding to this report.

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<sup>2</sup> [www.CrashMap.co.uk](http://www.CrashMap.co.uk)

## 2 Matters Arising from this Stage 1 Road Safety Audit

### A1 Local Alignment

#### A1.1 Visibility

##### A1.1.1 Problem 1

**Location:** Proposed haul route; multiple locations as follows:

- Halford Lane (Location 1, Location 2, Location 3).
- Fersfield Road (Location 17).
- Nordle Corner (Location 22, Location 23, Location 25, Location 28, Location 29).
- Kenninghall Road (Location 30, Location 31).

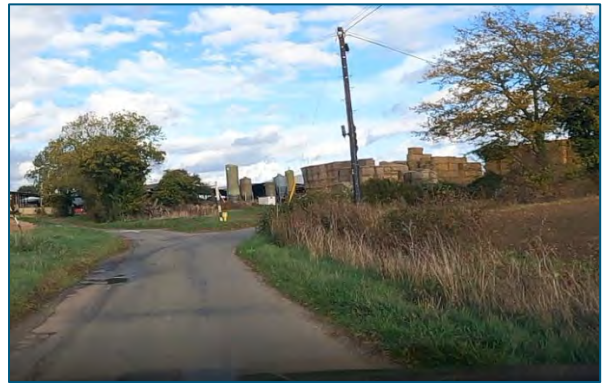
**Summary:** Insufficient forward visibility in advance or and within the vicinity of the proposed passing places could result in sudden braking leading to the potential for rear end shunts or loss of control collisions.

**Description:** Landscaping, earth banks and the alignment of the existing carriageway currently restrict forward visibility between road users in the vicinity of 10 of the proposed passing places. Failure to provide and maintain adequate forward visibility could result in conflicts between oncoming vehicles or sudden braking leading to rear end shunts or loss of control collisions

*Photograph 1 - Nordle Corner (Location 23/ 25)*



*Photograph 2 – Kenninghall Road (Location 31)*



#### Recommendation – A1.1.1

It is recommended that drawings are prepared demonstrating that forward visibility requirements can be met and where any alterations to landscaping or the proposed geometry may be required. If it is not possible to provide adequate forward visibility, it may be necessary to relocate the passing place to a location where sufficient forward visibility can be achieved.

## **A1.2 New/ Existing Road Interface**

### **A1.2.1 Problem 2**

**Location:** Proposed haul route; multiple locations as follows:

- Halford Lane (Location 1, Location 2).
- The Valley (Location 9, Location 10, Location 11, Location 14).
- Nordle Corner (Location 24, Location 25, Location 26).
- Lady's Lane (Location 30).
- Kenninghall Road (Location 32).

**Summary:** Collisions with street furniture/ trees could lead to the potential for collapse on the infrastructure, leading to injuries or to subsequent collisions.

**Description:** The proximity of the passing places to existing signs, telegraph poles and trees could lead to collisions with these items as vehicles are manoeuvring into the facilities. Collisions with street furniture and trees could result in injuries or to damage to the infrastructure leading to collapse and subsequent collisions.

#### **Recommendation – A1.2.1**

The locations of the passing places (or where possible, street furniture) should be located to reduce the potential for collisions with existing infrastructure.



## A1.2.2 Problem 3

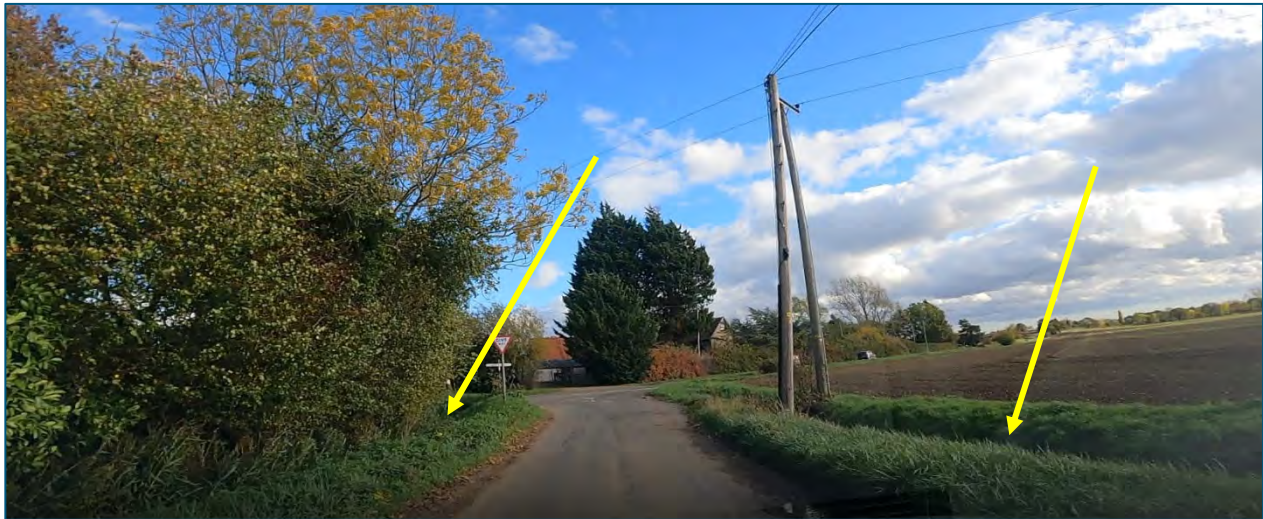
**Location:** Proposed haul route; multiple locations as follows:

- Halford Lane (Location 4, Location 7).
- The Valley (Location 9, Location 10, Location 11, Location 12, Location 13).
- Lady's Lane (Location 29, Location 30).
- Kenninghall Road (Location 32, Location 34).
- Common Road (Location 35).

**Summary:** Proximity of proposed passing places to drainage ditches could result in vehicles inadvertently leaving the carriageway with the potential for injury.

**Description:** Some of the passing places appear to be located immediately adjacent to deep drainage ditches. Vehicles manoeuvring into/ out of the passing places could inadvertently leave the carriageway to the nearside, sliding into the ditches or entering the adjacent fields, resulting in the potential for injuries to vehicle occupants.

*Photograph 3 - Image of Kenninghall Road looking east towards Common Road, showing deep drainage ditches adjacent to proposed passing places at Locations 33 and 35 (shown by arrows)*

**Recommendation – A1.2.2**

The locations of the passing places should be located to reduce the potential for vehicles to enter ditches whilst entering/ leaving the passing places.

## A1.2.3 Problem 4

**Location:** Proposed haul route; multiple locations as follows:

- Halford Lane (Location 2, Location 4).
- The Valley (Location 9, Location 10).

**Summary:** Vehicles overhanging the main carriageway could lead to side swipe collisions with passing traffic leading to the potential for damage and secondary collisions elsewhere on the highway.

**Description:** Earth banks are present adjacent to four of the proposed passing places. The presence of these boundary features could restrict the available space to provide a passing place of sufficient width to accommodate a vehicle without overhanging the main carriageway. Vehicles overhanging the main carriageway could lead to swipe collisions with passing traffic resulting in the potential for damage and secondary collisions elsewhere on the highway.

*Photograph 4 - Image of Halford Lane looking north, showing levels difference between carriageway and adjacent field*



*Photograph 5 - Image of The Valley looking east, showing earth bank to the south of the carriageway*



### Recommendation – A1.2.3

The width of the proposed passing places should be sufficient to accommodate a vehicle fully, without overhanging the adjacent carriageway. Where existing boundary features are unable to be modified to accommodate the passing places, consideration should be given to relocating the passing place.



## A2 General

### A2.1 Public Utilities

#### A2.1.1 Problem 5

**Location:** Halford Lane (Location 6).

**Summary:** Service chamber covers of incorrect loading specification could collapse due to vehicle overrunning, leading to the potential for vehicle damage and resulting loss of control collisions.

**Description:** A service chamber cover is currently sited within the western verge of Halford Lane within the extents of a proposed passing place (Location 6). The proposals would result in the existing chamber cover being subject to overrunning by vehicular traffic. If the loading properties of the cover is not sufficient, it could become damaged or collapse, leading to vehicle damage and the potential for loss of control collisions.

*Photograph 6 - Image of Halford Lane looking north, showing service chamber cover within the extents of the proposed passing place (Location 6)*



#### Recommendation – A2.1.1

Where service chamber covers previously sited within the verge are to be exposed to vehicle movements, these should be of sufficient standard to accommodate the appropriate vehicle loadings.

A2.1.2 Problem 6

**Location:** Lady's Lane/ Kenninghall Road, adjacent to passing place Location 31.

**Summary:** Reduced conspicuity of the location of a fire hydrant could lead to high severity injuries or significant damage to property in an emergency situation.

**Description:** A fire hydrant marker is present on the grassed island at the junction of Lady's Lane and Kenninghall Road. Drawing PC4115-RHD-ZZ-ZZ-DR-D-0008 indicates that the island would be removed in order to accommodate HGV movements. Information provided to the Audit Team does not provide details in relation to the relocation of the hydrant marker or whether it may be necessary to relocate access to the hydrant itself. Failure to relocate the sign to a suitable location could result in delays in obtaining access to the hydrant during an emergency situation, leading to the potential for high severity injuries or significant damage to property.

*Photograph 7 - Image of Lady's Lane/ Kenninghall Road junction, showing hydrant sign on grassed island*



**Recommendation – A2.1.2**

The Designers should liaise with the relevant Water Officer at Norfolk County Council in relation to the requirement to relocate the fire hydrant marker.

## A3 Junctions

### A3.1 Layout

#### A3.1.1 Problem 7

Location: Proposed haul route; multiple locations as follows:

- Fersfield Road/ Hall Lane.
- Nordle Corner/ Algar Road.
- Lady's Lane/ Kenninghall Road.

**Summary:** Unclear priorities at the junctions could result in collisions between road users.

**Description:** Drawings provided to the Audit Team indicate that the proposals would require the removal of the existing grassed traffic islands present at the above-named junctions. No details have been provided in relation to proposed carriageway markings at the amended junctions, reducing road user awareness of prioritise and give-way requirements. Reduced awareness of priorities at the junctions could result in multiple collision types including nose-to-nose or side impact collisions, and rear end shunts due to sudden braking.

*Photograph 8 - Images showing existing layouts of Kenninghall Road/ Lady's Lane junction and Nordle Corner/ Algar Road junction*



#### Recommendation – A3.1.1

It is recommended that appropriate carriageway markings are provided at the amended junctions, increasing road user awareness of the priorities at each junction, reducing the potential for collisions.

## A4 Walking, Cycling and Horse-Riding

The Audit Team did not identify any walking, cycling and horse-riding related safety problems as part of this Stage 1 Road Safety Audit.

## **A5 Traffic Signs, Carriageway Markings and Lighting**

No details relating to traffic signs, carriageway markings or lighting were provided to the Audit Team in association with the Stage 1 Road Safety Audit. During the site visit, the Audit Team noted that there are existing signs in locations where passing places are proposed. In instances where existing signage is to be relocated, the proposed new locations should be clearly visible to all road users and that sufficient clearance is provided between the signs and moving vehicles.



### 3 Audit Team Statement

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

#### Audit Team Leader

Vicky Seaton, BSc (Hons), MSoRSA, MCIHT, iRAP Acc. Supp  
Principal Transport Planner  
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6th Floor  
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2 Cornwall Street  
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B3 2DX  
United Kingdom

Signed: V Seaton

Dated: 03.11.2022

#### Audit Team Member

Bryn Buck, AMIHE  
Senior Technician & Road Safety Auditor  
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Portland Street  
Manchester  
M1 3LF  
United Kingdom

Signed: B. Buck

Date: 03.11.2022



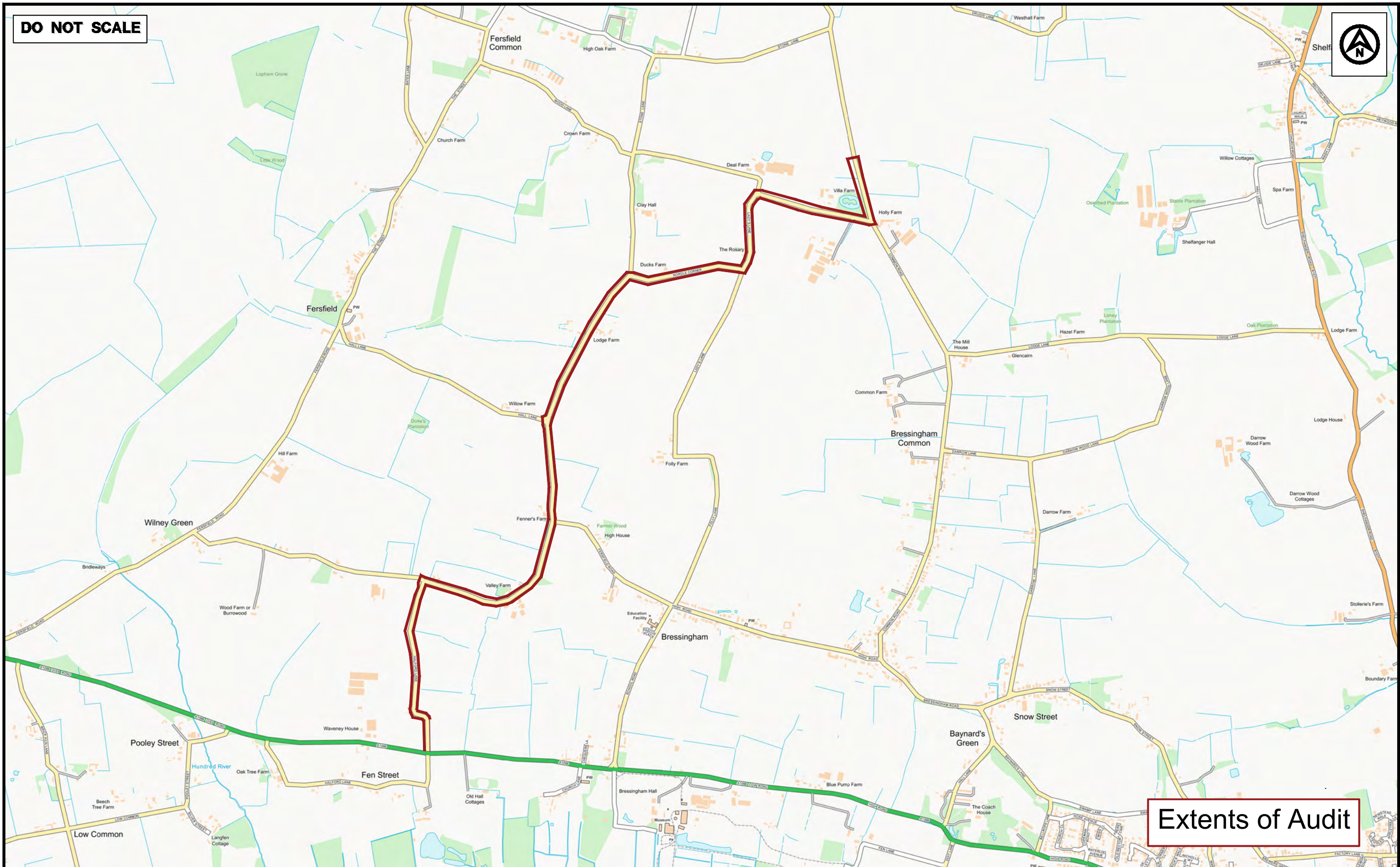
## Figures

Figure 1 – Site Location Plan

Figure 2 - Passing Place Location Plan

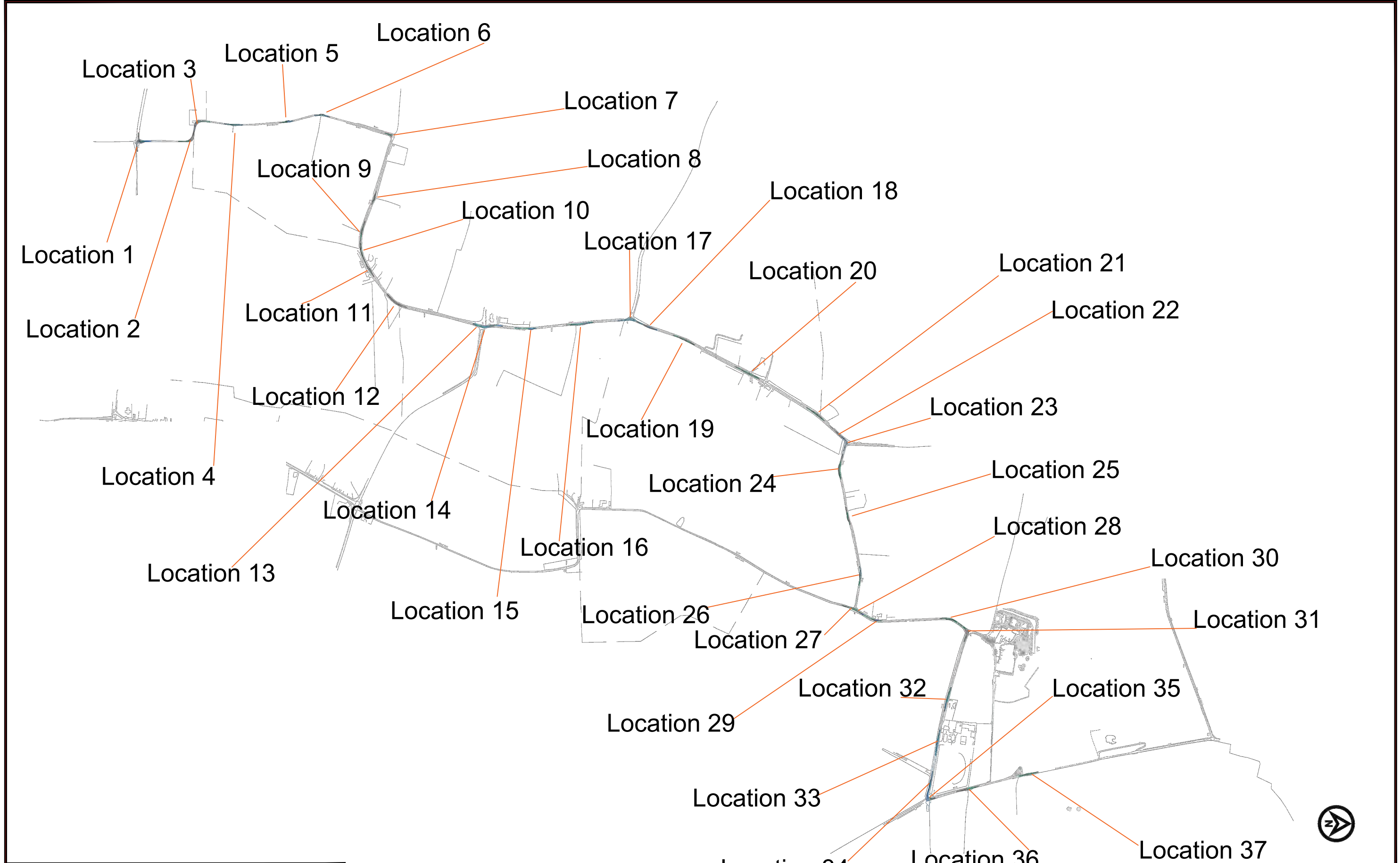
Figure 3 – Problem Location Plan





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TITLE  SITE LOCATION PLAN	PROJECT  DEAL FARM, BRESSINGHAM STAGE 1 ROAD SAFETY AUDIT		DRAWN	VS	CHECKED	BB	APPROVED	VS
			DATE	26.10.2022	SCALE	NTS	REF.	-
			DRAWING No. FIGURE 1					REVISION





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TITLE
PROBLEM LOCATION PLAN

PROJECT
DEAL FARM, BRESSINGHAM STAGE 1 ROAD SAFETY AUDIT

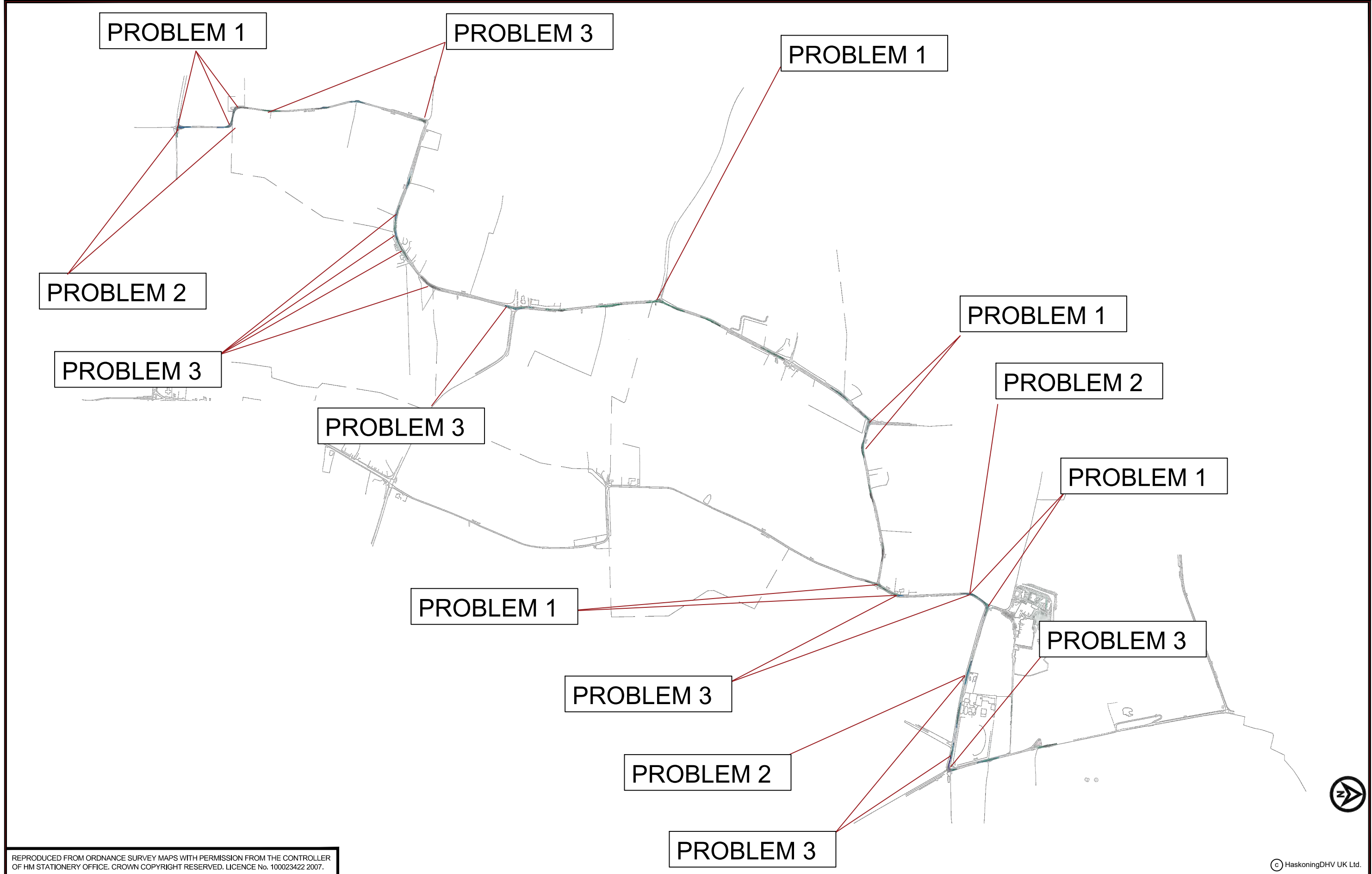


**Royal  
HaskoningDHV**  
*Enhancing Society Together*

DRAWN	VS	CHECKED	BB	APPROVED	VS
DATE	03.11..2022	SCALE	NTS	REF.	-
DRAWING No.					REVISION
FIGURE 2					

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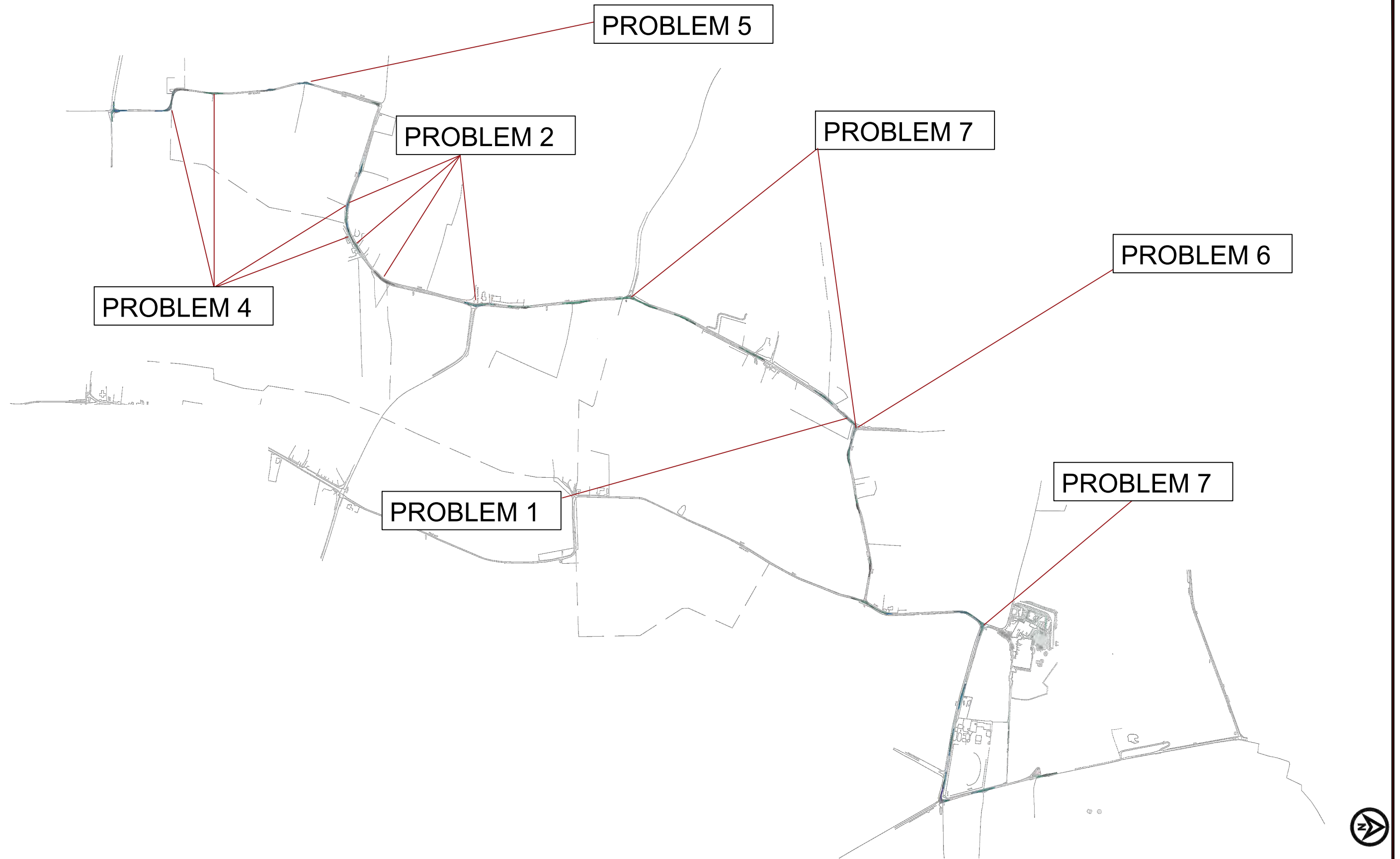




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TITLE  PROBLEM LOCATION PLAN	PROJECT  DEAL FARM, BRESSINGHAM STAGE 1 ROAD SAFETY AUDIT		DRAWN	VS	CHECKED	BB	APPROVED	VS
			DATE	03.11.2022	SCALE	NTS	REF.	-
			DRAWING No. <span>FIGURE 3</span>					



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TITLE	PROJECT		DRAWN VS	CHECKED BB	APPROVED VS
PROBLEM LOCATION PLAN	DEAL FARM, BRESSINGHAM STAGE 1 ROAD SAFETY AUDIT		DATE 03.11.2022	SCALE AT A1 NTS	REF. -
			DRAWING No. FIGURE 3		
			REVISION		

## **Appendix A**

### **Documents Forming the Audit Brief**

# APPENDIX A

## Documents Forming the Audit Brief

### DRAWING NUMBER

PC4115-RHD-ZZ-ZZ-DR-D-0002 P01  
PC4115-RHD-ZZ-ZZ-DR-D-0003 P01  
PC4115-RHD-ZZ-ZZ-DR-D-0004 P01  
PC4115-RHD-ZZ-ZZ-DR-D-0005 P01  
PC4115-RHD-ZZ-ZZ-DR-D-0006 P01  
PC4115-RHD-ZZ-ZZ-DR-D-0007 P01  
PC4115-RHD-ZZ-ZZ-DR-D-0008 P01

### DRAWING TITLE

Proposed Route Assessment – Overall Plan  
Proposed Route Assessment – Sheet 1 of 3  
Proposed Route Assessment – Sheet 2 of 3  
Proposed Route Assessment – Sheet 3 of 3  
Swept Path Analysis – Sheet 1 of 3  
Swept Path Analysis – Sheet 2 of 3  
Swept Path Analysis – Sheet 3 of 3

### DOCUMENTS

- ☒ Safety Audit Brief
- ☐ Site Location Plan
- ☐ Traffic signal details
- ☐ Departures from standard
- ☐ Previous Road Safety Audits
- ☐ Previous Designer Responses
- ☒ Collision data
- ☐ Collision plot
- ☒ Traffic flow
- ☐ Pedestrian flow / modelling data
- ☐ Speed survey data
- ☐ Other documents

### DETAILS (where appropriate)

Email dated 21.10.2022

## **Annex B**

## STAGE 1 ROAD SAFETY AUDIT RESPONSE

**Audit No:** PC4115-RHD-ZZ-XX-RP-SA-0001

**Auditor(s):** Vicky Seaton

**Scheme:** PC4115 Deal Farm

**Date Audit completed:** 04 November 2022

**Designers Response:**

Paragraph No. in Safety Audit Report	Problem Accepted (yes/no)	Recommended Measure accepted (yes/no)	Description / alternative measure
A1.1.1	Yes	Yes	Visibility check have been done and shown on the drawings. At detailed design stage, any vegetation/ obstruction to the visibility should be cleared; to be reviewed with the topographical survey and highway boundary.
A1.2.1	Yes	Yes	At detailed design stage, review/refine location of passing bay with the topographical survey and highway boundary.
A1.2.2	No		A kerb is proposed at the edge of the passing bay. The kerb will keep the vehicles safe and away of the ditch. A short pipe culvert will be proposed for sections where the passing bay is on top of existing ditch. The latter to be reviewed at detailed design stage with the topographical survey.
A1.2.3	No		As shown on the swept path analysis drawings, an oil tanker and a large car can pass side by side. This was prepared on an OS base and to be checked with topographical survey at detailed design stage.
A2.1.1	Yes	Yes	Existing chamber covers to be upgraded, if need, to accommodate vehicular loading. To be addressed at detailed design stage.
A2.1.2	Yes	Yes	At detailed design stage, designer to liaise with the relevant authority for fire hydrant relocation.
A3.1.1	Yes	Yes	Give way marking added to the three junctions. Drawings updated.

Signed Joseph Matar

Date 04 November 2022

## **Annex C**





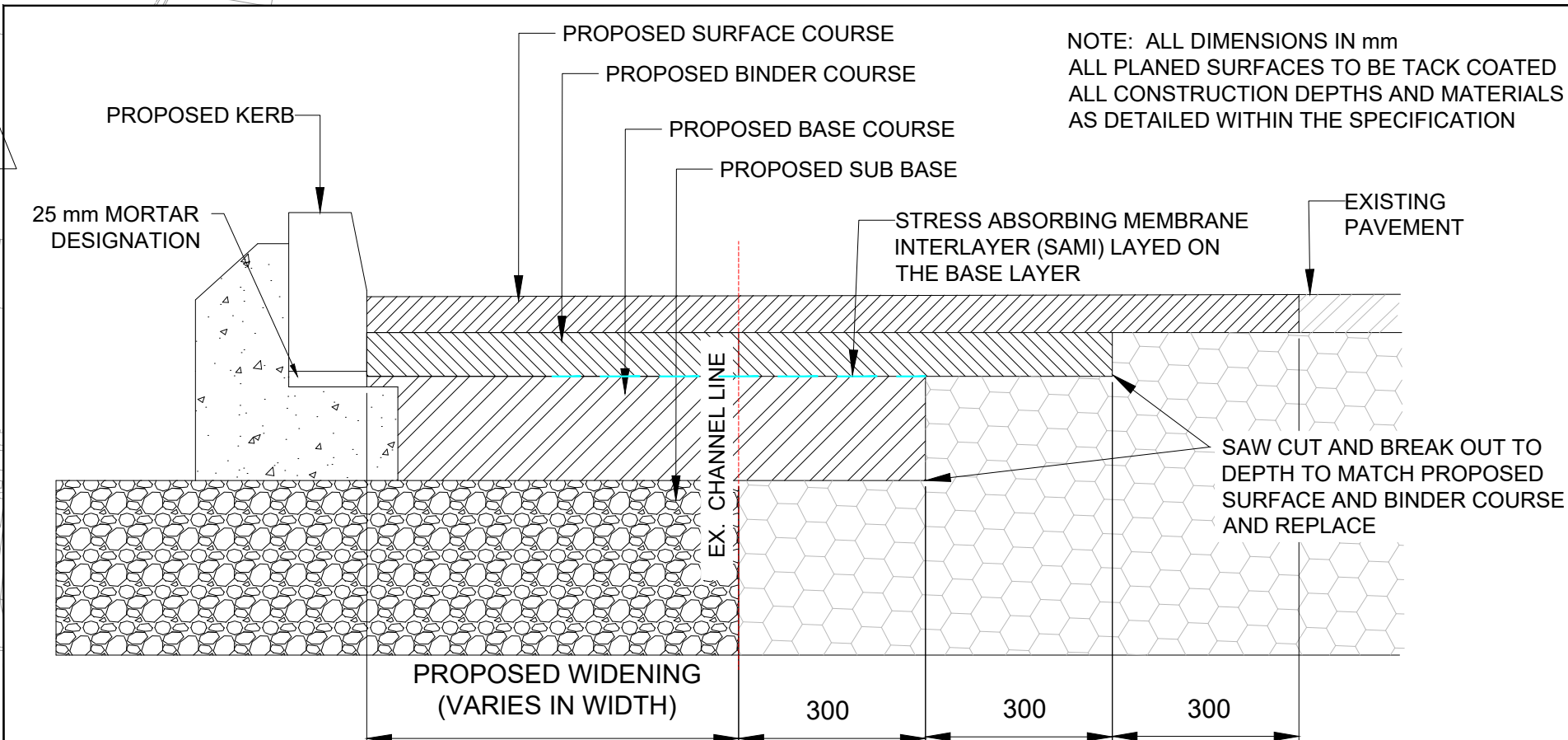
- GENERAL NOTES
- DO NOT SCALE FROM THIS DRAWING.
  - ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
  - THIS DRAWING HAS BEEN BASED UPON SURVEY / OS INFORMATION. ROYAL HASKONING DHV SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
  - THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.
  - THIS DRAWING IS SUBJECT TO A HIGHWAY BOUNDARY SEARCH.
  - THIS DRAWING IS BASED ON A OS MAP.

- KEY
- Existing Highway Layout
  - Proposed Passing Places
  - PfRoW
  - Intervisibility Between Passing Places

PLEASE REFER TO DRAWING  
PC4115-RHD-ZZ-ZZ-DR-D-0005/8

PLEASE REFER TO DRAWING  
PC4115-RHD-ZZ-ZZ-DR-D-0004/7

PLEASE REFER TO DRAWING  
PC4115-RHD-ZZ-ZZ-DR-D-0003/6



WHERE THE WIDENING WIDTH IS  
LESS THAN 0.8m, ST1 CONCRETE  
SHOULD BE USED INSTEAD OF  
BASE AND SUB-BASE

PROPOSED PASSING BAY DETAIL  
N.T.S.

P02	04.11.22	ROAD MARKING ADDED	JM	JM	DJ
P01	20.10.22	FIRST ISSUE	JM	JM	DJ
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

DRAWING STATUS PRELIMINARY

CLIENT

STORENGY UK

PROJECT  
DEAL FARM,  
BRESSINGHAM

TITLE  
PROPOSED ROUTE  
ASSESSMENT  
OVERVIEW PLAN



DRAWN	JM	CHECKED	JM	APPROVED	DJ
DATE	14.10.2022	SCALE AT A1	1:5000	PROJECT NUMBER	PC4115

DRAWING No.	PC4115-RHD-ZZ-ZZ-DR-D-0002	REVISION	P02
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DO NOT SCALE



- PASSING PLACE

- PASSING PLACE

HALFORD LANE

- PASSING PLACE

## PASSING PLACE

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- PASSING PLACE

42.7m

- PASSING PLACE

MAINTAIN EXISTING DITCH WITH A PIPE UNDER THE PROPOSED WIDENING.

- PASSING PLACE,



## GENERAL NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
3. THIS DRAWING HAS BEEN BASED UPON SURVEY / OS INFORMATION. ROYAL HASKONING DHV SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
4. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.
5. THIS DRAWING IS SUBJECT TO A HIGHWAY BOUNDARY SEARCH.
6. THIS DRAWING IS BASED ON A OS MAP.

## KEY

- Existing Highway Layout
- Proposed Passing Places ( Please refer to drawing PC4115-RHD-ZZ-ZZ-DR-0002 for standard details)
- PRoW
- Intervisibility Between Passing Places
- Assumed highway boundary

REV	DATE	DESCRIPTION	BY	CHK	APP
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## REVISIONS

DRAWING STATUS **PRELIMINARY**

CLIENT

STORENGY UK

PROJECT

DEAL FARM,  
BRESSINGHAM

TITLE

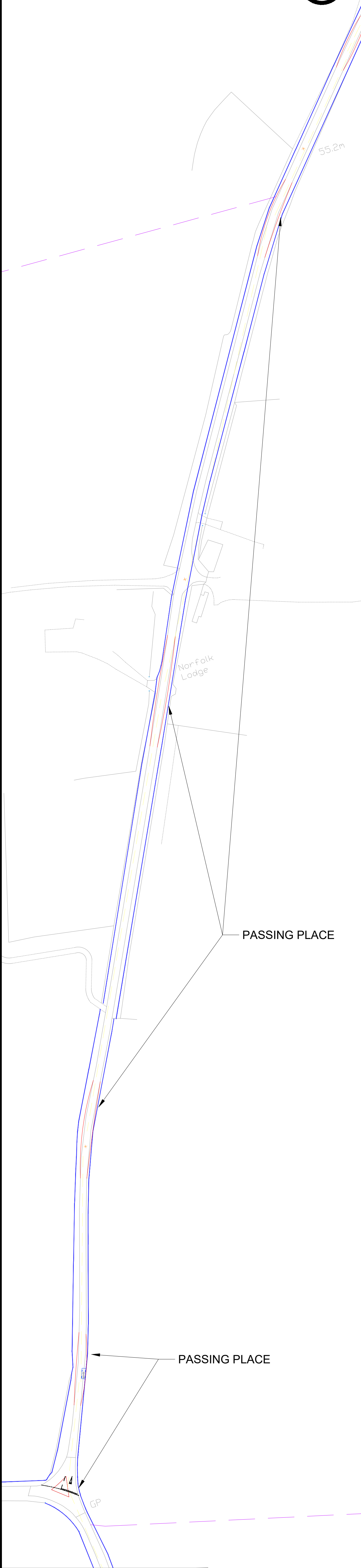
PROPOSED ROUTE  
ASSESSMENT  
SHEET 1 OF 3



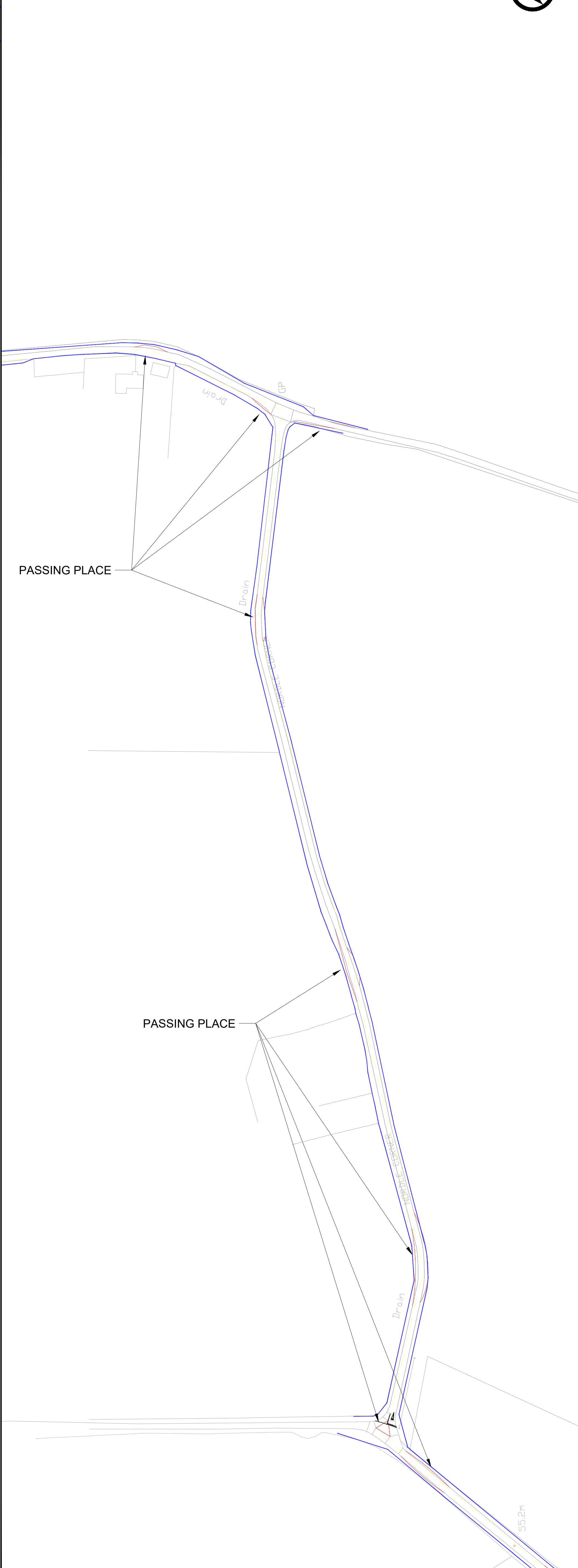
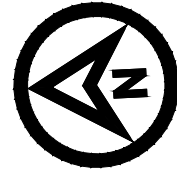

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DRAWN JM	CHECKED JM	APPROVED DJ
DATE 14.10.2022	SCALE AT A1 1:1000	PROJECT NUMBER PC4115

DRAWING No.	REVISION
PC4115-RHD-ZZ-ZZ-DR-D-0003	P01



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5. THIS DRAWING IS SUBJECT TO A HIGHWAY BOUNDARY SEARCH.
6. THIS DRAWING IS BASED ON A OS MAP.

KEY

- Existing Highway Layout
- Proposed Passing Places ( Please refer to drawing PC4115-RHD-ZZ-ZZ-DR-D-0002 for standard details)
- PRoW
- Intervisibility Between Passing Places
- Assumed highway boundary

P02	04.11.22	ROAD MARKING ADDED	JM	JM	DJ
P01	20.10.22	FIRST ISSUE	JM	JM	DJ
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

DRAWING STATUS PRELIMINARY

CLIENT

STORENGY UK

PROJECT

DEAL FARM,  
BRESSINGHAM

TITLE

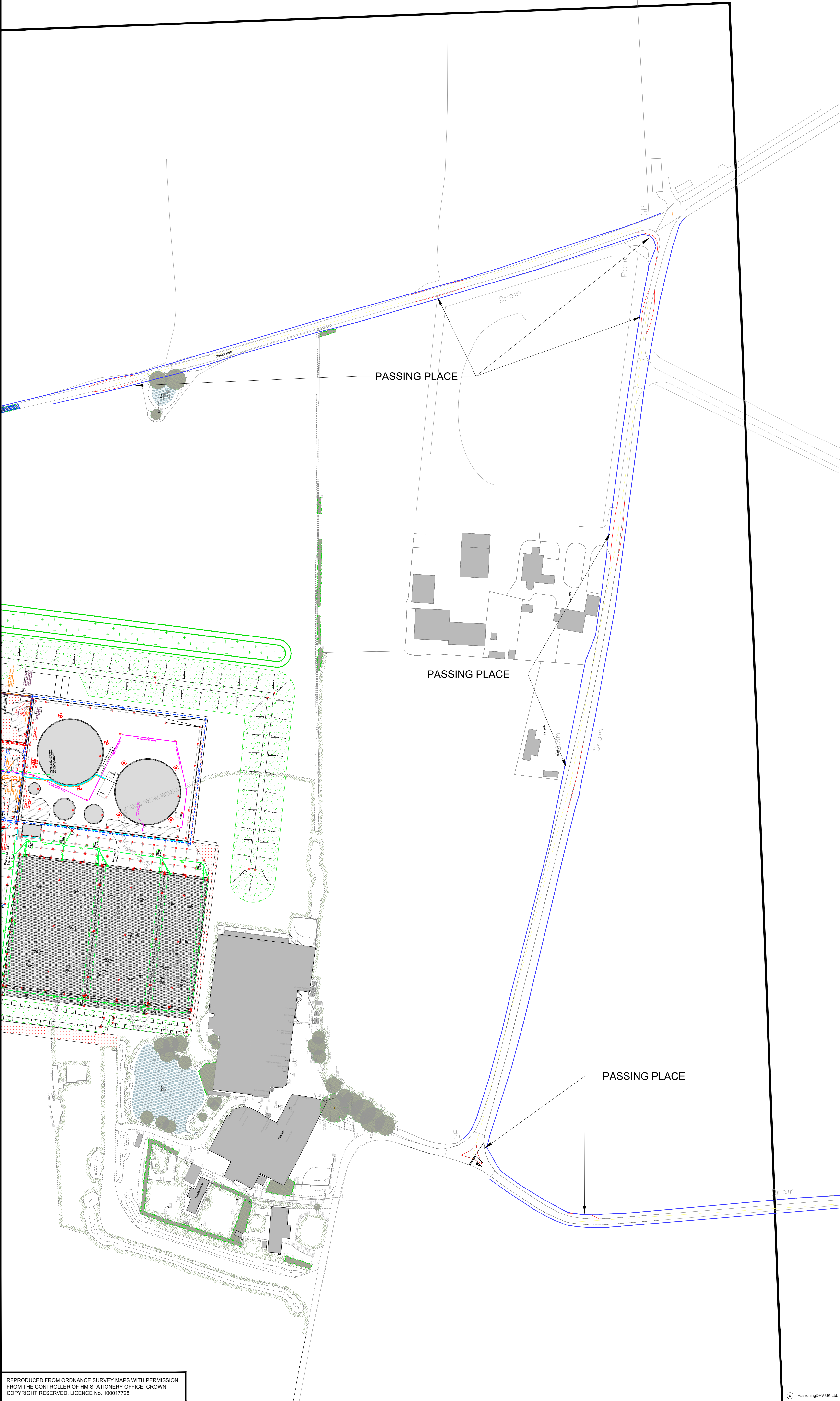
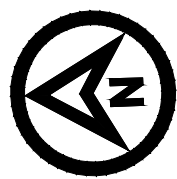
PROPOSED ROUTE  
ASSESSMENT  
SHEET 2 OF 3



DRAWN	JM	CHECKED	JM	APPROVED	DJ
DATE	14.10.2022	SCALE AT A1	1:1000	PROJECT NUMBER	PC4115

DRAWING No.	PC4115-RHD-ZZ-ZZ-DR-D-0004	REVISION	P02
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- THIS DRAWING IS BASED ON A OS MAP.

**KEY**

- Existing Highway Layout
- Proposed Passing Places (Please refer to drawing PC4115-RHD-ZZ-ZZ-DR-D-0002 for standard details)
- PRoW
- Intervisibility Between Passing Places
- Assumed highway boundary

PO2	04.11.22	ROAD MARKING ADDED	JM	JM	DJ
PO1	20.10.22	FIRST ISSUE	JM	JM	DJ
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

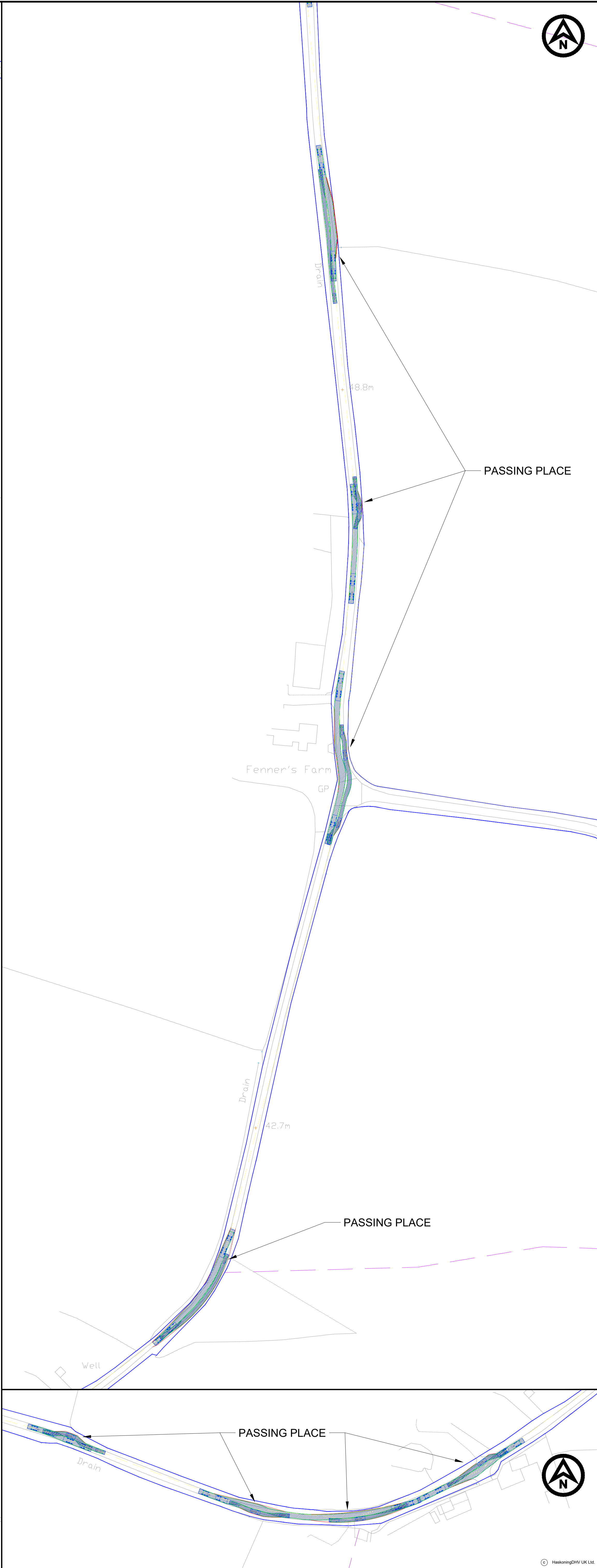
DRAWING STATUS	PRELIMINARY
CLIENT	STORENGY UK
PROJECT	DEAL FARM, BRESSINGHAM
TITLE	PROPOSED ROUTE ASSESSMENT SHEET 3 OF 3

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DRAWN	JM	CHECKED	JM	APPROVED	DJ
DATE	14.10.2022	SCALE AT A1	1:1000	PROJECT NUMBER	PC4115

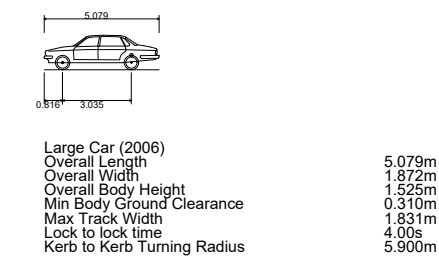
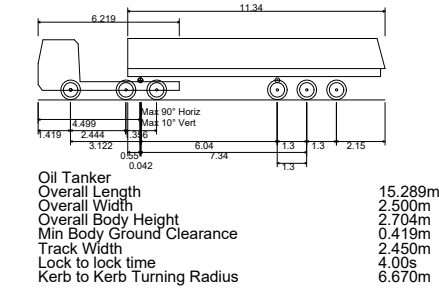
DRAWING No.	PC4115-RHD-ZZ-ZZ-DR-D-0005	REVISION	P02
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  - THIS DRAWING IS BASED ON A OS MAP.

- KEY
- Existing Highway Layout
  - Proposed Passing Places ( Please refer to drawing PC4115-RHD-ZZ-ZZ-DR-0002 for standard details)
  - PRoW
  - Intervisibility Between Passing Places
  - Assumed highway boundary



REV	DATE	DESCRIPTION	BY	CHK	APP
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REVISIONS

DRAWING STATUS PRELIMINARY

CLIENT

STORENGY UK

PROJECT

DEAL FARM,  
BRESSINGHAM

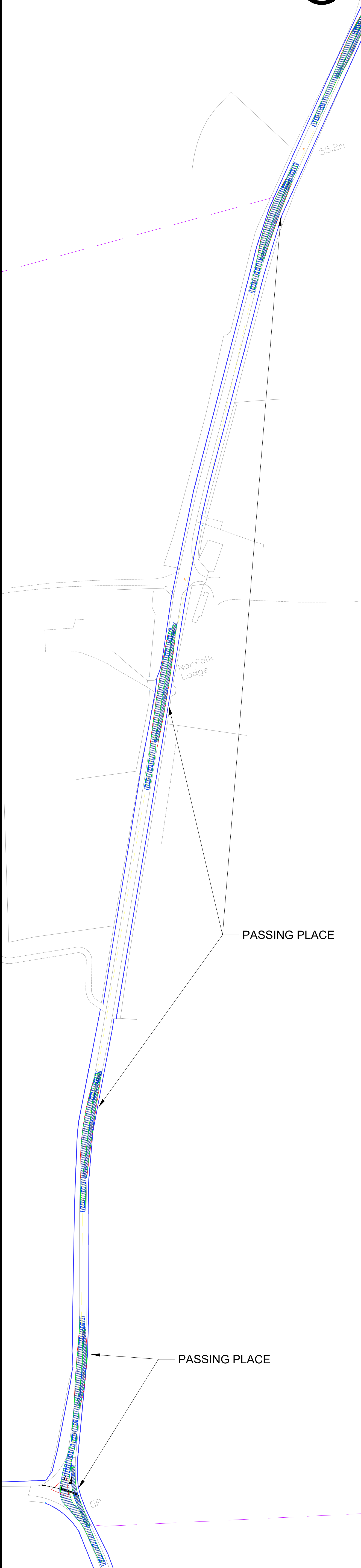
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SWEPT PATH ANALYSIS  
SHEET 1 OF 3

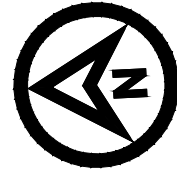


DRAWN	CHECKED	APPROVED
JM	JM	DJ
DATE	SCALE AT A1	PROJECT NUMBER
14.10.2022	1:1000	PC4115

DRAWING No.	REVISION
PC4115-RHD-ZZ-ZZ-DR-D-0006	P01



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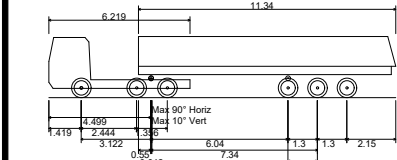


GENERAL NOTES

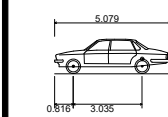
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KEY

- Existing Highway Layout
- Proposed Passing Places ( Please refer to drawing PC4115-RHD-ZZ-ZZ-DR-0002 for standard details)
- PRoW
- Intervisibility Between Passing Places
- Assumed highway boundary



Oil Tanker  
Overall Length 15.200m  
Overall Width 2.500m  
Overall Body Height 2.704m  
Min Body Ground Clearance 0.419m  
Track Width 2.450m  
Lock to lock time 4.30s  
Kerb to Kerb Turning Radius 6.670m



Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.822m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m

P02	04.11.22	ROAD MARKING ADDED	JM	JM	DJ
P01	20.10.22	FIRST ISSUE	JM	JM	DJ
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

DRAWING STATUS PRELIMINARY

CLIENT

STORENGY UK

PROJECT

DEAL FARM,  
BRESSINGHAM

TITLE

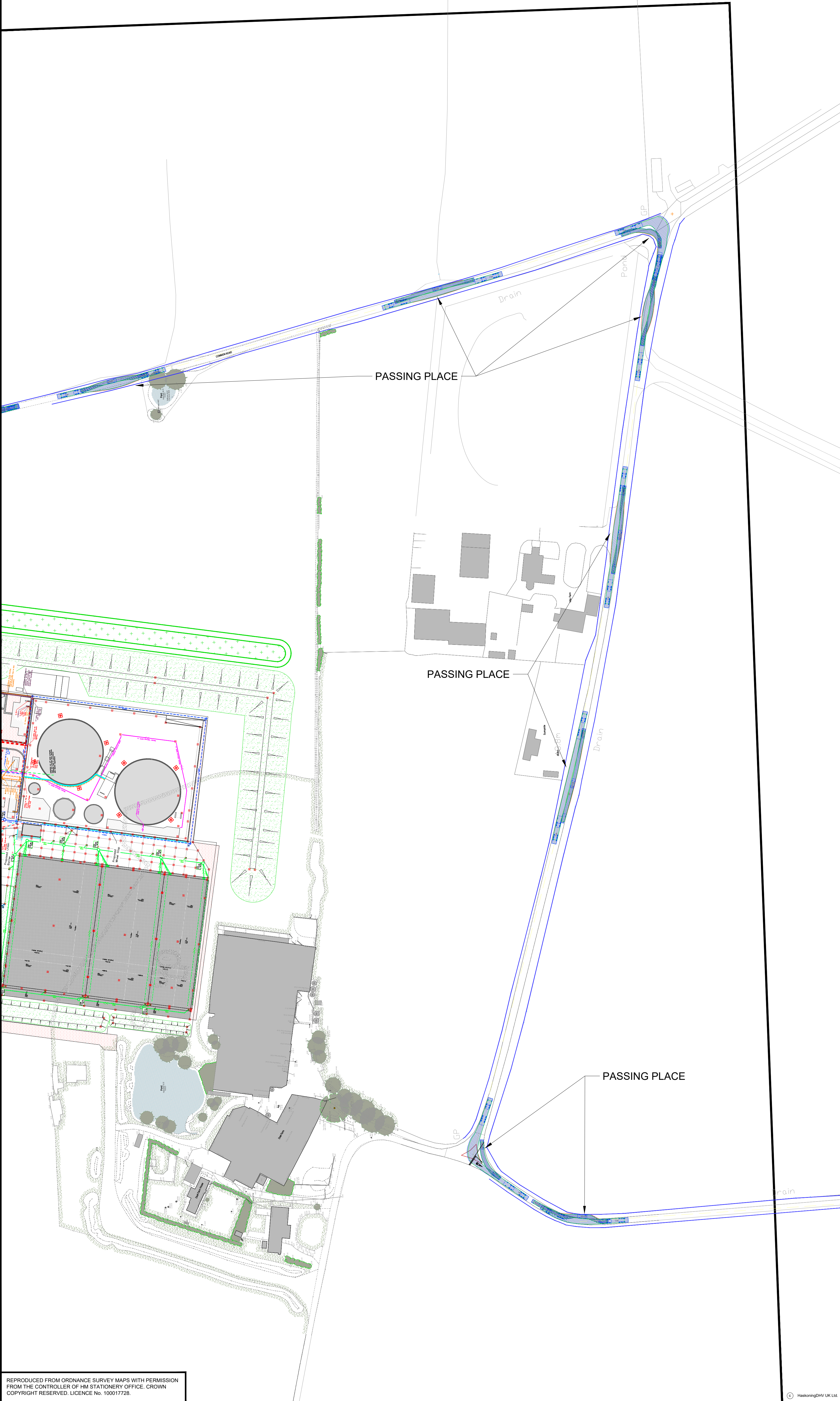
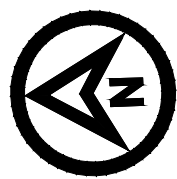
SWEPT PATH ANALYSIS  
SHEET 2 OF 3



DRAWN	CHECKED	APPROVED
JM	JM	DJ
DATE	SCALE AT A1	PROJECT NUMBER
14.10.2022	1:1000	PC4115

DRAWING No.	REVISION
PC4115-RHD-ZZ-ZZ-DR-D-0007	P02





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**KEY**

- Existing Highway Layout
- Proposed Passing Places (Please refer to drawing PC4115-RHD-ZZ-ZZ-DR-D-0002 for standard details)
- PRoW
- Intervisibility Between Passing Places
- Assumed highway boundary

**Oil Tanker**

Overall Length	15.290m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.850m
Look to look time	4.30s
Kerb to Kerb Turning Radius	6.670m

**Large Car (2006)**

Overall Length	5.079m
Overall Width	1.822m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Look to look time	4.00s
Kerb to Kerb Turning Radius	5.900m

P02	04.11.22	ROAD MARKING ADDED	JM	JM	DJ
P01	20.10.22	FIRST ISSUE	JM	JM	DJ
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

DRAWING STATUS	PRELIMINARY
CLIENT	STORENGY UK
PROJECT	DEAL FARM, BRESSINGHAM
TITLE	SWEPT PATH ANALYSIS SHEET 3 OF 3

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DATE	14.10.2022	SCALE AT A1	1:1000	PROJECT NUMBER	PC4115

DRAWING No.	PC4115-RHD-ZZ-ZZ-DR-D-0008	REVISION	P02
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