

**PROPOSED RESIDENTIAL DEVELOPMENT AT STANDARD HILL, HUGGLESCOTE  
SITE ACCESS ADDENDUM NOTE  
JULY 2013**

**Introduction**

This note has been prepared to provide additional information relating to a proposed residential development at Standard Hill, Hugglescote, with vehicular access proposed from Standard Hill and Highfield Street.

This addendum provides further information in order to respond to issues raised by District and County Council members at a meeting on Wednesday 10<sup>th</sup> July 2013.

**Access from Standard Hill**

Provision of a Roundabout

We have given consideration to a roundabout access in this location as this was considered by members as a solution to reduce speeds along Standard Hill due to concerns raised over the safety of the current proposed right turn lane access design. It should be noted at this stage that no issues were recorded with the right turn design following an independent Stage 1 Road Safety Audit submitted as part of the planning application and existing 85<sup>th</sup> percentile speeds along Standard Hill were recorded from an ATC in May 2011 at 40.6mph eastbound and 45.0mph westbound.

An indicative roundabout design is attached which has been designed in accordance with DMRB TD16/07 with suitable deflection to provide effective speed reduction. The design shows that a suitable roundabout cannot be provided in this location due to the following reasons which have been listed in order of importance;

- Additional encroachment of the access road and roundabout into the modelled 1 in 1000 year flood plain within the site.
- Ecological impact and specifically works to the existing culvert crossing Standard Hill due to encroachment of the access road and roundabout into this area.
- Land Ownership – there is insufficient land under the applicants control or existing highway land for a suitable roundabout to be provided as the appropriate visibility splays cannot be achieved as they cross through third party land.

Notwithstanding the above, it is considered there is no requirement for a roundabout based on the traffic flow in this location in accordance with Figure 2/2 of TD42/95 (see extract attached). Using a formula presented in 'Transport in the Urban Environment' (peak hour flow/2.630 x 24), flows along the major road (Standard Hill) are less than 6000 vehicles and 1500 vehicles on the minor road (access road). Using Figure 2/2 a right turn lane is an appropriate junction solution for this location.

5 year accident data along Standard Hill shows a total of 3 accidents have occurred between the A447 and Highfield Street junction within this periods. However one of these accidents was caused as a result of impairment due to alcohol. The other 2 accidents occur either end of the study area and not within close proximity of the proposed access. On that basis no apparent accident issues exist and it not considered the proposed development will give rise to accident issues in this location.

Additional Measures to improve current Ghost Island Right Turn Lane design

It is considered additional Vehicle activated junction warning signs could be provided along Standard Hill to provide advance warning to drivers of the new junction ahead. An example of an appropriate sign is provided below;



It should be noted that the Stage 1 Road Safety Audit did not raised any issues relating to the Ghost Island right turn lane design and Leicestershire County Council do not consider these signs are a requirement, however, the applicant is willing to provide these as an additional benefit to increase awareness of the junction given the highway safety concerns raised by members.

**Access from Highfield Street**Trip Generation from Highfield Street Access

Based on trip rates agreed with Leicestershire County Council, a proposed development of 100 dwellings would generate the following number of trips;

AM Peak (0800 – 0900) = 17 arrive, 44 depart = **61 trips in total**

PM Peak (1700 – 1800) = 41 arrive, 27 depart = **68 trips in total**

These flows will distribute to/from the north (Coalville Town Centre) and south (towards Standard Hill junction) of the proposed access along Highfield Street to reduce the overall impact of the development in any given location. The distribution north and south is summarised below;

AM Peak (0800 – 0900)

To/from North = 29 trips

To/from the South = 32 trips

PM Peak (1700 – 1800)

To/from North = 33 trips

To/from the South = 35 trips

The figures provided above show the development will have a maximum impact of 1 additional trip every 2 minutes to the north and south during the peak periods which will be imperceptible on the ground. On this basis it is not considered traffic generation along Highfield Street from 100 dwellings will give rise to any capacity or safety concerns in this location.

Existing On-Street Parking

This was an issue that was raised by local residents during a previous public exhibition and was therefore allowed for within the design of the masterplan submitted. The provision of a service road within the site would enable the potential for local residents along the western side of Highfield Street to access their properties to the rear from the development. A plan is provided below which shows an option for the layout of the service road, in draft format only, nevertheless it demonstrates that the issue has been considered and more importantly addressed. The provision of a service road to provide existing residents with rear access to the properties to enable an alternative parking option was reinforced by members at the recent meeting and is therefore a measure that the applicant is prepared to ensure this is

provided within any future layouts to as many properties along the western side of Highfield Street where possible.



It is therefore considered that the proposed development will not have a detrimental impact on the operation of Highfield Street based on the trip generation and through the provision of the service road within the site to access properties on the western side of Highfield Street from the rear the on-street parking concerns have also been addressed.

### **Conclusion**

#### Standard Hill

It is considered that the proposed ghost island right turn lane is an appropriate and safe form of access to the site as confirmed through an independent Stage 1 Road Safety Audit and correspondence with Leicestershire County Council as part of the planning application process.

Consideration has been given to the provision of a roundabout, however, a suitable design cannot be achieved within the available land with visibility also providing a constraint. There are further issues including Flooding and Ecology.

#### Highfield Street

It is considered that based on the low number of trips generated by 100 dwellings accessed from Highfield Street, the development will not have a detrimental impact on the operation of the local highway network. Betterment will be provided through the provision of a service road within the site to access properties on the western side of Highfield Street from the rear to address any on-street parking concerns in this location.