PFA consulting

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HINCKLEY, NUTT'S LANE (FORMER GREYHOUND STADIUM)

TOWN & COUNTRY PLANNING ACT SECTION 78 APPEAL

APPENDICES TO PROOF OF EVIDENCE OF GRAHAM EVES BSc CEng MICE MCIHT

APPEAL BY CREST NICHOLSON LIMITED

LOCAL AUTHORITY REFERENCE:
09/00660/FUL

PLANNING INSPECTORATE REFERENCE:
APP/K2420/A/09/2118652

DEVELOPMENT SERVICES
18 MAR 2010
RECEIVED

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DOCUMENT CONTROL

Job No.	C515		
	Name	**Date**	**Initials**
Prepared by	G Eves	Jan 2010	
Checked by	E Spencer	Mar 2010	

Issue	Date	Comments	Approved
1	Jan. 2010	Draft	G Eves
2	March 2010	Second Draft	G Eves
3	March 2010	Final Draft	G Eves
4	March 2010	Final	G Eves

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Appendix 1

HIGHWAYS AGENCY

Our ref: P407928
Your ref: 09/00660/FUL

C3
5 Broadway
Broad Street
Birmingham B15 1BL

Direct Line: 0121 687 2502
Fax: 0121 678 8211

Richard Wright
Hinckley & Bosworth Borough Council
Argents Mead
Hinckley
Leicestershire
LE10 1BZ

10 November 2009

Dear Mr. Wright,

A5: Former Greyhound Stadium, Hinckley, Leicestershire

Thank you for your planning application papers dated 22nd September 2009, regarding a residential development of 84 dwellings and associated works at the above location.

The Highways Agency (HA) have previously commented at pre-application stage for this site, in June 2008 and October 2008, and expressed a number of concerns regarding the methodology applied by PFA. In particular, the impact of the development on the nearby Trunk Road junctions, and a robust Travel Plan (TP) were requested.

I note that the Transport Assessment submitted with the application does not meet all the expectations of the Highways Agency, as requested in 2008. However, following some further work by the Agency, set out in the attached Technical Note, I am content that the impacts of the proposals on the A5/A47 Dodwells Bridge and A5/Nutts Lane junctions are not likely to be material. Further work on transport impacts is not therefore required.

I remain concerned that the site Travel Plan is not adequately robust in seeking to maximise the sustainability of the site in transport terms. Questions remain over the ability of the site to be accessed by sustainable modes. Specifically, the level of modal shift achievable by the TP may be overestimated as reference is made to bus services which no longer operate and cycle routes which have not yet been implemented. In addition, the Travel Plan does not include a target for modal shift, which is essential in encouraging the developer to promote sustainable travel.

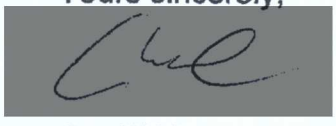
Since there are still unresolved transportation issues, the application, as it stands, has insufficient information to warrant a substantive response from the Highways Agency. Therefore, under the Town and Country Planning General Development (Procedures) Order 1995 (as amended by ODPM Circular 08/2005) the information submitted is incomplete and the 21-day response period cannot start. I therefore attach a TR110 form directing that permission not be granted until the Highways Agency's concerns have been fully addressed.

Positive about disabled people

Department for Transport

I also attach a technical note setting out the outstanding issues in detail. I would be grateful if you would pass this letter and attachments on to the applicants so they may address the points raised.

Yours sincerely,



Geoff Wise
Planning Manager
Network Operations East Midlands
Email: geoffrey.wise@highways.gsi.gov.uk

HIGHWAYS AGENCY

Our ref: P407928
Your ref: APP/K2420/A/09/2118652

C3
5 Broadway
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Birmingham B15 1BL

Direct Line: 0121 687 2502
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The Planning Inspectorate
Room 3/22
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

02 February 2010

Dear Sir/Madam,

Town and Country Planning (Inquiries Procedures)(England) Rules 2000
Appeal by Crest Nicholson Operation Ltd
Former Greyhound Stadium, Nutt's Lane, Hinckley, Leicestershire
APP/K2420/A/09/2118652

The Highways Agency has recently received notification of the above appeal from Hinckley & Bosworth Borough Council.

The Agency was a consultee on the planning application and raised its concerns in relation to the Travel Plan for the development. A revised Travel Plan for the site has subsequently been received, and the additional detail provided has allowed the Highways Agency revise its response. That revised response has now been issued, in respect of the parallel planning application (reference 09/01007/FUL) and offers no objection to the proposals. A copy of that response is appended to this letter.

I would be grateful if you would bring this updated position to the Inspector's attention, alongside the Highways Agency's original response.

Yours sincerely,



Geoff Wise
Planning Manager
Network Operations East Midlands
Email: geoffrey.wise@highways.gsi.gov.uk

Safe roads, Reliable journeys, Informed travellers

HIGHWAYS AGENCY

Our ref: P407928
Your ref: 09/01007/FUL

C3
5 Broadway
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Direct Line: 0121 687 2502
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Richard Wright
Hinckley & Bosworth Borough Council
Argents Mead
Hinckley
Leicestershire
LE10 1BZ

02 February 2010

Dear Mr. Wright,

A5: Former Greyhound Stadium, Hinckley, Leicestershire

Thank you for your planning application papers dated 11th January 2010, regarding a residential development of 84 dwellings and associated works at the above location. The Highways Agency (HA) has previously commented on application reference 09/00660/FUL for this site. This response should be read in conjunction with that previous response.

The applicant's consultant provided a revised Travel Plan in November, although it was not possible to review that document before the previous application was decided at Committee. That revised Travel Plan, while not meeting all of the HA's concerns, does include a meaningful modal shift target, corresponding to a trip saving of seven vehicles in the evening peak hour. Given that position, I consider that the Travel Plan is not likely to have a meaningful impact on the Strategic Road Network, and as such the HA will not pursue it in any further detail. While questions do remain, particularly over the monitoring and penalty regime, I consider that to be a matter for the Local Highway Authority to pursue as it considers appropriate.

I note that the Travel Plan issued with this application corresponds with that updated Travel Plan received in November 2009. The proposed development is therefore not expected to have a material impact on the closest strategic route, the A5 Trunk Road. Therefore, under Article 14 of the Town and Country Planning (General Development Procedure) Order 1995, the Highways Agency has no objections to the proposal and I enclose our TR110 form for your records.

Please ensure you send me a copy of the decision on this application

Yours sincerely

Geoff Wise
Planning Manager (Leics & Derbys)
Email: geoffrey.wise@highways.gsi.gov.uk

Department for Transport

Safe roads, Reliable journeys, Informed travellers

HIGHWAYS AGENCY

TR110 (May 2007)

An Executive Agency of
The Department for Transport

Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission

From: Divisional Director, Network Operations, East Midlands Region, Highways Agency

To: Hinckley & Bosworth Borough Council

Council's Reference: 09/01007/FUL

Referring to the notification of a planning application dated 11th January 2010, your reference 09/01007/FUL, in connection with the A5 Former Greyhound Stadium, Hinckley, Leicestershire, notice is hereby given under the Town and Country Planning (General Development Procedure) Order 1995 that the Secretary of State for Transport:-

a) offers no objection;

~~b) recommends that planning permission should either be refused, or granted only subject to conditions~~

~~c) directs conditions to be attached to any planning permission which may be granted;~~

~~d) directs that planning permission is not granted for an indefinite period of time;~~

~~e) directs that planning permission not be granted for a specified period (see Annex A).~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date: 02 February 2010	**Signature:**
Name: Geoff Wise	**Position: Planning Manager**

The Highways Agency: C3, 5 Broadway
Broad Street
Birmingham
B15 1BL

Appendix 2

Strategic Housing Land Availability Assessment Proforma

General Site Information				
Parish	Hinckley			
As Ref	294			
Related/Previous Site References	EoI 066 EoI 067 EoI 211	Grid Reference	X	440826
			Y	292830
Site Description	Former Greyhound Stadium Hinckley	Site size		2.59ha
Current Use	Recreation/Leisure- disused Greyhound stadium	Adjacent Uses		Railway Line Agricultural Employment-Occupied Residential
Land Type	Brownfield			
Site Location	Adjacent to settlement boundary			
Character of surroundings				

Accessibility			
Distance to Bus Stop from centre of site	Within 800m	Distance to Bus Stop from site access	Within 400m
Distance to Primary School from centre of site	Within 800m	Distance to Primary School from site access	Within 800m
Distance to Local Centre from centre of site	Over 800m	Distance to Local Centre from site access	Over 800m
Distance to Post Office from centre of site	Within 800m	Distance to Post Office from site access	Within 400m
Distance to Health Centre from centre of site	Over 1000m	Distance to Health Centre from site access	Over 1000m
Distance to Secondary School from centre of site	Over 1500m	Distance to Secondary School from site access	Over 1500m
Distance to open space from centre of site	Within 400m	Distance to open space from site access	Within 400m
Additional Accessibility information			

Constraints				
Identified Red constraint				
	Mitigatable		Comments	
Land & Soil Quality Constraints	None Known			
Environmental	Large cluster of trees on southern boundary- acts as a landscape barrier to the railway lines. Trees also located on western boundary. Stoke Golding Landscape Character Area Site identified as having significant heritage potential, however, a previous application has highlighted that heritage issues are not a barrier to development. A heritage study may be required.			
Topographical	None Known			
Planning Policy	Local Plan Policy NE5 & REC1 would apply			
Accessibility	None Known			
Ownership	None Known			

Can the constraints be mitigated	Yes
Availability/ Achievability	
Market Interest	High
Timeframe for development	2013- 2018
Estimated number of dwellings	64
Estimated Density	40dph
Estimated Build Rate	50 - 80 pa
Suitable	Yes
Available	Yes
Achievable	Yes
Excluded from consideration	No
Comment	
Overall assessment	Developable
Additional information	Current access off Nutts Lane or through new development at Waterside Park to the west of the site. There is currently a road into the site off Nutts Lane, however this would require improvements. HGVs use Nutts lane regularly which creates and noise and traffic problems Transport- There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favorably. One unoccupied dwelling on site

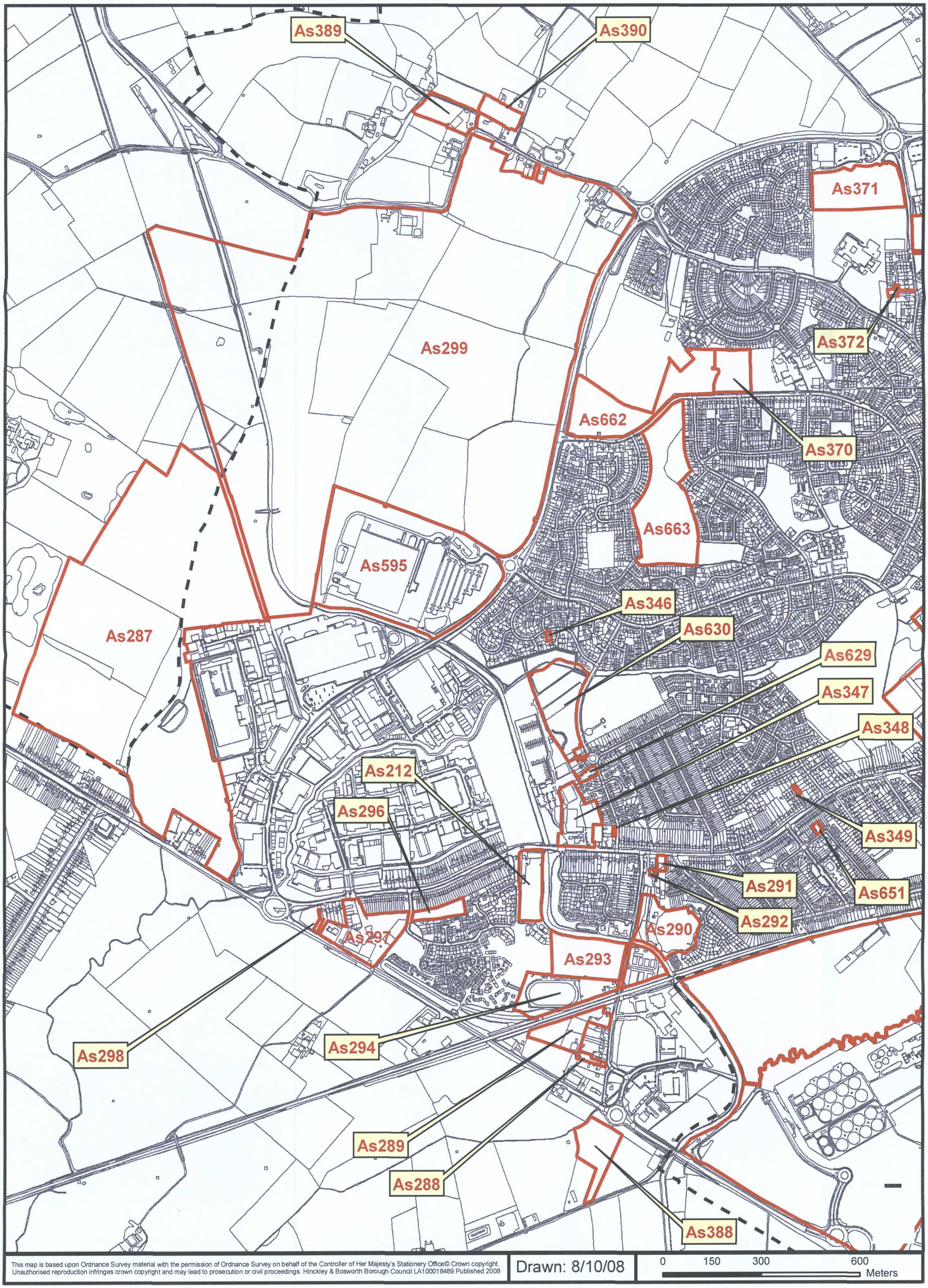
Site As294 (Hinckley 11/1): Previous ref no. SCI 66, 67 & 211







Hinckley West



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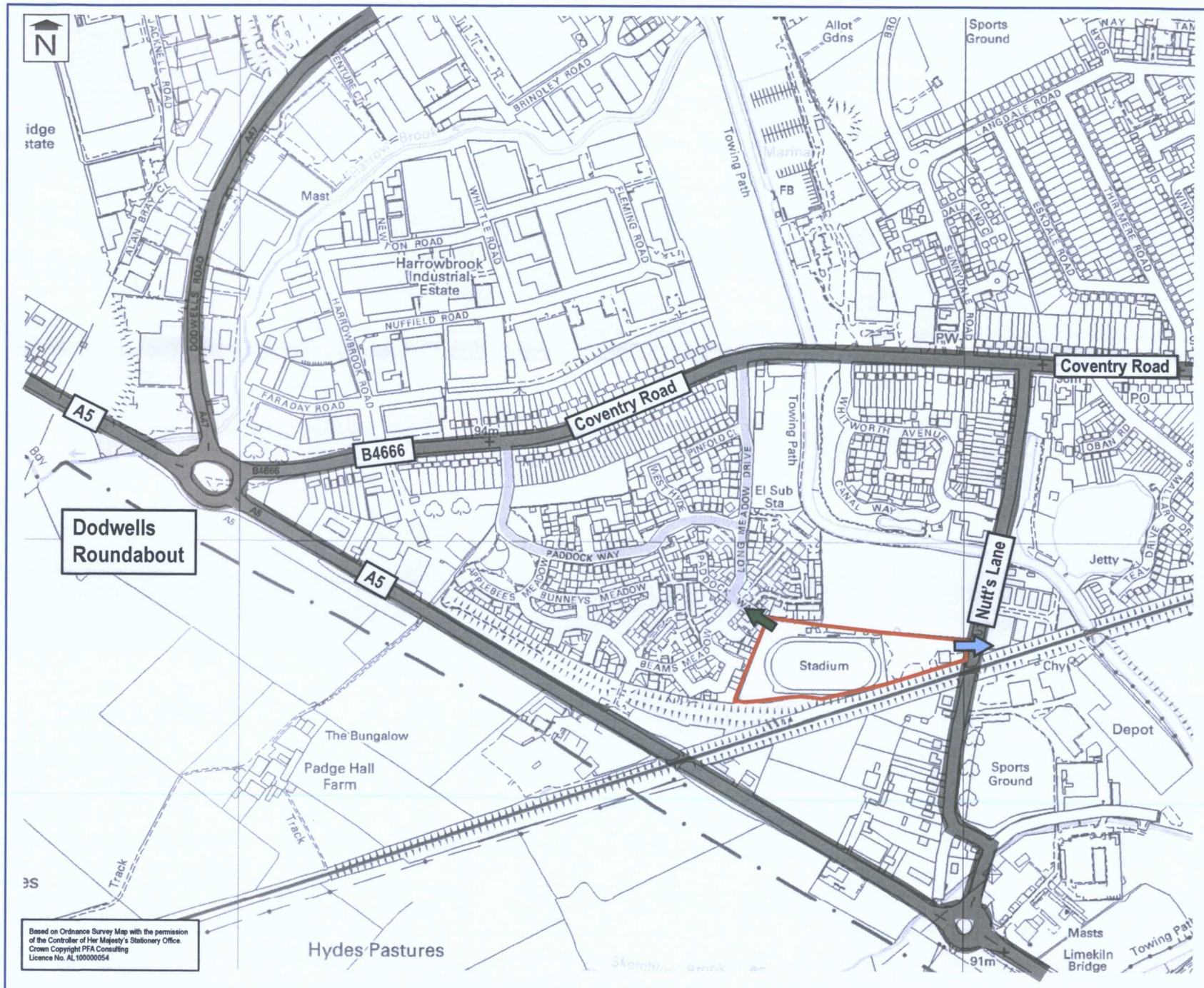
Drawn: 8/10/08

0 150 300 600 Meters

Appendix 3



PFA consulting

Stratton Park House
Wanborough Road
Swindon SN3 4HG

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E admin@pfaplc.com W www.pfaplc.com

Site Boundary (indicative only)

Main Access (all modes)

Pedestrian/Cycle Access

0 250m

Client

Crest Nicholson (Midlands) Ltd

Project

Hinckley, Nutt's Lane (former Greyhound Stadium)

Figure Title

Site Location Plan

Figure No

Figure 2

Date	July 2009
Drawn By	EN
Checked By	ES
Scale	See Scale Bar
File Ref	C515/Figures/0709/Fig2.ai
Drg No	C515_241

Appendix 4

MEETING NOTES

JOB No:	**C515**		
PROJECT:	**HINCKLEY GREYHOUND STADIUM**		
DATE:	**25 February, 2010**	**VENUE:**	**HBBC Offices**
SIGNED:		**DATE:**	**26 February, 2010**

PRESENT:

Simon Wood	HBBC
Richard Wright	HBBC
Simon Hill	LCC
Rebecca Henson	LCC
John Glover	LCC
Graham Eves	PFA Consulting
Lis Spencer	PFA Consulting

DISTRIBUTION:

Attendees

ACTION

1. **RW**: opened by confirming that neither HBBC nor LCC would be pursuing the third reason for refusal.
2. **GE**: then asked whether the Dodwells Inspector's decision had any implications for RR1?
3. **JG**: stated that it had no implications and the Highway Authority was still concerned about the impact of the development on the Coventry Road approach to Dodwells Roundabout.
4. **GE:** asked exactly what those concerns were given the fact that the TA indicated that, during the am peak, the development would only give rise to 12 additional vehicles on the approach to the roundabout.
5. **SH**: indicated that the Council did not necessarily agree with that figure.
6. **GE**: expressed surprise at this stating that the Highway Authority had had the TA since September and this was the first indication that the traffic generation figures might not be agreed. He therefore also asked whether there were any other elements of the TA which were not agreed – eg. traffic growth, distribution etc.
7. **SH**: stated that he was undertaking his own analysis but this had not yet taken place.
8. There then ensued some discussion with **GE** expressing concern that such elementary facts were being questioned at this late stage. He indicated that unless such details were agreed, he would obviously have to produce evidence to support the data within the TA.
9. **SH**: said that he was still collecting data but would let GE have it as soon as possible but it might not be available until exchange of evidence was due.
10. **GE**: therefore confirmed that he would have to presently proceed on the basis that there might be some dispute and his evidence would need to be prepared on that basis.
11. **JG**: indicated that the Council's concerns about the impact upon Coventry Road had been exacerbated following receipt of PFA's evidence regarding the Dodwells Inquiry which included graphs of queues on Coventry Road.
12. **GE**: commented that the increased queues were as a result of growth and other committed developments as well as development at the Stadium but obviously this would be a matter for the Inspector at the Inquiry.
13. **SH**: had previously asked for ARCADY assessments of Dodwells. GE explained that these had not been sent when originally requested as, in the lead up to the Dodwells Inquiry, the Highways Agency had effectively dismissed any ARCADY analysis as not being appropriate. Nevertheless, as a result of SH's request, ES had provided SH with an ARCADY analysis which included both a "default" analysis (*which showed minimal*

queuing and clearly did not reflect actual traffic conditions) and a "modified" analysis where intercept corrections had been introduced in an attempt to reflect actual queuing conditions.

14. Following some period of discussion it was concluded that the Coventry Road/Dodwells issue could be taken no further at this stage and accordingly discussion then turned to RR2 (Nutts Lane).
15. **SW**: gave his apologies and left the meeting.
16. **GE**: acknowledged that there would be some increased pedestrian use of Nutts Lane but that there would be no increased vehicular use and that two possible options had been submitted to SH for improving pedestrian facilities. One option provided for the narrowing of the carriageway over the canal bridge to 2.75m (*thus enabling a pedestrian margin of about 1.1m to be provided*). This provided an adequate width for all vehicles including emergency vehicles to pass over the railway bridge.
17. The second option provided for more radical narrowing of the carriageway to allow a standard footway margin of approximately 1.8m to be provided but resulting in a carriageway width of only 2m thus preventing larger vehicles from using the route north. The logic behind such an option was that, with the improvements to the Nutts Lane junction onto the A5 to the south, it would be desirable to restrict large vehicles from using the northern section of Nutts Lane. **GE**: continued that any works had to meet the tests of the circular both in terms of reasonableness and relation to the development.
19. **JG**: indicated that neither of those options "felt right" – ideally he was looking for a new crossing of the canal (*GE confirmed that this was neither deliverable nor affordable*). Some discussion then ensued and it was eventually suggested that an appropriate solution might be the provision of a footway alongside Nutts Lane from the point at which the site meets Nutts Lane up to the canal bridge.
20. The meeting then adjourned to site (*except John Glover and Simon Wood*) to confirm the appropriateness/practicability of the proposed footpath along Nutts Lane.
21. On site, two possible minor issues were identified. The first being the point of termination of the footpath on the south side of the canal bridge – there was a slight concern that a Safety Audit might identify that the crossing point for pedestrians thus created would conflict with traffic queuing at the traffic lights. It was agreed that should this become an issue, it would be necessary to foreshorten the length of footpath.
22. With respect to the short length of footpath on the north side of the canal bridge, there was a possibility that this "gap" had been left on purpose so as to provide additional space for an emergency or a maintenance vehicle to wait. SH was to investigate and if this indeed was the case then this element would be omitted from the scheme.
23. It was agreed that PFA would provide a drawing showing the details and a Grampian condition requiring improvements "generally in accordance with" the drawing should be implemented before 25th occupation would be appropriate. It is noted that the works would require a S278 Agreement to be entered into.
24. In the event that the area to the north of the canal bridge is required for an emergency passing bay, and/or the length of footpath south of the canal bridge needs to be foreshortened, then as this would result in a reduced level of works but would still be "generally in accordance with" the drawings, this would not invalidate such a condition.

Appendix 5

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 HHOLDS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	31	128	0.077	31	128	0.262	31	128	0.339
08:00 - 09:00	31	128	0.159	**31**	**128**	**0.418**	31	128	0.577
09:00 - 10:00	31	128	0.172	31	128	0.216	31	128	0.388
10:00 - 11:00	31	128	0.151	31	128	0.185	31	128	0.336
11:00 - 12:00	31	128	0.195	31	128	0.178	31	128	0.373
12:00 - 13:00	31	128	0.211	31	128	0.191	31	128	0.402
13:00 - 14:00	31	128	0.180	31	128	0.193	31	128	0.373
14:00 - 15:00	31	128	0.197	31	128	0.194	31	128	0.391
15:00 - 16:00	31	128	0.288	31	128	0.217	31	128	0.505
16:00 - 17:00	31	128	0.324	31	128	0.211	31	128	0.535
17:00 - 18:00	**31**	**128**	**0.393**	31	128	0.238	**31**	**128**	**0.631**
18:00 - 19:00	31	128	0.300	31	128	0.246	31	128	0.546
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.647			2.749			5.396

Parameter summary

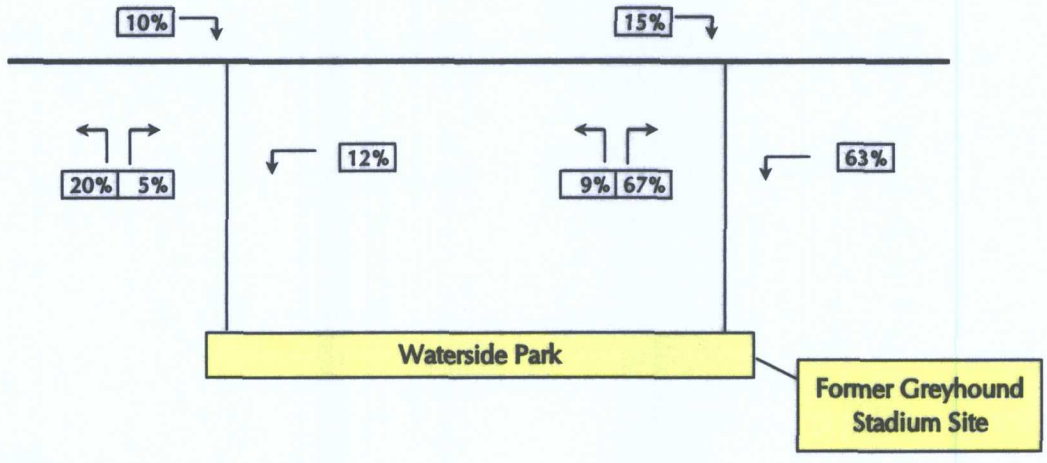
Trip rate parameter range selected:	10 - 400 (units:)
Survey date date range:	01/01/00 - 13/05/08
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

Appendix 6

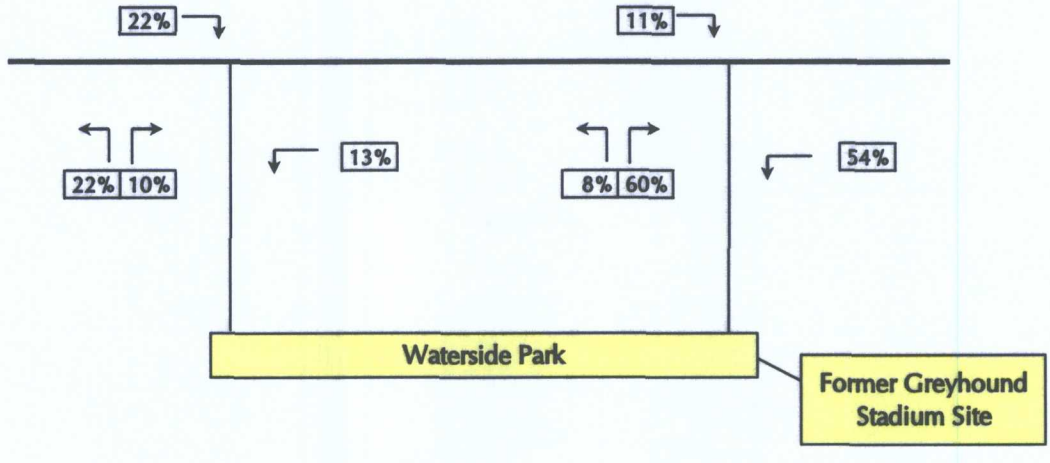
HINCKLEY, NUTT'S LANE (FORMER GREYHOUND STADIUM)

DEVELOPMENT TRAFFIC DISTRIBUTION

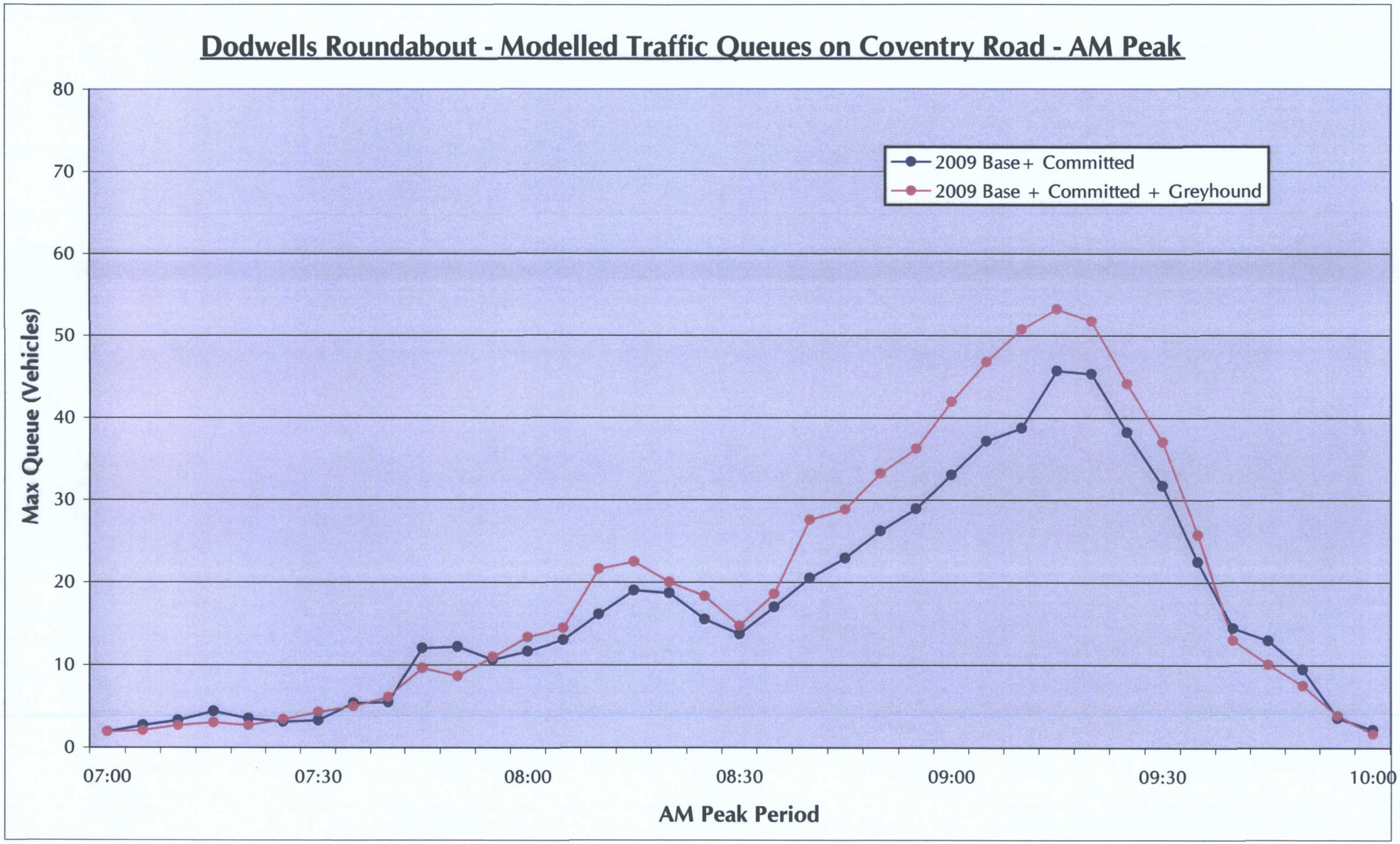
AM Peak: 08:00 - 09:00

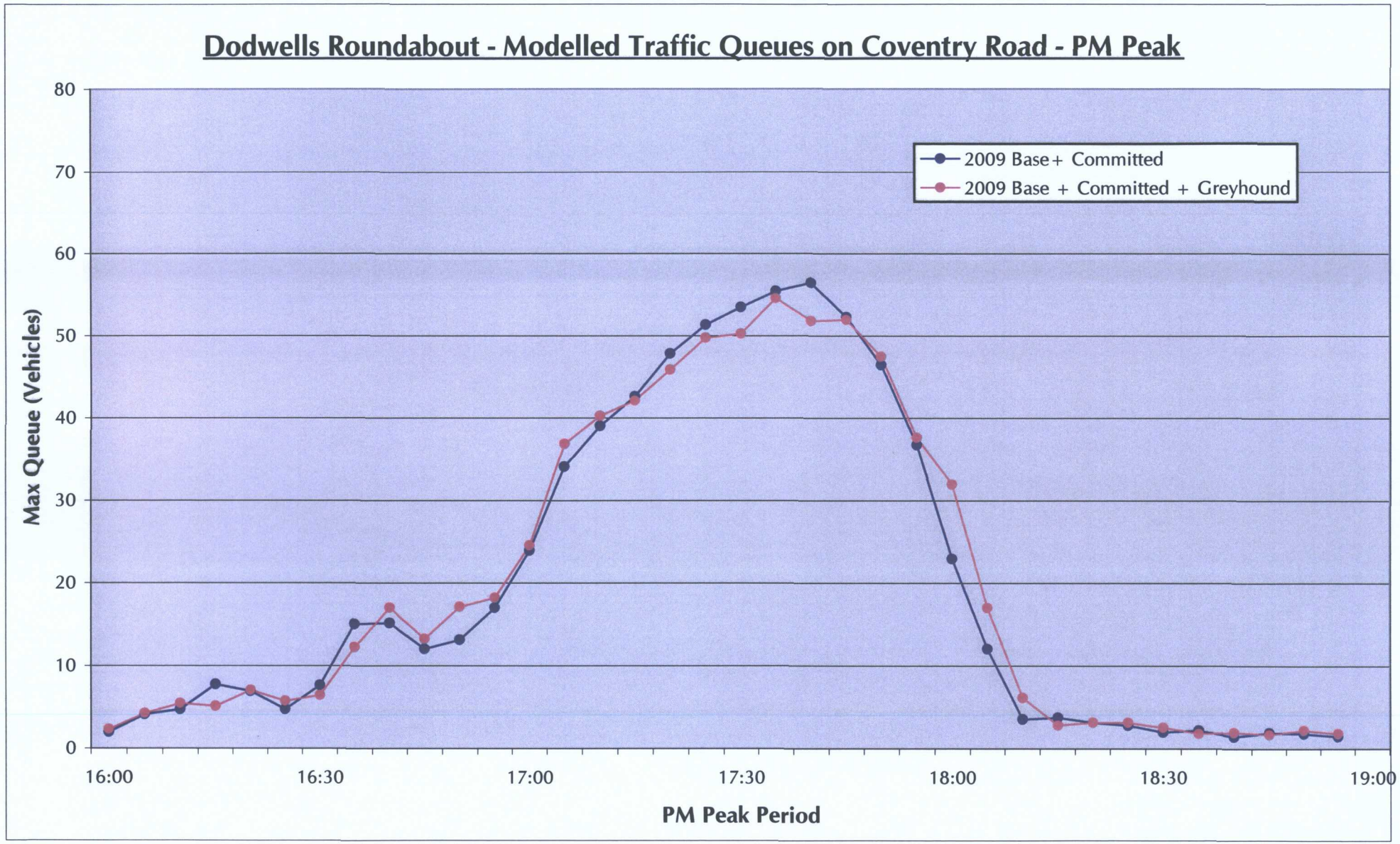


PM Peak: 16:45 - 17:45



Appendix 7


Dodwells Roundabout - Modelled Traffic Queues on Coventry Road - AM Peak
Max Queue (Vehicles)
80
70
60
50
40
30
20
10
0
07:00
07:30
08:00
08:30
09:00
09:30
10:00
AM Peak Period
2009 Base+ Committed
2009 Base + Committed + Greyhound


Dodwells Roundabout - Modelled Traffic Queues on Coventry Road - PM Peak
Max Queue (Vehicles)
80
70
60
50
40
30
20
10
0
16:00
16:30
17:00
17:30
18:00
18:30
19:00
PM Peak Period
2009 Base+ Committed
2009 Base + Committed + Greyhound

Appendix 8

NUTT'S LANE (FORMER GREYHOUND STADIUM), HINCKLEY (C515)

DODWELLS ROUNDABOUT ARCADY RESULTS ANALYSIS

This File Note summarises the results of a series of ARCADY assessments undertaken to further consider the relative impact of the additional traffic generated by the Former Greyhound Stadium development proposals on the operation of Dodwells Roundabout.

It is noted that the Transport Assessment (TA) submitted with the planning application identified the level of additional traffic which the development will give rise to on Coventry Road towards the Dodwells Roundabout (TA Para 7.24 and Spreadsheet at Appendix A). The development will increase traffic flows along Coventry Road towards Dodwells by 12 vehicles (1.8% compared to the 2008 base level of traffic) in the AM peak and by 5 vehicles (1.0%) in the PM peak.

The ARCADY assessments have taken account of committed development in the vicinity of the site as set out in the TA (TA Table 6.5 Page 19 and Spreadsheet at Appendix A).

Distribution of both development and committed development traffic is based upon the distribution in the *Transport Statement: Addendum to Supplementary Transport Assessment Report* dated 9 May 2002, prepared by WSP in March 2006 (TA Para 6.16 and diagram reproduced at Appendix G).

Two assessment scenarios have been tested, summarised as follows:

1. **2008 Base Year plus Committed Development – with and without Greyhound Stadium**
   These Base Year tests simply consider the relative difference in operation of the junction with the Greyhound Stadium development traffic, compared to a 2008 Base plus traffic associated with committed development.

2. **2008 Base Year plus Committed Development (with adjustments to intercepts) – with and without Greyhound Stadium**
   These further Base Year tests also consider the relative difference in operation of the junction with and without the Greyhound Stadium. However, these tests include application of Intercept Correction Values to account for unequal lane usage on some approaches and to better represent the queuing experienced at the roundabout.

1. 2008 Base Year

Table 1A: 2008 Base Year Assessment Scenario – AM Peak Hour

Junction Arm	2008 Base + Committed Development			2008 Base + Committed Development + Greyhound Stadium		
	Max RFC	Max Delay (min)	Max Queue (veh)	Max RFC	Max Delay (min)	Max Queue (veh)
1. A5 Watling Street (West)	0.84	0.19	5.06	0.84	0.20	5.10
2. Dodwells Road	0.86	0.39	5.49	0.86	0.39	5.52
3. Coventry Road	0.68	0.20	2.05	0.69	0.21	2.19
4. A5 Watling Street (East)	0.91	0.50	8.77	0.92	0.52	9.12

Table 1B: 2008 Base Year Assessment Scenario – PM Peak Hour

Junction Arm	2008 Base + Committed Development			2008 Base + Committed Development + Greyhound Stadium		
	Max RFC	Max Delay (min)	Max Queue (veh)	Max RFC	Max Delay (min)	Max Queue (veh)
1. A5 Watling Street (West)	0.88	0.24	6.65	0.88	0.25	6.98
2. Dodwells Road	0.86	0.37	5.64	0.87	0.39	5.89
3. Coventry Road	0.74	0.24	2.77	0.74	0.25	2.84
4. A5 Watling Street (East)	0.77	0.22	3.24	0.78	0.22	3.35

It is acknowledged that the results from these 2008 Base Year tests do not replicate the queuing, which is experienced during the peak hours, however, in terms of a relative assessment of operation the results can still be compared.

With reference to Tables 1A and 1B, the relative impact of the Greyhound Stadium development traffic on the operation of the Coventry Road arm in these tests is to increase the Max RFC value from 0.68 to 0.69 in the AM peak hour (1.5% increase), with no increase in the PM peak hour, and increase the maximum delay by 0.01 minutes per vehicle. The modelled queue lengths increase by less than 1 vehicle, which given an increase of 12 vehicles in the hour period is entirely logical.

2. 2008 Base Year (with adjustments to intercept)

These further 2008 Base Year assessment scenarios have included some adjustment to the input parameters to account for differential use on some of the flared approaches to the roundabout and to better represent the existing queuing. This exercise has been undertaken for each scenario to account for the different traffic flows in each case. Intercept Correction Values have been applied to the following arms:

- A5 (W) - AM Peak Hour only
- Dodwells Road – no ICV applied
- Coventry Road
- A5 (E)

It is noted, however, that good practice guidance indicates caution when applying Intercept Correction Values to single day survey data.

Table 2A: 2008 Base Assessment Scenarios (With Adjustments to Intercept) – AM Peak Hour

Junction Arm	2008 Base + Committed Development			2008 Base + Committed Development + Greyhound Stadium		
	Max RFC	Max Delay (min)	Max Queue (veh)	Max RFC	Max Delay (min)	Max Queue (veh)
1. A5 Watling Street (West)	0.85	0.21	5.55	0.85	0.21	5.57
2. Dodwells Road	0.85	0.37	5.19	0.85	0.37	5.22
3. Coventry Road	1.36	8.05	85.92	1.39	8.64	92.86
4. A5 Watling Street (East)	1.22	7.70	115.39	1.22	7.64	114.57

Table 2B: 2008 Base Assessment Scenarios (With Adjustments to Intercept) – PM Peak Hour

Junction Arm	2008 Base + Committed Development			2008 Base + Committed Development + Greyhound Stadium		
	Max RFC	Max Delay (min)	Max Queue (veh)	Max RFC	Max Delay (min)	Max Queue (veh)
1. A5 Watling Street (West)	0.86	0.22	6.03	0.87	0.23	6.30
2. Dodwells Road	0.86	0.36	5.56	0.86	0.38	5.80
3. Coventry Road	1.31	7.13	87.45	1.32	7.29	89.70
4. A5 Watling Street (East)	1.09	2.89	47.94	1.09	2.82	47.12

With reference to Tables 2A and 2B, these tests suggest that the junction is already "over capacity" and the relative impact of the Greyhound Stadium development traffic on the operation of the Coventry Road arm is to increase the Max RFC value from 1.36 to 1.39 in the AM peak hour and from 1.31 to 1.32 in the PM peak hour (0.8% - 2.2% increase). The increase in queuing is however minimal.

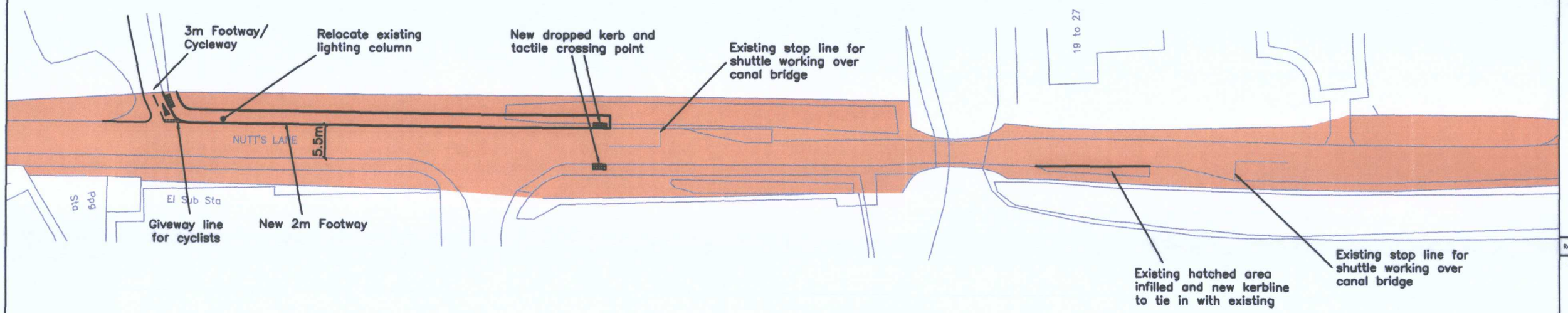
Summary and Conclusion

The redevelopment proposal for the Former Greyhound Stadium will give rise to an additional 5-12 vehicles during the peak hours on the Coventry Road approach towards Dodwells Roundabout. This represents a maximum increase of 1.8% compared to the 2008 base level of traffic.

The results from the ARCADY assessments undertaken indicate that the relative impact of the additional traffic generated by the Greyhound Stadium is a minimal increase in the maximum RFC and queue lengths on the Coventry Road arm.

It is concluded that the additional traffic generated by the Greyhound Stadium development will have a negligible impact on the Coventry Road approach to Dodwells Roundabout. The proposal will therefore not lead to an unacceptable, significant increase in traffic on Coventry Road towards its junction with A5 Watling Street and A47 Dodwells Road, and therefore will not lead to additional disadvantage to road users and potential road safety hazards.

Appendix 9



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Key:

Limit of Public Highway

Notes:

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Relative accuracy of +/- 1.0m over measured distance of 60m (based upon a 99% likelihood).

Rev	Date	Description	Initials

Client

Crest Nicholson (Midlands) Ltd

Project

Former Greyhound Stadium Hinckley

Drawing Title

Pedestrian Improvements on Nutt's Lane

Drawing No.

C515/4

Date	February 2010
Scale	1:500 @ A2
Drawn By	CS
Checked By	ES
E-Mail	espencer@pfaplc.com
File Ref.	C515\Drawings\C515_04.dwg