



ACCESS NOTE

LAND AT DUNTON ROAD, BROUGHTON ASTLEY

DOCUMENT CONTROL

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1.0 Introduction

1.1 ADC Infrastructure Ltd are commissioned by Davidsons Developments Ltd to provide access advice to support the proposals for residential development on land east of the B581 Dunton Road in Broughton Astley, Leicestershire. The site location is shown on **Figure 1**.

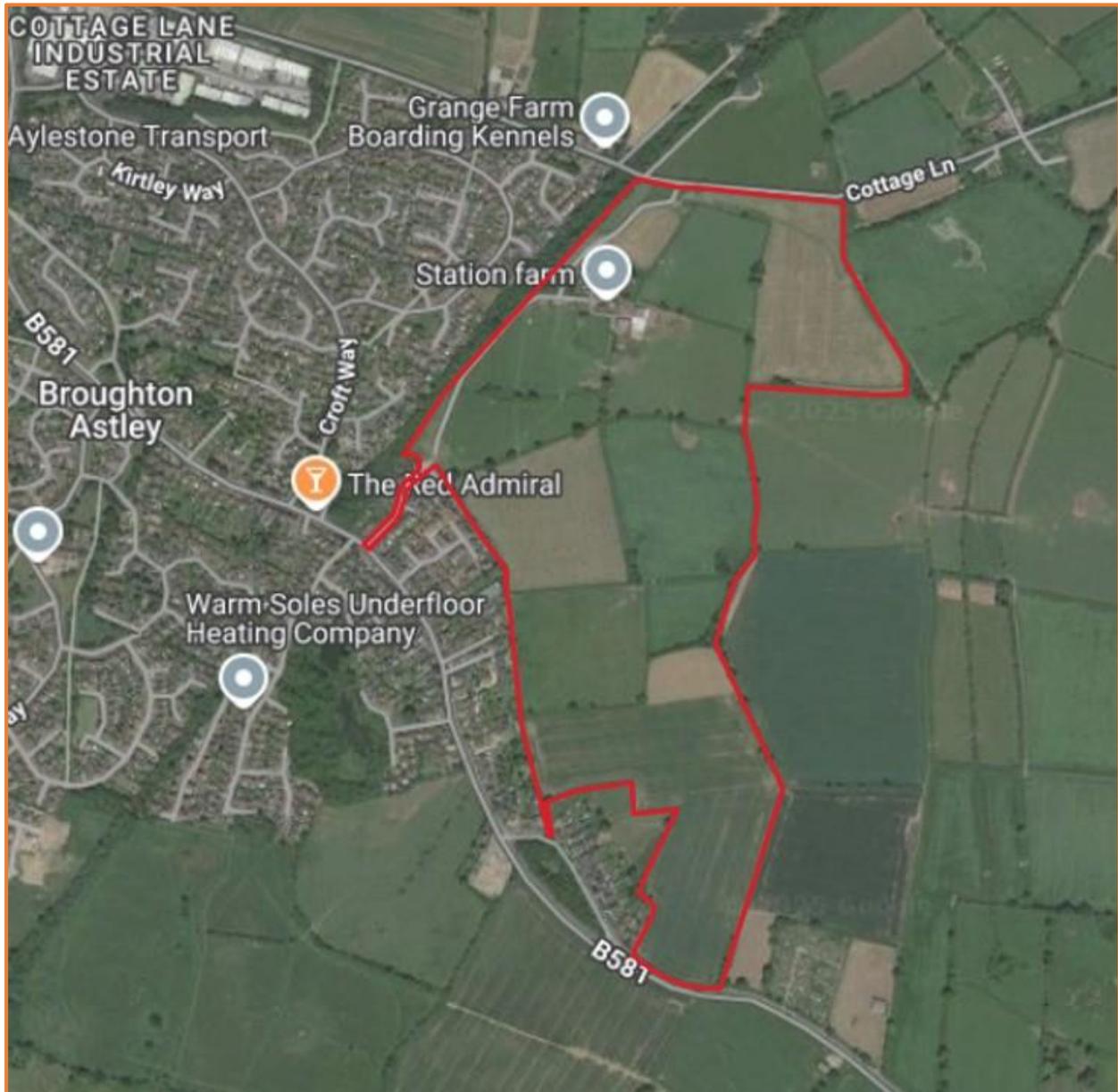


Figure 1: site location

- 1.2 The site measures approximately 38 hectares and comprises open land with direct frontage to the public highway at three locations.
- 1.3 The site is bordered by a former railway line to the west, Cottage Lane to the north and farmland to the east. To the southwest the site is bordered by the rear boundaries of properties served by Blockley Road and Dunton Road and the south the site has direct frontage onto Dunton Road.
- 1.4 It is anticipated that site would be developed in phases and could accommodate circa 650 dwellings. This technical note has been produced to outline how access could be provided to the site for pedestrians, cyclists and vehicles.

2.0 Highway conditions

- 2.1 The site connects to Blockley Road which is a 6m wide cul-de-sac, providing direct frontage access to 24 dwellings. Blockley Road joins the B581 Dunton Road at a priority-controlled T-junction. Dunton Road runs north-south through Broughton Astley and is approximately 7m wide and is subject to a 30mph speed limit. Visibility splays in excess of those required based on the speed limit are achievable along Dunton Road from Blockley Road, as well as along Dunton Road towards any vehicles waiting to turn right into Blockley Road.
- 2.2 There are street-lit footways on both sides of Blockley Road and Dunton Road. These connect to a network of footways through Broughton Astley. A Zebra crossing is located on Dunton Road approximately 60m to the west of Blockley Road to facilitate pedestrian movements across the carriageway.
- 2.3 To the south where the site has direct frontage onto Dunton Road, the road is more rural in nature and is subject to the national speed limit. A 2m wide footway is provided on the northern side of the carriageway.
- 2.4 To the north Cottage Lane is a narrow rural road which is also subject to the national speed limit.
- 2.5 There is no formal cycle infrastructure within the immediate vicinity of the site. However, LCC's cycle map identifies Dunton Road and Broughton Way as quieter routes suitable for cycling.

3.0 Access options

Vehicle access

- 3.1 Leicestershire County Council's (LCC) Highway Design Guide advises that a major residential access road with a width of 6.75 metres could serve up to 400 dwellings from a single point of access. The number of dwellings provided on the site could then be increased to 1,000 dwellings if additional access points are provided. A residential access road with a width of 5.5 metres can serve 150 dwellings from a single point of access and 400 dwellings with additional access points. Nevertheless, the guide also notes that these thresholds can be exceeded based on a robust evidenced justification to be agreed with LCC.
- 3.2 The guide also advises that if the access road could be used as a bus route, then a minimum carriageway width of 6m should be provided.
- 3.3 Based on these standards, two points of access would be required to serve the proposed development. Cottage Lane is not considered to be suitable to provide vehicle access into the site and therefore vehicle access would be achieved via a new junction onto Dunton Road and via an extension of Blockley Road into the site. Further details of these access points is provided in the following sections.

Dunton Road

- 3.4 The site has direct frontage onto Dunton Road which extends to approximately 130m. A priority controlled T-junction could be provided in this location to access the development. The access junction and likely frontage development would urbanise this section of Dunton Road, and it would be appropriate to consider a reduction in the existing speed limit in this location to 40mph.

- 3.5 Appropriate gateway features could also be provided on the approach to the village to reinforce the speed limit change.
- 3.6 The access junction would include a ghost island right turn lane to safely facilitate movements into the site and would be designed to reflect the proposed 40mph speed limit. It is anticipated that in providing this junction, widening would be required on both sides of Dunton Road. This widening can be achieved using land within the site and the adopted highway, with no third party land being required. Visibility splays commensurate with the 40mph speed limit can be achieved from the access junction.
- 3.7 The access road into the development would be designed in accordance with LCC's standards and would include a 6.75m wide carriageway along with segregated footways and cycleways.

Blockley Road

- 3.8 Blockley Road is an adopted road which extends up to the site boundary and hence the carriageway could be extended into the site to provide access to the development.
- 3.9 As outlined above, Blockley Road has a 6m wide carriageway and has been designed to a higher standard than required for the existing 24 dwellings. The dimensions of Blockley Road also meet the requirements for a bus route.
- 3.10 The carriageway width of Blockley Road falls between these two standards noted above. However, it is considered that Blockley Road is of a sufficient standard to provide access to a minimum of 150 additional dwellings as a single access point.
- 3.11 Should additional junction capacity be required at the Dunton Road/Blockley Road junction to accommodate the traffic from the development, the junction could be upgraded to include a ghost island right turn lane. The provision of the right turn lane would require widening on the southern side of Dunton Road and this could be achieved by utilising part of the existing highway verge.
- 3.12 The existing footways on Blockley Road would be extended into the site to provide pedestrian connectivity. Cyclists will be able to use the Blockley Road carriageway to access the proposed development.

4.0 Summary and conclusions

- 4.1 This technical note examines the options for providing access to the site located to the east of Dunton Road in Broughton Astley.
- 4.2 Following the advice set out in LCC Highway Design Guide, two points of access would be required to serve the proposed development, and these comprise of a new junction onto Dunton Road and an extension of Blockley Road into the site. Cottage Lane is not considered to be suitable to provide vehicle access into the site but could be used to provide pedestrian and cycle access.
- 4.3 The design of these accesses would be in accordance with LCC's guidance and would provide safe and suitable access to the development for vehicles, pedestrians and cyclists.