

**Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.**

Response provided under the delegated authority of the Director of Environment & Transport.

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**APPLICATION DETAILS:**

Planning Application Number: P/23/0659/2

Highway Reference Number: 2023/0659/02/H

Application Address: Gynsill Lane and Anstey Lane Glenfield Leicestershire

Application Type: Outline (with access)

Description of Application:

Outline application for circa 375 dwellings, public amenity space, a reserve site for a 1FE primary school (if required and in lieu of circa 35 dwellings) and associated infrastructure (All Matters Reserved except Access)

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**GENERAL DETAILS**

Planning Case Officer: Jim Worley (Charnwood BC)

Applicant: William Davis Ltd & Chapman Estate (Leicester)

County Councillor: Cllr Deborah Taylor

Parish: Anstey

Road Classification: Class C

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**Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:**

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

**Advice to Local Planning Authority**

**Background**

Charnwood Borough Council (CBC), on an outline planning application with access for 375 dwellings on land to the south of Gynsill Lane and Anstey Lane, Glenfield. A reserve site for a primary school is also included, which would be in lieu of around 35 dwellings.

The site forms draft allocation HA12 within the emerging Charnwood Local Plan, which was intended to link to a draft City Council allocation immediately to the east. At this stage, however the application has been submitted in isolation with no certainty over a link into the City Council's draft allocation.

In preparing this first highway response to the full planning application, the LHA has reviewed the following information:

- Planning and Design Group (P&DG) planning application covering letter dated 31 March 2023;
- Planning application form dated 05 April 2023;
- BSP Consulting (BSP) drawing number GLGL-BSP-ZZ-XX-DR-S-004 Revision P02, 'Proposed Site Access (3-Arm) & Swept Path Analysis', revision dated December 2022;
- BSP report, 'Preliminary Transport Assessment' (PTA), dated 20 March 2023;
- BSP report, 'Connectivity Appraisal', dated 20 March 2023;
- BSP report, 'Residential Travel Plan' (TP), dated 20 March 2023;
- Urban Wilderness document, 'Design & Access Statement' (DAS), undated; and
- William David Homes drawing number n2025 004 Revision B, Parameters Plan', dated 14 December 2022.

The LHA has engaged in pre-application discussions as well as strategic traffic modelling scoping with the Applicant's transport planners, BSP.

As set out at the pre-application stage, the principle of this site being brought forward in isolation to the neighbouring city council allocation is of significant concern to the LHA. As previously set out, it is the LHA's view that the overall quantum needs to be subject to a comprehensive master planning exercise. The LHA has serious concerns over the acceptability of delivering the wider site in a piecemeal fashion and planned approach remains a necessity for acceptable delivery of this and adjacent sites.

As also set out at the pre-application stage, the location and principle of the proposed site access on Gynsill Lane is of concern to the LHA.

The LHA is aware that the Applicant is currently pursuing modelling of the proposed development through the County Council's modelling framework using Leicestershire County Council's Pan Regional Transport Model (PTRM). The PTA listed above will not be able to be completed, or followed by an Addendum, until the PRTM modelling and subsequent detailed junction modelling has been undertaken. Accordingly, insufficient information has been submitted at this stage to demonstrate that the development proposals are acceptable when considered against 111 of the National Planning Policy Framework (NPPF).

Nevertheless, and notwithstanding its concerns on the principle of this development in isolation and the proposed site access, as referred to above, the LHA provides comments in this response on certain elements of the application where it is possible to do so at this stage.

### **Site Access**

Gynsill Lane forms the north-western boundary of the site. It runs between a partially signalised junction with the A50 and Station Road at its south-western end and a partially signalised roundabout junction with the A46 and Anstey Lane at its north-eastern end, which is located some 240m from the proposed site access roundabout. It is a single carriageway C classified road with a 50mph speed limit along the site frontage. It has a 7.5t weight restriction.

A5630 Anstey Lane runs in an east-west alignment along the northern boundary of the site. It runs between a partially signalised junction with the A50 and Gynsill Lane at its western end and passes into the City Council area at the eastern extent of the development site boundary. Within the LHA's area, along the site frontage, it is a dual-carriageway A classified road with a 50mph speed limit, which is not weight restricted.

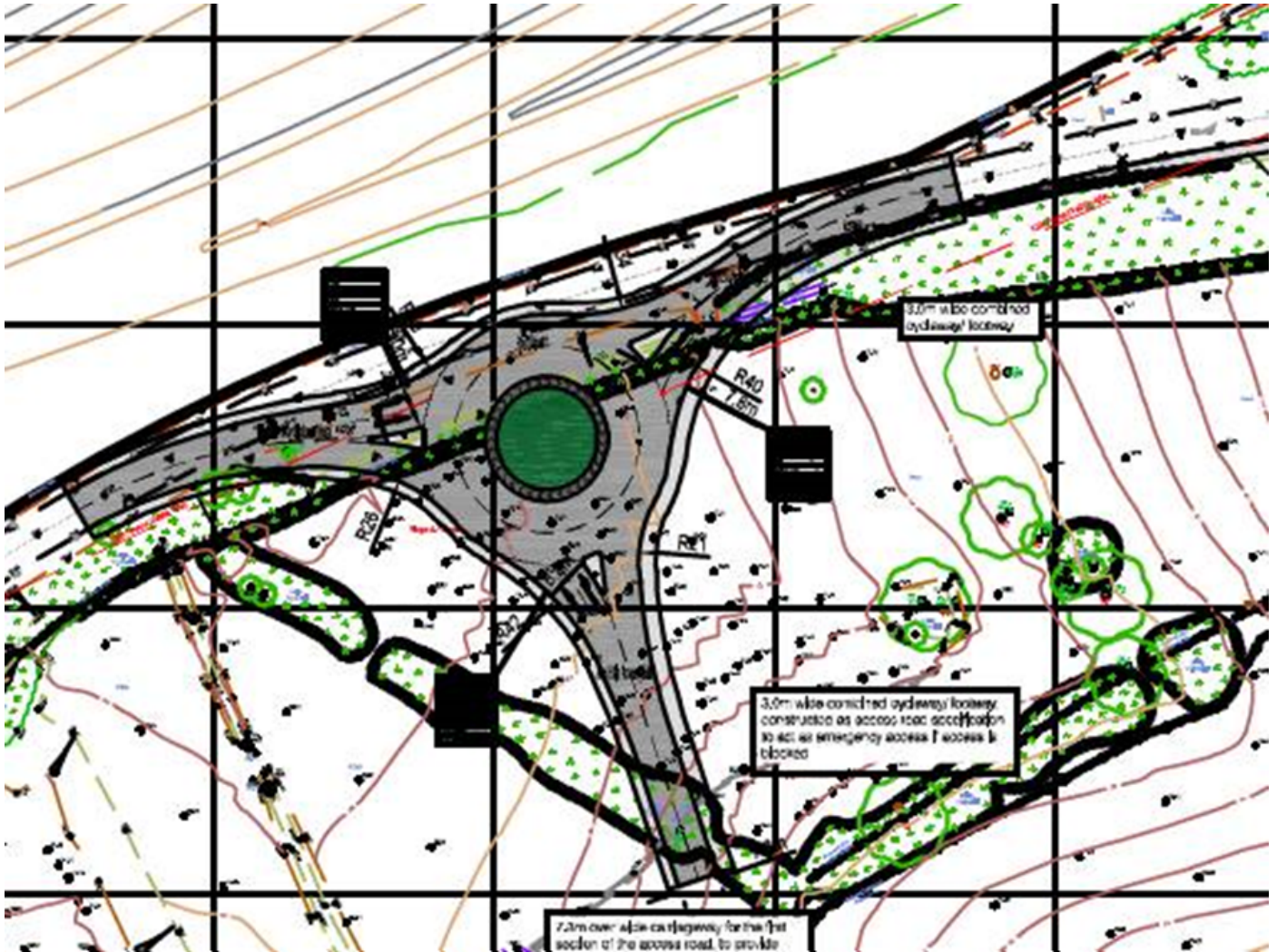
The TA describes the site access proposals as follows:

*'7.4 The site access will be provided by way of a new roundabout along Gynsill Lane, which will provide the main point of vehicular access to the entirety of the proposed scheme. The access proposals also include for the relocation of the existing 40mph/50mph speed terminals to a location northeast of the site access at the exit from the A46 Interchange. This will reduce the speed limit along the entire length of Gynsill Lane to 40mph, thus reducing existing traffic speeds along the development frontage on Gynsill Lane making for a more residential feel to the area. The proposed roundabout will provide a 44m ICD and feed a 7.3m wide access road with a 2.0m wide footway on the western side of the carriageway, together with a 3m combined footway/cycleway on the eastern side. The 7.3m wide carriageway will continue until the first internal junction, where the road will reduce to 6.75m through the site. The roundabout will benefit from two lane entry to all arms, together with a two-lane circulatory carriageway. This will ensure that the delay to the main line flow along Gynsill Lane is minimised as much as possible, due to the turning traffic into and exiting the development. The site access proposal can be found in Appendix C.*

*7.5 In addition to the main site access, the proposal also include for an emergency access at the western end of the site. The form of this is likely to be a 3.5m wide footway/cycle path, which in addition to improving the sites connectivity to the surrounding area, also provides access for emergency vehicles into the site in the unlikely event that the main site access road is blocked. It is worth noting, that in addition to the emergency access the 3m wide footpath/cycleway adjacent to the main access road could also be utilised as an emergency access should the road be blocked. To accommodate this, it is intended that the first leg of the footway/cycleway would be constructed to the same specification used for the road construction.'*

#### Proposed Site Access Roundabout

The proposed site access roundabout is shown on BSP drawing number GLGL-BSP-ZZ-XX-DR-S-004 Revision P02, an extract from which is provided overleaf:



The LHA has significant concerns over the proposed design and location of the roundabout and offers the following comments, which are required to be resolved at this planning stage:

- Details of the design background for this proposal need to be advised by the designer, including choice of junction type and design traffic flows;
- Capacity analysis of the junction has yet to be undertaken and the LHA has concern regarding interaction of queues with the A46 roundabout
- Full geometric design details for the proposed roundabout design need to be clearly shown on the drawing to demonstrate that the junction design would comply with CD116. The drawing indicates design dimensions for entry width, entry radius and exit radius, and the TA advises an ICD of 44m and a 7.3m wide access road. However, no information has been provided for design parameters such as central island diameter / circulatory carriageway width, entry path radius, entry angles, exit width/tapers and exit visibility splays, along with other visibility requirements at the roundabout. These all need to be dimensioned on the drawing for review. From an overview of the proposed layout, the LHA has significant concern that there is insufficient entry deflection and entry path curvature on the Gynsill Lane Eastbound approach.

This raises significant safety concerns given that it could result in vehicle approach speeds being high and could result in PICs, both shunts and failure to give way. It can even be noted that the design provides a straight westbound vehicle path which would enable reckless drivers to bypass the roundabout entirely, on the wrong side of the road, at potentially high speeds;

- Despite the statement in paragraphs 4.5 and 7.6 therefore, the LHA strongly doubts that the design is, '...in line with guidance contained within the DMRB CD116 'Geometric design of roundabouts...';
- It is proposed to relocate the existing 40mph speed restriction so that it commences at the exit from the A46 grade separated junction. This proposal would be acceptable to the LHA, however consideration is required by the Applicant as to whether some form of traffic calming is required should the presence of the roundabout alone be insufficient to reduce vehicles speeds to the new speed limit. The change in speed limit would require a Traffic Regulation Order (TRO) with an associated fee of £7,500 which can be secured by way of S106 contribution. It is important to note that the fee is for processing the TRO only, and all costs associated with signage and any lighting will be entirely at the Applicant's expense;
- Visibility splays of 120m have been shown to the roundabout give way line for each approach on Gynsill Lane. Speed measurements have been undertaken on Gynsill Lane which recorded 85th %ile speeds of 48.2mph Eastbound and 46.0mph Westbound. These would require forward visibility splays of 160m to comply with DMRB CD109 and LHDG Table DG4 requirements. There is concern that for the Eastbound approach, the amended speed restriction would not sufficiently reduce vehicle speeds, and a visibility splay of 160m would still be required on this approach. For the Westbound approach, the proximity of the give-way to the A46 gyratory, and the relocated 40mph speed restriction, should mean that the proposed 120m visibility splay would be sufficient on this approach. However, this needs to be clarified by the Applicant, as the Vehicle Speed Survey' report in Appendix H of the PTA is inconsistent with this;
- The Applicant is requested to show the proposed highway boundary on the drawing. Visibility to the roundabout give-way for westbound traffic approaching from the A46, would require a wide visibility splay to be provided, and the land-take for this would need to be transferred into the highway boundary. This splay would need to be free of any significant obstructions such as existing vegetation. Removal of the existing trees within this visibility splay would require consultation with LCC's forestry team, contactable at [forestry@leics.gov.uk](mailto:forestry@leics.gov.uk);
- Swept path analysis (SPA) has been provided, but this does not currently assess the multi-lane entries on both Gynsill Lane approaches to the junction. These would need to demonstrate sufficient width is provided for each entry lane and on the circulatory carriageway. It is noted that this has been shown for the entry from the proposed access road, but this would also need to be shown for both Gynsill Lane approaches.
- The SPA would need to indicate a 0.5m clearance to proposed kerb-lines and be undertaken for a minimum vehicle speed of 15kph, to demonstrate a realistic path for the wheel track. It is noted that for the right turn manoeuvre from Gynsill Lane Eastbound into the development access, the SPA shows little or no clearance to the central island, and the vehicle path has an abrupt change in direction which is unlikely to represent typical vehicle movements.
- The drawing indicates a 3.0m wide combined footway/cycleway to the South-Eastern side of Gynsill Lane to provide a shared footway/cycleway. This would need to have a width of at least 3.5m overall to include for the absolute minimum horizontal separation required by LTN1/20. The proposed footway width to the North-Western side has not been shown, and the proposals

for this need to be indicated on the drawing. LHDG Table DG9 requires a 2m width for pedestrian only use;

- It is noted that the shared provision continues into the proposed development. However, clarification is required as to what provision is to be made for cyclists to continue West along Gynsill Lane.
- Crossing provision for pedestrians that wish to continue West along Gynsill Lane would need to be provided across the arm for the proposed access road to the development.
- The drawing suggests that approximately 150m West of the A46 gyratory, the shared provision will need to cross Gynsill Lane to connect with the existing segregated cycleway/footway on the North side. The proposed crossing and shared provision would both require tactile paving provision, and this would need to be provided as per DfT Guidance on the Use of Tactile Paving Surfaces. The LHA queries whether the proposed crossing type is the most appropriate and whether any assessments have been undertaken in this regard.
- It is noted that the proposed roundabout layout includes short lengths of reverse curves between the exits and entries to the development arm, to and from the A46. CD116 recommends that these should be avoided between entries and adjacent exits. It is noted that the reverse curve between the development arm entry radius and the Gynsill Lane Westbound exit is the worst location for this issue.
- An existing field access is present off Gynsill Lane approximately 210m East of the A46 Gyratory. It is assumed that this access would be superseded by the new development, but this needs to be clarified and confirmed on the drawing. The LHA would seek its closure via a planning condition.
- It is noted that the drawing has several references to 'Gynsill's Lane' and these need to be corrected to 'Gynsill Lane'.
- It is noted from the TA document that the proposed development is for 345 residential properties plus a primary school. The proposals intend to serve the development from the roundabout. Given that the site is being brought forward in isolation from the city allocation, this is a single access point, which would not comply with the requirements of LHDG 3.15 and Table DG1. Whilst the LHA is able to view such proposals on their merits, such developments should generally require at least two access points to the highway network, and consideration should be given to the provision of a secondary access.
- A Stage 1 Road Safety Audit has not been provided for the proposals, and this would have to be submitted along with a Designer's Response to any problems identified along with an amended design if required.

#### *Future Detailed Design Matters*

- An existing vehicle restraint system (VRS) is present to the northern verge of Gynsill Lane, and the designer would be required to undertake a risk assessment to check that the existing VRS is adequate for the proposed design.
- The Applicant would be required to advise on the proposed drainage strategy for the highway scheme, and this would potentially require the developer to provide survey information where it is proposed to connect into existing drainage.
- The highway proposals would potentially impact upon existing statutory undertaker's equipment and the developer would be required to ensure that the required diversion and/or protection measures are in place as the design progresses.

- This section of Gynsill Lane is unlit, and the proposed roundabout would require street lighting provision, for which the developer would need to ensure that an adequate street lighting design is undertaken at the detailed design stage.

Notwithstanding the lack of an RSA1, it is the LHA's view that the roundabout would benefit from a complete redesign if road safety concerns are to be overcome.

**Proposed Emergency Access**

Given the proposed single point of access, the applicant proposes to provide an alternative emergency access to the west of the proposed roundabout. LCC will not normally accept an emergency access for the reasons outline in LHDG para 3.18 and further justification would therefore need to be provided by the developer in support of this proposal.

Limited design information has been shown for the emergency access proposal and this should be shown on a drawing in its own right. The Applicant is required to indicate that suitable visibility splays can be provided along with acceptable swept path analysis, and proposed layout dimensions. A Stage 1 Road Safety Audit of the proposals is required, along with a Designer's response and amended design if required.

**Highway Safety**

The LHA has yet to review the analysis of Personal Injury Collisions (PICs) set out in the PTA. The LHA will do this once the extent of traffic impact is understood following PRTM and junction modelling.

**Trip Generation, Distribution and Assignment**

The vehicle trip generation rates set out in Table 6.1 of the PTA (reproduced below) have been discussed in connection with PRTM modelling and have been agreed by the LHA for use in the assessment.

**Table 6.1: Vehicular Trip Rates and Generation**

Site Access	Trip Rates (per dwelling)				Trip Generation			
	AM Peak (8-9am)		PM Peak (5-6pm)		AM Peak (8-9am)		PM Peak (5-6pm)	
	In	Out	In	Out	In	Out	In	Out
Private Houses (345 Dwellings)	0.165	0.462	0.532	0.097	57	159	184	33
Primary School (1,000m <sup>2</sup> )	2.129	1.668	0.518	0.68	21	17	5	7
<b>Total</b>					78	176	189	40

The distribution and assignment of vehicle trips will form part of the PRTM modelling.

Both development scenarios (340 dwellings with school or 375 dwellings without school) will need to be considered in PRTM given that the trip assignment is likely to be different between the land uses.

### **Junction Capacity Assessments**

No junction analysis is currently included in the PTA, pending the results of PRTM modelling. The LHA awaits the results of the PRTM analysis before it can agree with the Applicant which junctions in the area will require traffic surveys and detailed capacity assessment.

The LHA would advise at this stage that given the proximity of the A46 roundabout and site access roundabout, and the likely interaction between the two, these junctions are likely to require assessment through the use of a microsimulation model. This may need also to be extended to include The Nook in Anstey. Given the interaction with the Strategic Road Network and other draft allocations in the CBC Local Plan, the LHA would suggest that the scoping of this work is agreed with National Highways also.

The LHA notes that the final sentence of paragraph 1.5 of the TA states that:

*'This Preliminary TA will therefore be followed by a final TA which will include traffic survey information, detailed junction capacity assessments and results from modelling work being undertaken by AECOM on behalf of Leicestershire County Council.'*

The LHA seeks clarity is sought over whether the, *'modelling work being undertaken by AECOM on behalf of Leicestershire County Council'*, is actually that being undertaken by AECOM on behalf of the *Applicant* via the LCC modelling framework.

### **Off-Site Implications**

Insufficient information has been submitted at this stage to enable the LHA to comment on the off-site implications of the development proposals.

### **Internal Layout**

Whilst layout is a reserved matter, the Applicant should note that the acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act 1980. For the site to be considered suitable for adoption a layout and parking proposals should be submitted at the future reserved matters stage which is designed fully in accordance with the LHDG. The Applicant should note, however, that the average parking levels set out in the TA are unlikely to be acceptable, particularly given that they are based on data from the 2001 census data.

### **Transport Sustainability**

The plan and table in Appendix A of the PTA suggests a number of potential pedestrian and cycle connectivity proposals, however it does not provide any certainty over whether these are deliverable or actually proposed by the Applicant. Clarity and firm proposals are required, including with respect to public transport.

### **Travel Plan**

The LHA will provide comments on the travel plan in due course.



### **Public Rights of Way (PROW)**

Public Footpaths J69 and J70 run inside to the proposed development. An extract from the Definitive Map of Public Rights of Way is attached to these observations for the Applicant's information.

There will be a need for detailed discussion on the treatment of the Public Rights of Way within the site at the reserved matters stage and the LHA is likely to advise that a condition similar to the following be placed on any outline permission granted for the site:

*'No development shall take place until a scheme for the treatment of the Public Rights of Way has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include provision for their management during construction, surfacing, width, structures, signing, and landscaping in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers. Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.*

*Reason: to protect and enhance Public Rights of Way and access in accordance with Paragraph 100 of the National Planning Policy Framework 2021.'*

In drawing up a Rights of Way scheme, the LHA would advise that public footpaths J69 and J70 should comprise of 2 metres surfaced width with a 1 metre grass verge either side in accordance with LCC's PROW standard developers guidance notes, which are attached.

Any off-site improvements which are required to PROWs (such as on the route beneath the A46 to Anstey) would also be the subject of planning conditions.

**Date Received**  
**1 June 2023**

**Case Officer**  
**Adrian Whiteman**

**Reviewer**  
**DH**

**Date issued**  
**28 June 2023**