



**Proposed Development of
Gynsill Court, Gynsill Lane,
Anstey**

Highway Statement

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Proposed Development of Gynsill Court, Gynsill Lane, Anstey

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Appendix A

Drawings



1. Introduction

1.1. On the instruction of Lindenmoss Ltd, Edwards & Edwards Consultancy Ltd, Highway Planning & Design consultants, have been commissioned to investigate the possible impact that the proposed residential development of Gynsill Court, Gynsill Lane, Anstey, may have on the existing highway network.

1.2. The report examines the following issues:

Existing Conditions

Existing Planning Applications

Proposed Development

Highway Impact

Public Transport

Pedestrians and Cyclists

1.3. The report will show recommendations based on the above information and a conclusion based on these recommendations.



2. Existing Use of the Site

- 2.1. The site consists of Gynsill Court and Gynsill Cottages. Gynsill Court itself has been converted into 9 residential apartments and Gynsill Cottages has been converted into 4 residential apartments. All properties have associated off-street parking and gardens.
- 2.2. The site is served by two vehicular accesses both directly off Gynsil Lane.
- 2.3. The site was granted approval for a residential development consisting of the erection of 16 flats, 1 detached house and 3 terraced houses with associated parking in June 2005. Application Number P/04/1232/2. This approval included improvements to the existing southern access and the closure of the northern access.
- 2.4. Planned Developments
 - 2.4.1. There is an application that has been submitted for the development of the adjacent land by Davidsons Developments Ltd. This application consists of 57 dwellings. The application number is P/13/1507/2
 - 2.4.2. The proposed entrance to this development is also directly off Gynsill Lane, approximately 120 metres from the southern access.
 - 2.4.3. There are no other known planned developments within the area that would affect the proposed development.



3. Proposed Development

3.1. The proposal is for the construction of up to 40 residential dwellings. This will consist of the following:

| | Number of properties |
|-------------|----------------------|
| 1 bed flat | 8 |
| 2 bed flat | 4 |
| 2 bed house | 11 |
| 3 bed house | 13 |
| 4 bed house | 4 |

3.2. The level of parking provided for each dwelling type and their remoteness from the highway should ensure that the resident's vehicles can park off-street and do not need to park on the highway.

3.3. It is proposed that the existing southern access be improved and the existing northern access be closed to vehicular traffic. The proposed improvements are the same as approved for the previous scheme in 2005. These approved initial design drawings have been included in Appendix A.

3.4. The visibility splay at the proposed access, at a set back of 2.4 metres is in excess of 120 metres in both directions which is in accordance with the speed limit of the road (40mph).

3.5. For the proposed housing layout and the parking and turning areas see drawing number 1343 SK 20 from Pro Vision. As this application is outline and the drawing is for illustrative purposes only, no detail design checks have been carried out on this layout.



4. Local Highway Network

- 4.1. The existing vehicular and pedestrian accesses to the site are directly on to Gynsill Lane.
- 4.2. Gynsill Lane is subject to a 40mph speed limit within the urban area and the development is within this speed restriction.
- 4.3. There is street lighting on Gynsill Lane. The closest street light is approximately 10 metres from the proposed site entrance.
- 4.4. Gynsill Lane is subject to a 7.5 tonne weight limit, except for access. There are no parking restrictions, on either side of the road, in the vicinity of the access on Gynsill Lane.
- 4.5. The pedestrian footways in the vicinity of the proposed development are generally in good condition.



5. Highway Impact

- 5.1. The proposed development consists of a total of forty additional dwellings.
- 5.2. The average traffic generation for residential dwelling is generally 8 trips per dwelling. Therefore the site would generate an additional 320 trips per day.
- 5.3. The expected traffic generated by the proposed residential development in the peak hours is estimated to be 24 trips for each hour.
- 5.4. It is considered that this level of traffic does not have a significant impact on the existing traffic using Gynsill Lane or with the major road junctions of the A50 or A46. The proposed development by Davidsons in the adjacent land also would not have a significant impact upon this proposed development.
- 5.5. It is considered that the proposed development has no detrimental impact on the highway network and therefore the development is acceptable in highway terms and that no further analysis is required.
- 5.6. The visibility splay at the proposed access, at a set back of 2.4 metres is in excess of 120 metres in both directions which is in accordance with the speed limit of the road (40mph).
- 5.7. The improvements to the existing southern access combined with the removal of the northern access to vehicular traffic are considered to be a significant highway gain.



6. Public Transport

- 6.1. Gynsill Lane has a good bus service connecting to Coalville with Leicester via Newtown Linford, Markfield and Ellistown. This service, number 120, is operated by Roberts Coaches generally every 2 hours in both directions.
- 6.2. There is an extra service on Saturdays operated by Kinchbus. This is service 123 connecting Leicester to Loughborough via Anstey, Thurgaston, Cropston Swithland, Woodhouse Eaves and Quorn. This service operates in both directions approximately every hour.
- 6.3. The closest bus stop to the proposed development is on Gynsill Lane and is approximately 50 metres from the site.
- 6.4. There are further services on Leicester Road which are less than 600 metres from the site.
- 6.5. Arriva Midlands operate three services: route 26, 27 and 28. Service number 26 between Coalville to Leicester via Ratby and Groby. This service operates in both directions every hour. Service number 27 between Ratby to Leicester via Groby. This service operates in both directions every thirty minutes. Service number 28 between Groby to Leicester. This service operates in both directions every hour. The three services combined result in five buses per hour connecting Leicester Road to Leicester St. Margrets Bus Station.
- 6.6. Centrebus Midlands operate service number 40 Circleline in a clockwise and anticlockwise direction. This connects Beaumont Leys, Fosse Park, Wigston, Oadby, Belgrave etc. This service operates in both directions every hour.



- 6.7. It is expected that approximately thirteen additional trips would be generated by the proposed development. It is therefore considered that this level of public transport users generated by the proposed residential development would have no detrimental impact on the existing services available.
- 6.8. It is considered that the public transport service available to the proposed development is good and is not required to be improved as part of this development.
- 6.9. To encourage the use of public transport, however, it is recommended that the developer as part of the 'welcome pack' given to new residents includes relevant bus time tables. This will give the new residents information on public transport before a regular routine has been established.



7. Pedestrians

- 7.1. The document 'Guidelines for Providing for Journeys on Foot' published by The Institution of Highways & Transportation, states that the average length of journey on foot is 1 kilometre. The acceptable walking distances, however, vary depending upon the individual's physical ability, encumbrances, the time taken, the availability and cost of public transport, the purpose of the journey and any deterrents to walking.
- 7.2. These guidelines suggest acceptable walking distances to different locations. The preferred maximum distance for commuting is 2 kilometres. This means that the Glenfield, Anstey and Beaumont Leys would be within this 2 kilometre distance. All three locations have excellent facilities and shops which are all within walking distance to the proposed site.
- 7.3. The pedestrian footways are generally in good condition and of a reasonable width.
- 7.4. It is expected that the proposed development would generate approximately 62 additional pedestrian trips per day.
- 7.5. It is considered that there is a safe pedestrian route to local facilities.



8. Cyclists

- 8.1. The document 'Cycle-Friendly Infrastructure – Guidelines for Planning and Design' states that three quarters of all journeys by all modes are less than five miles (8km), which can be cycled comfortably by a reasonably fit person.
- 8.2. This means that the area that could be cycled to would include Anstey, Glenfield, Beaumont Leys, Ratby, Birstall and Leicester City Centre.
- 8.3. The closest cycle route to the proposed development is less than 250 metres from the proposed access. This combined footway/cycleway starts at the junction of Gynsill Lane and Steele Way and links to the combined footway/cycleway on the A50. This is route 63 of the Sustrans National Cycle Network and connects to Leicester City Centre and the wider cycle infrastructure.
- 8.4. There is also a combined footway/cycleway at the A46 junction. This combined route starts approximately 100 metres before the roundabout and finishes on Leicester Road providing a safe route to Anstey at this junction.
- 8.5. It is expected that the proposed residential development would generate approximately 29 additional cycling trips during the day.
- 8.6. It is considered that this additional cyclist generated by the proposed development would have no detrimental impact.
- 8.7. To encourage cycling the developer should include in the welcome pack, given to new residents, leaflets indicating the recommended cycle routes available.



9. Recommendations

- 9.1. To encourage the use of public transport it is recommended that the developer as part of the 'welcome pack' given to new residents includes relevant bus time tables. This will give the new residents information on public transport before a regular routine has been established.
- 9.2. To encourage cycling the developer should include in the welcome pack, given to new residents, leaflets indicating the recommended cycle routes available.
- 9.3. The proposed improvements to the southern access and the closure of the northern access to vehicular traffic should be constructed to the Highway Authority's specification. It is recommended that the northern access amended so that it can be used as a pedestrian access only.
- 9.4. The proposed access, car parking and turning areas should be surfaced in tarmacadam or similar hard bound material.
- 9.5. The area of land included in the pedestrian and access visibility splays should only be planted with low growing shrubs and be kept to a maximum height of 0.6 metres.

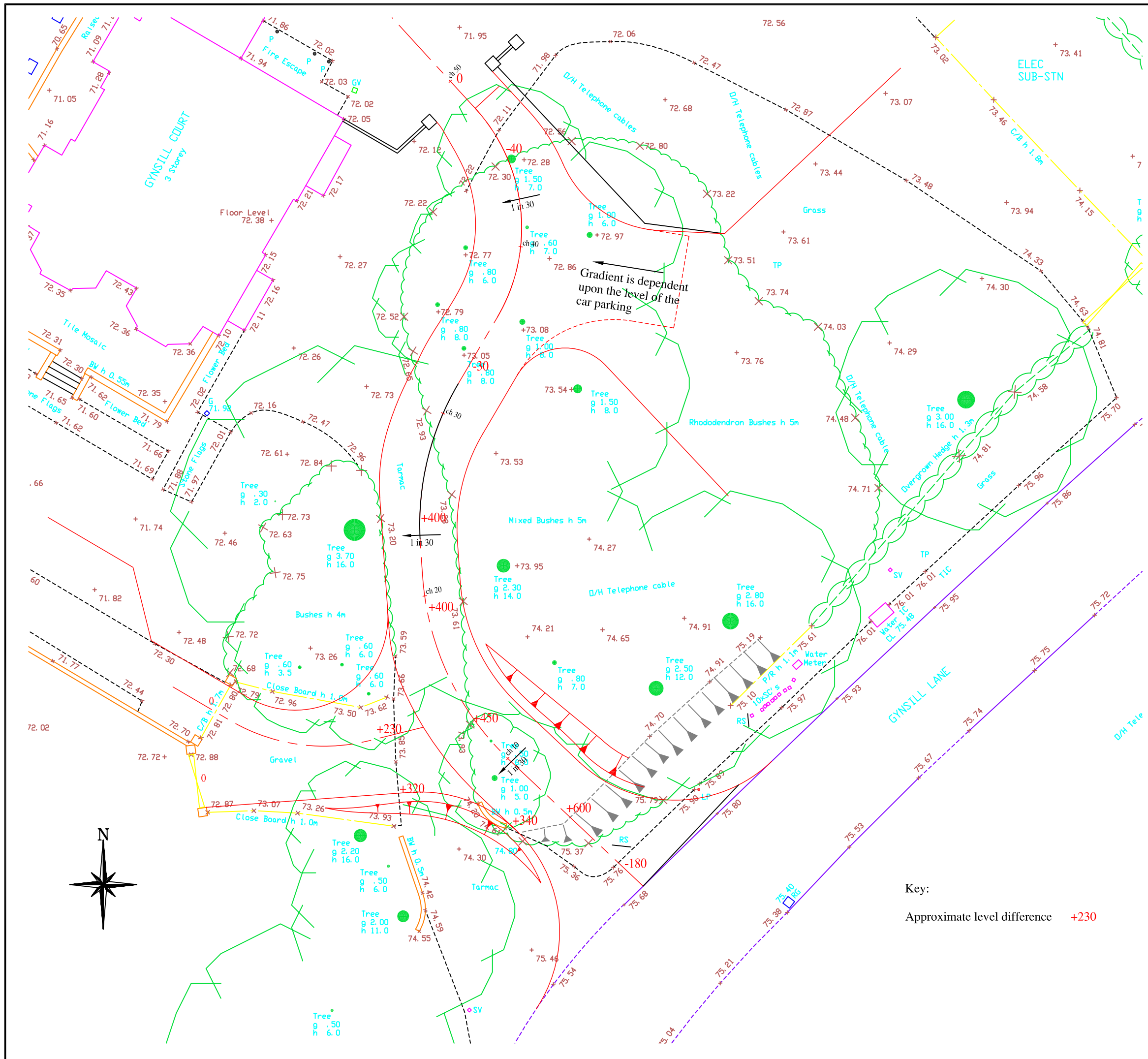


10. Conclusions

- 10.1. The proposed improvements to the existing southern access, combined with the removal of the northern access to vehicular traffic are considered to be a significant highway gain. The available visibility splays at the proposed access are in excess of those required for the speed limit of 40mph, namely 120 metres.
- 10.2. It is expected that the proposed development will result in only an additional twenty four trips being generated during the peak hours from the site. This should not significantly increase the general probability of any accidents happening on the highway network.
- 10.3. It is considered that the proposed development has no detrimental impact on the highway network and therefore the development is acceptable in highway terms and that no further analysis is required.
- 10.4. The proposed development will also generate a small increase in cyclists, pedestrians and public transport users; however, it is considered that the existing facilities and services are sufficient and will be able to cope with the additional trips without any impact on highway safety.
- 10.5. The proposed development does not have adverse transport impacts on the locality or the highway network and is actually considered to be a significant highway gain when compared to the existing use of the site.

APPENDIX A

DRAWINGS



Notes:

Revisions:

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HIGHWAY PLANNING AND DESIGN
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Client

Mr J Matthews

Project

Residential Development at
 Gynsill Court, Gynsill Lane, Anstey

Title

Access Design

Drawing No.

326/3/1

Scale

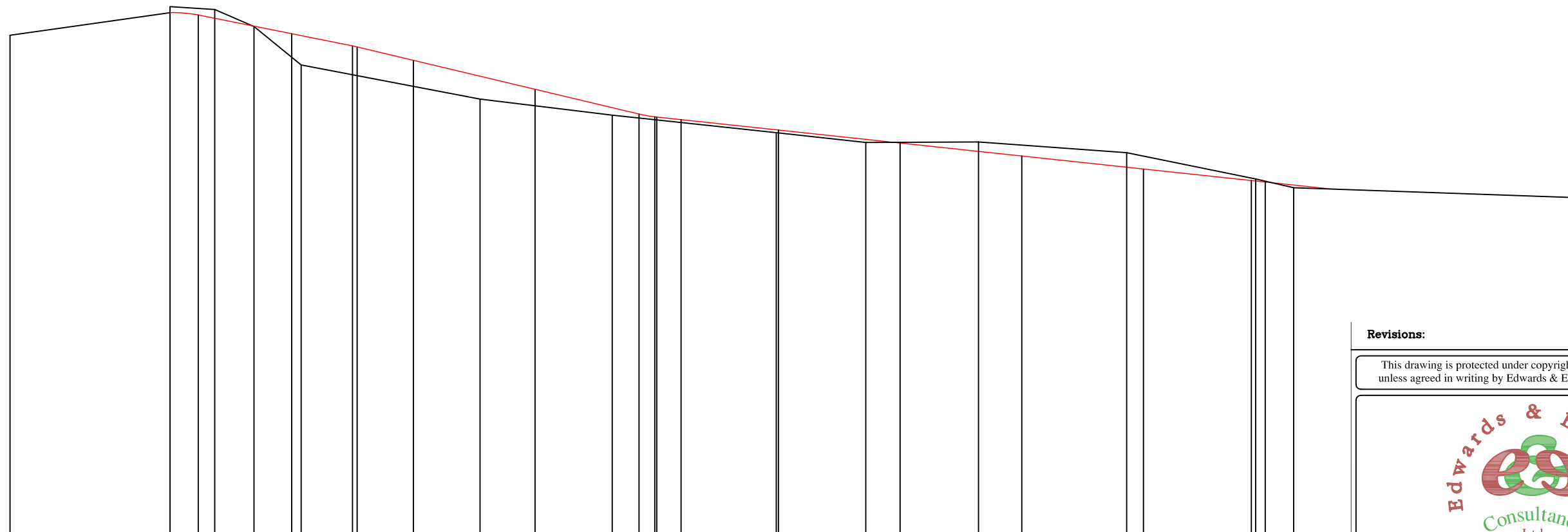
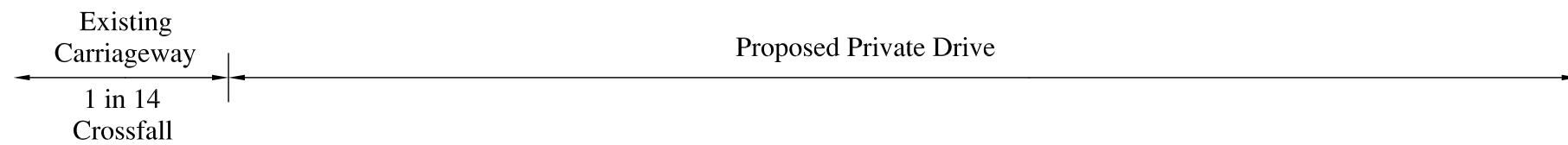
1:200

Date
 January 2003

Drawn By
 G Edwards

Key:
 Approximate level difference **+230**

Notes:



Datum 65.0 m

| | | | | | | | | | | | | | | | | | | | | | |
|----------------------|----------|----------|-------|--------|------------|--------|---------|----------|------------|--------|----------|-------------|-------|--------|-------|--------|-------|--------|--|--------|--|
| Chainage | -6.573 | 0.00 | 1.84 | 3.45 | 5.00 | 10.00 | 12.74 | 15.00 | 18.17 | 20.00 | 25.00 | 28.59 | 30.00 | 33.22 | 35.00 | 40.00 | 45.00 | | | | |
| Existing Level | 75.24 | 75.705 | 75.77 | 75.42 | 74.63 | 73.93 | 73.60 | 73.24 | 73.04 | 73.05 | 72.83 | 72.29 | 72.11 | | | | | | | | |
| Proposed Level | | 75.705 | | 75.273 | | 74.727 | | 74.131 | | 73.562 | | 73.295 | | 73.028 | | 72.761 | | 72.494 | | 72.257 | |
| Carriageway Gradient | Existing | 1 in 10 | | 1 in 8 | | | 1 in 18 | | | | | | | | | | | | | | |
| Horizontal Alignment | Existing | Straight | | | Radius 15m | | | Straight | Radius 15m | | Straight | Radius 9.5m | | | | | | | | | |

Revisions:

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Client

Mr J Matthews

Project

Residential Development at
Gynsill Court, Gynsill Lane, Anstey

Title

Long Section

Drawing No.

326/3/2

Scale

Hor; 1:200 Ver; 1:100

Date

January 2003

Drawn By

G Edwards

