

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.

APPLICATION DETAILS

Planning Application Number: 24/01055/FUL

Highway Reference Number: 2024/1055/04/H

Application Address: Pear Tree Cottage Atherstone Road Ratcliffe Culey Atherstone Leicestershire CV9 3NX

Application Type: Full

Description of Application: Detached garage and new vehicle access

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr Mark Kendall

County Councillor:

Parish:

Road Classification: Class C

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

The Local Highway Authority (LHA) is in receipt of application 24/01055/FUL which seeks permission for a detached garage and new vehicle access at Pear Tree Cottage Atherstone Road Ratcliffe Culey Atherstone Leicestershire CV9 3NX.

The LHA has produced these highway observations having reviewed the following documentation submitted in support of this application:

- Design and Access Statement. Dated 28/05/2024
- Proposed Site Plans – PT2/01/02
- Proposed Landscape. Drawing Number – PT2/01/04
- Proposed Parking. Drawing Number PT2/01/03

The LHA acknowledge the previous relevant site history below:

- 23/00155/HOU | Two storey side and rear extension, single storey front extension, roof extension with dormer windows, detached double garage | Pear Tree Cottage Atherstone Road Ratcliffe Culey Atherstone Leicestershire CV9 3NX. Permitted June 2023.

Site Access

The applicant is proposing a new access, as shown on the Proposed Landscape (PT2/01/04). Access is proposed from Atherstone Road, a C-classified road subject to the national speed limit.

The access shown on drawing PT2/01/04 is shown as 4.15m in width which is in accordance with Figure DG17 of Part 3 of the Leicestershire Highway Design Guide (LHDG) available at <https://resources.leicestershire.gov.uk/lhdg>, which states the minimum effective width of an access for a single dwelling is 2.75m.

Vehicular visibility splays of 2.4m by 100m have been shown in either direction of the site access. Vehicular visibility at the site access will need to be in line with Part 3, Table DG4 of the LHDG which is shown below.

Table DG4: Visibility splays			
Assessed likely vehicle 85 th percentile vehicle speed (mph)	Measured 85 th percentile vehicle speed (mph)	Visibility distance at junctions, bends and vertical crests (m) ^(a) Light vehicles	Visibility distance at junctions, bends and vertical crests (m) ^(f) HGV
15	11 to 15	17 ^(c)	19 ^(c)
20	16 to 20	25 ^(c)	27 ^(c)
Speeds on new residential development roads should normally be controlled to 20mph or less ^(b)	21 to 25	33 ^(c)	36 ^(c)
	26 to 30	43 ^(c)	47 ^(c)
	31 to 35	54 ^(c)	59 ^(c)
	36 to 40	65 ^(c)	73 ^(c)
	41 to 44	120 ^(d)	120 ^(d)
	45 to 53	160 ^(d)	160 ^(d)
	54 to 62	215 ^(d)	215 ^(d)
	63 to 75	295 ^(d)	295 ^(d)

^(a) See Figures DG2a to DG2c below for guidance on constructing splays.

^(b) Where speed is assessed to be over 20mph, splay provision will normally be based on the appropriate 'measured 85th percentile vehicle speed' distance.

^(c) Based on the Manual for Streets documents, 'adjusted for bonnet length'

^(d) Based on Design Manual for Roads and Bridges.

^(e) Use figures for HGV and buses if these vehicles make up more 5% of actual or predicted total traffic flow

^(f) We will accept calculated values for actual agreed 85th percentile speeds

The LHA would advise the Applicant to undertake an automatic speed survey (not handheld radar) in the vicinity of the site access in order to demonstrate that appropriate visibility, in line with the 85th percentile speeds of passing traffic can be achieved. Leicestershire County Council's (LCC's) Network Data & Intelligence Team may already have data on record which can be purchased, or alternatively would be able to provide a quote to undertake a survey if necessary. They can be contacted on 'ndi@leics.gov.uk'. They would also need to be contacted to arrange the required permit for a traffic survey.

The splays should be free of any obstruction above 0.6m from the ground and should be contained solely within land under control of the Applicant or the LHA. LCCs formal opinion of the extents of the public highway can be confirmed by contacting hre@leics.gov.uk.

Guidance on how to construct visibility splays can be found in Part 3, Figure DG2a of the LHDG.

Details of the closure of the existing access have not been submitted in support of this proposal, in the event of the approval of planning permission, the LHA would expect the existing access to be closed permanently.

A scalable plan of the existing access arrangements would be helpful in the determination of this proposal, to ascertain if the proposed access is an improvement on the existing access arrangements.

Highway Safety

There have been two recorded Personal Injury Collisions (PICs) within 500 metres of the site access within the last most recent five-year period for which data is available, one was recorded as serious and one as slight in severity.

Whilst the LHA has no pre-existing highway safety concerns at this location the acceptability of the proposals would be contingent on the proposals themselves being acceptable in highway safety terms.

Internal Layout

The LHA welcome that the drawing PT2/01/04 shows the provision of suitable parking arrangements and space that will enable vehicles to turn and approach the highway in a forward gear.

Informative

The proposals show that the Applicant may need to remove a section of grassed highway verge in order to facilitate the access. Whilst this may be acceptable there may be statutory undertaker apparatus located within the verge/footway fronting the site; the Applicant will need to undertake surveys and potentially works to relocate these services. Any additional cost that arises as a result of this would be entirely at the Applicant's expense.

Date Received
29 November 2024

Case Officer
Amy Stone

Reviewer
RD

Date issued
20 December 2024