

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: 24/00054/FUL

Highway Reference Number: 2024/0054/04/H

Application Address: 65A Newbold Road Barlestone Nuneaton Leicestershire CV13 0DY

Application Type: Full

Description of Application:

Proposed new stable block with associated storage area, fence and landscaping (Resubmission 23/00392/FUL)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr and Mrs A Gibson

County Councillor: Ross Hills

Parish: Barlestone

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 Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) are in receipt of a full application for a proposed new stable block with an associated storage area, fence and landscaping.

The LHA acknowledges the relevant planning history at the site which is noted below:

23/00392/FUL - Proposed new stable block with associated storage area - Approved 10 November 2023.

The LHA understands that this application is a resubmission of 23/00392/FUL due to the applicant noting that the approved proposal does not provide a suitable level of accommodation.

Site Access

The access arrangements are shown on David Granger Architectural Design Limited drawing number 11.2679.25 A. The site is accessed via a shared drive onto Newbold Road, a classified C road that is subject to a 30 mph speed limit.

Providing that the stables are to remain private, the LHA advises it would have no objection to the use of the existing access. The proposed arrangements are similar to the access layout provided by the applicant for 23/00392/FUL. These are used to access the Applicants land at present and and it would not be possible for the LHA to demonstrate the proposals could lead to an intensification in use.

Internal Layout

In application 23/00392/FUL - the applicant provided information that the stables would be used solely for the applicants private use. The LHA assume in this application that the stables are still for the applicants own private use.

If the applicant wishes to use the stables for commercial use, the LPA are requested to reconsult the LHA as further consideration of the access arrangements would be required.

On the basis the stables would be for private use, the LHA advise the gravel yard shown on David Granger drawing number 11.2679.25 A would be sufficient for vehicle parking and turning.

Conditions

1. The development hereby permitted shall not be first used until such time as the parking (and turning facilities) have been implemented in accordance with David Granger drawing number 11.2679.25 A. Thereafter the onsite parking and turning provision shall be kept available for such uses in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2023).

2. The proposed stables shall be used only in connection with the Applicant's own livestock and no livery/riding school nor other business nor commercial use is permitted.

REASON: Although the level of traffic likely to be generated by stables is acceptable in highway safety terms, more traffic-intensive livery within the site would be inappropriate due to the limitations of the vehicular access, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2023).

Date Received
24 January 2024

Case Officer
Oliver Rivera

Reviewer
BD

Date issued
09 February 2024