

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: 23/00445/OUT

Highway Reference Number: 2023/0445/04/H

Application Address: Lyndale Lindridge Lane Desford Leicester Leicestershire LE9 9GN

Application Type: Outline

Description of Application: Outline Application for proposed erection of 4 dwellinghouses with associated garages (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr and Mrs Kelly

County Councillor: Cllr Peter Bedford

Parish: Desford

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 111 of the National Planning Policy Framework (2021), 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 outline application 23/00445/OUT for the demolition of existing cattery buildings and the erection of up to four dwellings with associated garages at Lyndale, Lindridge Lane, Desford.

At this stage all matters are reserved except for access.

The LHA note that this application represents a re-submission of application reference 22/00569/OUT to which the LHA advised conditional approval in the response issued 4 July 2022.

Application reference 22/00569/OUT was subsequently withdrawn primarily due to the proposed development being outside of the settlement boundary.

Site Access

The Applicant proposes the formation of a new access onto Lindridge Lane which is an adopted 'C' classified road subject to a 60 mph speed limit. Approximately 50 metres to the south of the proposed access Lindridge Lane becomes subject to a 30 mph speed limit as the lane enters the village of Desford. The new access is proposed to be approximately 20 metres south of the existing access and approximately 17 metres north of the access for the Tropical Birdland centre on the opposite side of the carriageway.

The Applicant has advised of the intention to retain the existing access which will serve the existing dwelling only as the cattery business is to cease trading.

Ardent Consulting Engineers drawing No. 2202690-001 shows a 15 metre wide access where it meets the public highway which then reduces to five metres in width upon entering the site and a six metre junction radii. Within the site the private drive widens to 6.2 metres as it turns to head south in order to accommodate refuse vehicles which the Applicant proposes will enter the site to serve the dwellings.

The LHA confirm that the proposed access accords with Part 3, Paragraph 3.192 of the Leicestershire Highways Design Guide (LHDG) and is suitable to serve four dwellings.

Also shown on the afore mentioned drawing is a vehicular visibility splay of 75 metres from a setback distance of 2.4 metres to the south and 84 metres from a setback distance of 2.4 metres to the north.

The above visibility splays have been informed by a speed survey undertaken 19 May 2022 by Ardent Consulting Engineers which recorded a northbound 85th percentile speed of 37.7mph and a southbound 85th percentile speed of 40.7mph. The LHA accept the proposed vehicular visibility splays.

Approximately 40 metres south of the new access the Applicant proposes the formation of a pedestrian access into the site. Also proposed is the creation of nine metres of public footway with dropped kerbs and tactile paving on either side of the carriageway to enable pedestrians to cross Lindridge Lane and join the existing footway into Desford.

The LHA request that the footway is designed and constructed in accordance with Leicestershire County standard drawings which can be accessed via;
<https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide>.

Highway Safety

There has been one reported Personal Injury Collision within 500 metres in all directions of the site access in the previous five years. This was recorded as being 'serious' in severity and occurred approximately 120 metres north of the proposed access. While the PIC is regrettable, the LHA are satisfied that there are no patterns in the data which could be exacerbated by the proposed development.

Trip Generation

The TRICS database has been interrogated by the Applicant to establish a suitable survey site upon which to calculate the hourly vehicle arrivals and departures. Within the TRICS database, the land use class 'Residential House Privately Owned' was used for this analysis and the site surveys from nine sites were analysed.

The results show that the proposed development could generate five two-way vehicular movements during the AM highway network peak hour and four two-way vehicular movements during the PM highway network peak hour. The results also showed that the proposed development could generate a total of 35 two-way movements between the hours of 07:00 hrs and 19:00 hrs each weekday.

The LHA are satisfied that it is unlikely that the increase in trip generation would have a material impact on the existing highway network during the weekday network peak hours.

Internal Layout

The LHA acknowledge that the Applicant will submit a further reserved matters application that details the proposed parking provision.

The LHA advise that a four-bedroom dwelling should have a parking provision of three spaces as to be in accordance with Part 3, Paragraph 3.151 of the LHDG.

Each parking space should be a minimum size of 2.4 metres x 5.5 metres, with 0.5 metres added if bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side, and one metre added if bounded on both sides.

In order to contribute towards the parking provision and as to accord with Part 3, Paragraph 3.200 of the LHDG a single garage should have minimum dimensions of six metres by three metres with a minimum door width of 2.3 metres. A double garage should have minimum dimensions of six metres by six metres with a minimum door width of 4.2 metres.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Ardent Consulting Engineers drawing number 2202690-001 have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

2. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 84 metres by 2.4 metres to the north and 75 metres by 2.4 metres to the south have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

3. No part of the development shall be occupied until such time as the offsite footway works shown on Ardent Consulting Engineers drawing number 2202690-001 have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).

Informative

Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>.

Date Received
18 May 2023

Case Officer
Simon Herbert

Reviewer
BD

Date issued
7 June 2023