

**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: 23/01204/REM

Highway Reference Number: 2023/1204/04/H

Application Address: Land South Of Sketchley Grange Hotel Sketchley Lane Burbage  
Leicestershire

Application Type: Reserved Matters

Description of Application:

Application for approval of Reserved Matters (relating to layout, scale, appearance and landscaping) of appeal decision APP/K2420/W/22/3301735 (outline planning application 21/01131/OUT) for the provision of 127 dwellings, a substation, public open space, an attenuation pond and associated works

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**GENERAL DETAILS**

Planning Case Officer: Sullevan Archer

Applicant:

County Councillor: Cllr Amanda Wright

Parish: Burbage

Road Classification: Adopted Unclassified

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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**

The Local Highway Authority (LHA) has been consulted on the above reserved matters application for the provision of 127 dwellings, a substation, public open space, an attenuation pond, and associated works on land south of Sketchley Grange Hotel Sketchley Lane Burbage. In compiling this response, the LHA has reviewed the following documents:

- Design Compliance Statement dated November 2023
- Pegasus Group Design Justification Document dated December 2023
- Application Form
- Planning Layout drawing number TGDP/SG-BH/PL1 Revision A

- Vehicle Tracking Sh1 of 3 drawing number 23053 006- Revision A
- Vehicle Tracking Sh2 of 3 drawing number 23053 007- Revision A
- Vehicle Tracking Sh3 of 3 drawing number 23053 008- Revision A
- Detailed soft landscaping proposals for Plots and POS drawing number JBA 23/348-02 Revision C
- Detailed soft landscaping proposals for Plots and POS drawing number JBA 23/348-03 Revision C
- Detailed soft landscaping proposals for Plots and POS drawing number JBA 23/348-04 Revision C
- Detailed soft landscaping proposals for Plots and POS drawing number JBA 23/348-08 Revision C
- Detailed soft landscaping proposals for Plots and POS drawing number JBA 23/348-09 Revision C

The proposed development relates to the Outline Planning Application (Ref: 21/01131/OUT), which the LHA, was satisfied with subject to conditions being imposed. . However, the application was refused by the Local Planning Authority (LPA) on 16 June 2022 and subsequently allowed on appeal by Planning Inspectorate (PINS) Decision Ref: APP/K2420/W/22/3301735 in January 2023. Details of the site access and highway mitigation in the form of traffic calming along Sketchley Lane were secured under this outline permission.

### **Internal Layout**

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). The internal layout submitted is currently not designed to an adoptable standard and therefore will not be considered for adoption and future maintenance by the LHA).

In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide (LHDG (available at <https://resources.leicestershire.gov.uk/lhdg>)).

Consideration has therefore been given to Planning Layout drawing number TGDP/SG-BH/PL1 and the Applicant is subsequently advised to consider the following points:

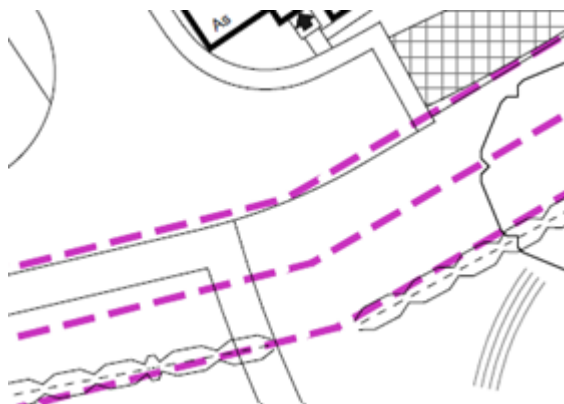
### **Road Layout**

Please clearly identify proposed Access roads, Access ways and any Shared surfaces to be installed on site, including road numbers to aid us with providing design comments.

For clarity, please detail the road, footway and service margin widths that are proposed within this development. The Applicant is advised that 2m footways should be provided on all roads fronting properties except those located on shared surfaces. In addition, the Applicant is required to relocate the footway adjacent to the kerb line and reposition the trees and verges into the curtilage of the adjacent properties. The location of proposed dropped crossing points should also be detailed.

The current design layout fails to provide bend widening in accordance with paragraph 3.33 & Table DG6 of the LHDG.

In addition, a service margin is required to the back of the highway in the location shown below.



### **Visibility**

A revised plan should be submitted which details 25m visibility splays at all junctions and bends, please note this must be contained within the highway boundary.

### **Junction/Turning Head Design**

The LHA require the Applicants to detail junction radii in accordance with Table DG5 of the LHDG and turning head design in accordance paragraph 3.36 onwards of the LHDG. The Applicants are advised to detail turning head radii and reduce the length of the turning head arms as these are deemed to be excessive in several locations.

### **Speed Control**

The LHA required the scheme to be amended to design speed control into the layout, to maintain a 20mph design speed. Please see section DG4, paragraph 3.48 of the LHDG for further information.

### **Private Shared Surface Drives**

The access to plots 5 to 11 is detailed as a radii access, this requires amending to detail this as a dropped kerb vehicle access point.

The proposed shared surface private drives serving the following plots are considered substandard when compared to the minimum dimensions set out within Figure DG17 of the LHDG and therefore need revision.

- 1 and 2
- 38 and 39
- 43 and 44
- 47 to 49
- 117 and 118

In addition, the LHA are concerned that the width of the proposed drives limit manoeuvring space and therefore raise concerns over the usability of the proposed parking spaces. To address these

concerns, the Applicants should undertake a swept path analysis to demonstrate that a large car is able to access the proposed private drives, manoeuvre, and egress in a forward gear.

### **Proposed Green space**

The location of the proposed green area fronting plots 79 and 80 affects footway continuity within the development. This should be amended so the internal footway is positioned adjacent to the kerb line and the green area relocated to the back of the highway

### **Remote parking**

Several plots have, private parking bays, located remotely from the front door access points. Experience has shown this type of parking arrangement leads for inconsiderate parking at junctions and on footways. Therefore, the Applicant is advised to review the layout to resolve this issue.

### **Garages**

The garages serving plots 14, 26, 27, 85, 101 and 127 are substandard in length and therefore cannot be counted towards the parking provision. Given the above, these plots fall below the minimum parking requirements set out within paragraph 3.151 of the LHDG. The Applicant is advised to review the layout to ensure that adequate parking provision is provided.

### **Tracking**

The LHA has reviewed the submitted tracking drawings which seek to demonstrate that a Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis). The LHA highlight that the tracking drawings are tight and appear to show several conflict points with the kerb which would not be in the interest of highway safety and could present an unacceptable maintenance burden. Therefore, the Applicant is advised to review the road layout to remove this conflict.

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

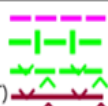
Public Footpath U64 route is inside the western site boundary and the two branches of Public Bridleway U67 run north-south through the eastern part of the application site.

It is not clear that the current proposals either protect or enhance the public rights of way. The LHA highlight that the legal alignment of the public right of way (PROW) is obstructed by the scrub which will need to be cleared. In addition, the LHA highlight that Soft Landscaping Plan drawing number JBA 23/348-09 shows proposed planting obscuring the legal alignment of the PROW. The definitive line of the PROW is shown on the extract below. The Applicants are required to submit a revised drawing which ensures the definitive line of the PROW is protected.

**Based on an extract from the Definitive Map of Public Rights of Way for Leicestershire**

23/01204/REM Masterplan, Footpath U64 and Bridleways U67

Footpaths  
Bridleways  
Restricted Byways  
Public Byway (BOTAT)



Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
Email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Ann Carruthers



Scale 1:2500



In addition, the LHA highlight that Soft Landscaping Plan drawing number JBA 23/348-08 makes no provision for the PROW and no plans to enhance the PROW through surfacing treatment, waymarking, accessibility improvements. Furthermore, the network of mown paths and hoggan paths do not connect with the PROW which is contrary to the Illustrative Masterplan which was submitted under application reference 21/01131/OUT and the Design Compliance Statement dated November 2023 submitted with this application. The LHA would also not recommend a hoggan surface in line with Government guidance on surfaces which states 'If the fines content is too high, then the material will be prone to softening and rutting when wet'

The LHA would advise that the bridleway sections need a surface suitable for all uses including cycling, for which the LHA would advise that a tarmac surface should be provided.

In addition, given that footpath U64 provides a connection between the neighbouring industrial estate and A5, both of which are surfaced with tarmac, the LHA would expect a similar surface to be provided to the footpath. In addition, the applicant should fund the reviewing and renewal of PROW signage and access barriers e.g. where Footpath U64 meets the A5 Watling Street the stile should be a metal Kissing Gate reflecting LHDG drawing SD/FP/12.

Therefore, the LHA request the Applicants submit a PROW Management Plan which should include as a minimum, provision for their management during construction, surfacing, drainage, width, structures, signing and landscaping in accordance with principles in the Leicestershire County Council's Guidance Notes for Developers which is part of the LHDG.

**Date Received**  
**9 January 2024**

**Case Officer**  
**Victoria Vernon**

**Reviewer**  
**DH**

**Date issued**  
**30 January 2024**