ITEM 03 **09/00607/COU** **Mr Howard Statham**

Introduction:-

The application site comprises a large irregular shaped plot to the rear of number 20 Shaw Lane. It is assumed that this land would have originally constituted residential land. Changed from Agricultural Land.

Consultations:-

Director of Environment and Transport (Highways) has recommended refusal of the application and have suggested that the proposal, if permitted, would lead to a significant increase in turning traffic using an existing access onto a busy Class I (A511) road in an area remote from main development, where there is a significant accident record and where the turning manoeuvres would be an additional source of danger to road users which would not be in the interests of highway safety.

The applicant has failed to demonstrate that an appropriate and safe vehicular access would be provided to the proposed development and the proposal, if permitted would consequently result in an unacceptable form of development and could lead to dangers for road users.

The proposal, if permitted, would lead to a significant increase in turning traffic using an existing access onto a Class I (A511) road in proximity to a petrol filling station and a signalised roundabout junction, where the turning manoeuvres may not be anticipated by other road users and would be an additional source of danger to road users which would not be in the interests of highway safety.

Development Plan Policies:-

Policy 21 - Development in the National Forest has been removed, as the development is not considered as an exception dealt with by the policy.

Recommendation:-

Replace reason for refusal with:-

1 In the opinion of the Local Planning Authority the siting and reconditioning of storage containers in this countryside location will result in an unwarranted form of development which will be detrimental to the character and visual amenity of the surrounding countryside, will have adverse impacts on the amenities of residents of surrounding properties, due to both the increased noise from additional traffic movements and industrial processes, and the odours related to the types of activities proposed. The proposal is therefore contrary to policies BE1 and NE5 of the adopted Hinckley & Bosworth Local Plan, and to Central Government Guidance in Planning Policy Statement 4: Planning for Sustainable Economic Growth and Planning Policy Statement 7 'Sustainable Development in Rural Areas'.

2 The proposal results in an unacceptable increase in traffic turning onto and off a Class I road in an area remote from main development and where traffic speeds are generally high. Such an increase would not be in the best interests of Highway safety, contrary to the requirements of the Highway Authority's

Guidance: Highways Transportation and Development and therefore the requirements of Policies BE1 and T5 of the Adopted Hinckley and Bosworth Local Plan.