

From: Sullivan Archer
Sent: 25 March 2024 14:06
To: Planning Folder New
Subject: FW: Email response to: 23/01204/REM: Land south of Sketchley Grange, Sketchley Lane, Burbage

From: [REDACTED]
Sent: Monday, March 25, 2024 2:03 PM
To: Sullivan Archer <Sullivan.Archer@hinckley-bosworth.gov.uk>
Subject: Email response to: 23/01204/REM: Land south of Sketchley Grange, Sketchley Lane, Burbage

Good afternoon Sullivan,

As per our discussions last week please see the below points which need to be resolved by the applicants prior to planning permission being granted. Please note this is based on a review of the following drawings:

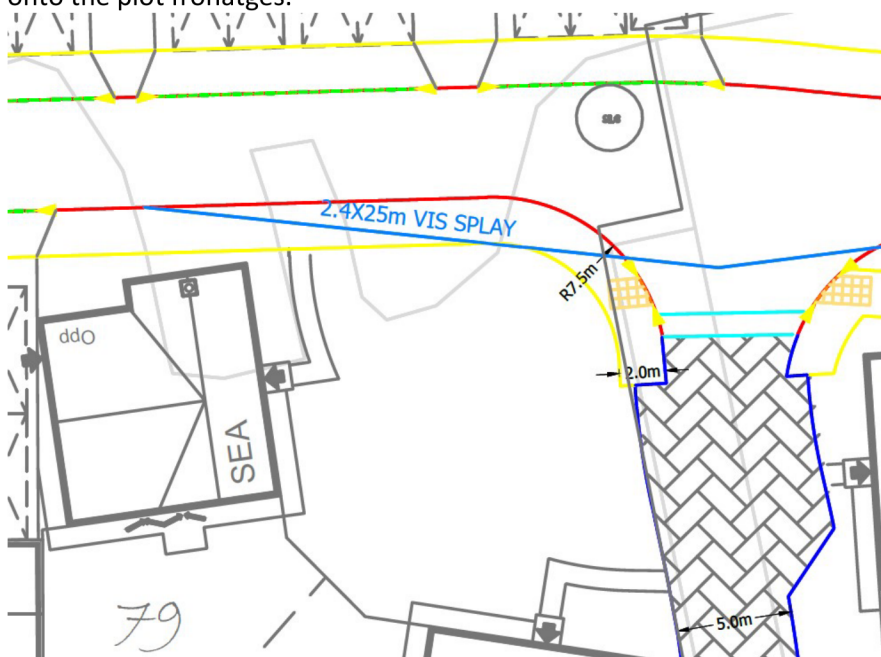
General Arrangement Planning drawing number 23053 – 051 revision -; and
Swept Path Analysis Planning drawing number 23053 – 051 revision A

The LHA note that revised plans were sent directly to the LHA at 16:40 on Friday 22nd March 2024. However, as no formal consultation has been received and the drawings would need to be subject to internal consultations within the LHA, and therefore to ensure a response was issued prior to the current consultation deadline. The revised drawings have not been considered when providing this response.

Visibility

The LHA welcome the inclusion of visibility splays at junctions and bends on the submitted General Arrangement Planning drawing number 23053 – 051 revision -. However, the LHA highlight that visibility splays need to be provided within the designated highway and not encroach onto the curtilage of the proposed dwellings.

Therefore, the visibility splay shown fronting plots 79 & 80 should be revised accordingly as it currently encroaches onto the plot frontages.



In addition, the LHA highlight that the forward visibility for the bend in the spine road fronting Plot 90, would be obscured by the proposed dwelling in this location. This needs to be addressed by the applicants. The LHA highlight that the turning head in this location deemed to be excessive as per our previous observations dated 30 January 2024. This may result in a reduced visibility splay being required.

Given the above, the applicants are advised to review the layout to ensure that the minimum required visibility splays are provided within the designated highway.

Vehicular Tracking

The LHA highlight that the submitted tracking drawing is extremely tight and shows a conflict point then manoeuvring from the spine road into the shared surface serving plots 15-33. Which could result in an increased risk of kerb strikes or overrunning of the tactile pedestrian crossing resulting in damage and an increased risk of in loss of control type collisions.



In addition, the LHA highlight that the submitted tracking drawing shows the need for the refuse vehicle to mount a section of the footway fronting plots 46 & 47. This is not considered acceptable and would present a severe highway safety concern.



Given the above, the LHA are concerned that the current layout is not adequately designed to facilitate the safe passage of refuse vehicles.

Adoptability of the Site

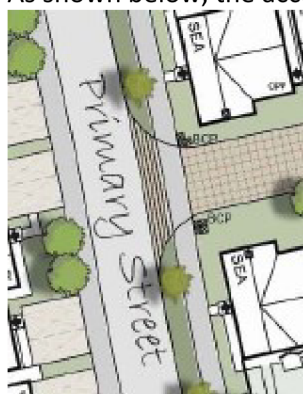
The proposed road layout does not conform to an acceptable standard for adoption and therefore it will not be considered for adoption and future maintenance by the Local Highway Authority. Should the applicants wish the site to be considered for adoption by the LHA the following will need to be addressed prior to planning permission being granted.

Verges and trees

The design plan details trees and verges are to be installed at several locations within the development. Due to the long-term maintenance liability associated with these highway features, the highway authority requires the developer to relocate the footway adjacent to the kerb line and reposition the trees and verges into the curtilage of the adjacent properties.

Access to private drive plots 5 to 12

As shown below, the access to this private drive is detailed as a radii access.



This is not considered acceptable for the number of dwellings served and therefore needs amending to detail a dropped kerb vehicle access point.

Build outs

The plan details build outs are to be designed into the proposed shared surface roads serving plots 80 to 47 and 60 to 57. The LHA do not allow the use of built outs to act as traffic calming within shared surface roads.

Proposed shared surface roads

The proposed shared surface roads serving plots 80 to 47 and 60 to 57, exceed our maximum length of a shared surface road of 40m. These should be amended to detail a carriageway width of 4.8m and 2m footways on either side, traffic calming will also be required to comply with the LHDG.

Excessive length of turning head arms

The length of the turning head arms at several locations are excessive. These are detailed below.





The layout should be amended to reduce the length of the turning head arms to comply with those detailed in part 3 LHDG, turning heads point 3.36 onwards.

Remote parking

Plots 3,4,13,14,32,33,34,38,41,58,59,66,69,74,79,80,83,117,118,119,and 127 have private parking bays which are 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 layout should be reviewed to resolve this issue.

I trust the above clarifies the LHAs position as discussed.

Kind regards,

Victoria Vernon (She/They) | [Why are pronouns important?](#)

Transport Planner

Highway Development Management
Highways & Transport Commissioning Service
Leicestershire County Council



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