

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: 23/00596/FUL

Highway Reference Number: 2023/0596/04/H

Application Address: Swedish Cottage Leicester Road Earl Shilton Leicester Leicestershire LE9 7TJ

Application Type: Full

Description of Application: Change of use and alteration to existing commercial building (Class E) to meeting hall (Class F1) with associated access, parking and ancillary works.

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mostyn Gospel Hall Trust

County Councillor: Richard Allen

Parish: Earl Shilton

Road Classification: Adopted Unclassified

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 is in receipt of application 23/00596/FUL for a change of use at Swedish Cottage, Leicester Road, Earl Shilton. Proposed is a change of use from Class use E to Class use F1 to form of a meeting hall for the Plymouth Brethren Christian Church.

The proposals entail alterations to the existing access and also a new access to serve the existing residential dwelling.

Site Access/ Trip Generation

The site is located on an adopted, unclassified road that is officially known as 'From C5117 Leicester Road to houses to C5117 Leicester Road' and is subject to a 60 mph speed limit. At either end the road joins Leicester Road, which is an adopted, 'C' classified road, subject to a 50 mph speed limit which provides a link between Earl Shilton and the A47.

From the southern junction with Leicester Road are continual 12 hour stay parking bays on either side of the carriageway. Should all these bays be occupied then the remaining available carriageway would be of insufficient width for two vehicles to pass. Double yellow lines then front the site which continue to the northern junction of Leicester Road with continual parking bays on the opposite side of the carriageway which are broken briefly where there are agricultural accesses and an access to a construction company.

The Applicant proposes to amend the existing access to serve the meeting hall. David Granger drawing No. 23.4266.08 shows an access that is at least six metres wide for the first five metres from the highway with a gate setback three metres from the highway. The LHA advise that gates should be setback a minimum of five metres from the highway and that this area should be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate). The LHA request that the drawing is amended to reflect this.

Paragraph 2.3 of the Planning, Design and Access Statement (DAS), created by KC Planning and Development, June 2023 states that the existing (former) animal feed business could easily generate 40-50 movements per day which the LHA are of the view may be an overestimation.

Paragraph 3.3 of the DAS advises that two weekly meetings will be held at the hall with a further meeting held every six weeks with up to 45 church members in attendance that will travel in up to ten vehicles. Paragraph 3.4 goes on to advise that the hall will also be the base for the Rapid Relief Team which is made up of volunteers from the Church group to provide support services for those urgently in need.

Paragraph 3.7 of the DAS advises that traffic movements will be relatively low and a car share plan would be operated. Paragraph 5.6 equates that the Church will generate 144 vehicular movements per week. Given that 39 movements will be associated with the above stated meetings the LHA assume that the remaining 105 movements will be generated by the Rapid Relief Team.

The DAS (Paragraph 5.6) concludes that the proposal would result would result in a reduction in movements as the existing use generates 300 movements which again the LHA feel is an over-estimation.

While it is appreciated that the building is a local facility catering for the surrounding area, the LHA must ensure the safe operation of the surrounding highway network is maintained.

Given that the proposal development is located in an area where large future residential developments are imminent the LHA are of the view that the size of the congregation may grow.

In order to assess the highway impact of the proposals the LHA request details with regards to any new initiatives or events that would be introduced following the proposed development. It is noted that David Granger drawing No. 23.4266.10 shows that the main hall will be 130 sq. metres and the foyer is to be 39 sq. metres. It is also noted that David Granger drawing No. 23.4266.08 shows that access to the paddock will also be maintained and therefore it is evident that the hall, foyer and wider site are capable of accommodating significantly more than 45 people. The total number of people which the site could hold is therefore requested.

The LHA also question if the car share plan shown in Paragraph 3.7 of the DAS can remain perpetually as it is dependent on two vehicles capable of carrying six people always being available.

The LHA accept that the trip generation level submitted to date would not have a significant impact on the existing highway network and therefore at this stage the LHA do not require any further information other than that requested above pertaining to the existing access to be submitted.

The LHA do however reserve the right to request in future items such as the demonstration of adequate visibility splays once the full extent of the proposals become clear.

A new access to serve the existing dwelling is also proposed. Drawing No. 23.4266.08 shows an access that is five metres wide for at least the first five metres from the highway where an inward opening gate is located. The LHA again advise that this area should be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate).

Given that the Applicant intends to create a new access onto the public highway demonstration of visibility splays should be submitted. Part 3, Table DG4 of the Leicestershire Highway Design Guide (LHDG) states that for a road subject to a 60 mph speed limit visibility splays of 215 metres from a setback distance of 2.4 metres should be provided in either direction.

The LHA accept that it is very unlikely that vehicles will be travelling at the maximum permitted speed in the vicinity of the access however demonstration of the maximum available visibility should be submitted in order for the suitability of the proposed access to be assessed.

The LHA note that the Applicant has ownership of land that continues round the bend in the road which should aid in the construction and perpetual maintenance of the visibility splay to the east of the new access. The LHA would like to see a visibility splay to the east that gives the maximum level of visibility of vehicles approaching the bend in the road from the north.

Paragraph 2.6 of the DAS states that there is no through traffic and movements are low, however the LHA observe that the road is not a cul de sac but do accept that vehicle movements are likely to be low as there is little gain in using the road unless accessing the construction company site or the handful of agricultural accesses.

Highway Safety

There has been no recorded Personal Injury Collisions (PIC's) in the previous five years on the road which the proposed development is located. There has also been no PIC's during the same period in the vicinity of either junction with Leicester Road.

Nevertheless, the acceptability of the proposals would be contingent on the proposals themselves being acceptable in highway safety terms. As per the 'access' section above, the LHA does not yet consider that safe and suitable accesses have been satisfactorily demonstrated.

Internal Layout

Drawing No. 23.4266.08 shows the provision of 13 parking spaces (including two disabled spaces) with each measuring 5.5 metres by 2.4 metres which the LHA advise in accordance with Part 3, Paragraph 3.165 of the LHDG. The LHA also welcome that there is sufficient space afforded for vehicles to turn so that the highway is approached in a forward gear.

The LHA will comment further on the parking provision once the extent of the proposals as discussed above become clear.

The LHA acknowledge and welcome that the parking provision for the existing dwelling of a double garage and two off-road parking spaces is to remain unchanged.

Date Received
22 June 2023

Case Officer
Simon Herbert

Reviewer
BD

Date issued
18 July 2023