

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: 23/00298/FUL

Highway Reference Number: 2023/0298/04/H

Application Address: 223 Station Road Earl Shilton Leicester Leicestershire LE9 7GG

Application Type: Full

Description of Application:

Erection of 4 dwellings with associated parking and landscaping

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mrs Karen Waldron

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 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

The Local Highway Authority (LHA) have been consulted on a full application for the construction of four dwellings at 223 Station Road, Earl Shilton.

Background

The LHA is aware of a number of previous applications at the site, most recently an outline application (22/00169/OUT) for the construction of three dwellings with all matters reserved. The LHA established that access would be off Breach Lane and advised it had no objection to that application subject to a condition. That application was granted planning permission by the Local Planning Authority (LPA) on 2 August 2022.

Site Access

Details of the site access are provided on HSSP drawing number 7637-03-01 Rev E.

Access to the site is via an existing access onto an un-adopted section of Breach Lane, which is single track. Where the un-adopted part of Breach Lane connects to the adopted section of Breach Lane, it is an unclassified road subject to a 30mph speed limit, approximately 310m north of the proposed site access.

The private lane currently serves 5 existing dwellings. It should be noted a further 9 dwellings were permitted by the LPA on land off the private lane under application reference 21/00607/FUL on 10 January 2022. The private lane also provides access to allotments to the east of the application site.

As part of the previous application, the LHA advised the Applicant had considered the effective width of the access where vehicles from the site would meet the adopted highway. It was stated an effective carriageway width of 4.8m for the first 15m was available with minimum margin of 0.5m on either side. The Applicant also confirmed that visibility splays of 2.4m by 43m could be achieved in both directions. It was subsequently advised by the LHA that where the private road met the public highway accorded with Leicestershire Highway Design Guide ([LHDG], available at <https://resources.leicestershire.gov.uk/lhdg>) standards.

The Applicant has proposed to widen the existing access track to 4.25m from the site access up to the proposed access of the neighbouring development (21/00607/FUL), as well as provide hard surfacing. This is in accordance with Part 3, Figure DG17 of the LHDG for the number of dwellings proposed. It should be noted that in the event this development progresses prior to application reference 21/00607/FUL (subject to planning permission being granted by the LPA), a small amount of additional widening to the existing track may be required to prevent a pinch point. Given this is a private road however, the LHA consider it could not condition the additional widening. - does this need conditioning, should it be necessary.

An access width of 4.80m is proposed within the development, which is accepted by the LHA. The Applicant has detailed a 2.4m x 17m vehicular visibility splay at the site access for a '30mph carriageway'. The LHA advise that for a road where vehicle speeds are 30mph it would expect a 2.4m x 43m visibility splay to be provide as per Part 3, Table DG4 of the LHDG and that the proposed splay is only suitable for speeds of up to 15mph. Nevertheless, given the access is situated at the end of the private road, which is a cul de sac, vehicle speeds are highly unlikely to reach 30mph. Under the site specific circumstances, the LHA would not seek any further information in respect of vehicular visibility splays as it could not be demonstrated that the site access was a danger to highway safety.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) database and there have been no recorded PICs in the vicinity of the proposed site access onto the adopted section of Breach Lane within the last five years.

Internal Layout

HSSP drawing number 7637-03-01 Rev E provides details of the internal layout of the development. As shown, a 4.80m wide shared surface access road is proposed, along with a

turning head. While the access road is wider than the 4.25m advised within Figure DG17 of the LHDG, the LHA would have no objection to the proposed width. The Applicant has indicated that no new public roads are proposed within the development. For clarity, the access road would not be considered for adoption by Leicestershire County Council given that it is accessed from an existing private road.

The LHA has reviewed the parking and garage provision and advises that parking has been provided in accordance with Part 3, Paragraphs 3.151 and 3.200 and Figure DG13 of the LHDG. The LHA are satisfied the proposals are unlikely to result in on-street parking issues within the public highway.

The Applicant has provided details of a bin storage area close to the access of the proposed development. The Applicant should seek advice from Hinckley & Bosworth Borough Council as to precisely where refuse collection would be undertaken and whether refuse collection vehicles would access Breach Lane and turn within the site.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on HSSP drawing number 7637-03-01 Rev E 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. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with HSSP drawing number 7637-03-01 Rev E. Thereafter the onsite parking and turning provision shall be kept available for such uses in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

Informatives

- It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

Date Received
4 April 2023

Case Officer
Ben Dutton

Reviewer
RD

Date issued
25 April 2023