REVISED OBSERVATIONS

Leicestershire County Council

PLANNING APPLICATION CONSULTATION RESPONSE

Report of the Director of Highways, Transportation & Waste Management to the Planning Authority relating only to the Highway aspects.

DETAILS OF APPLICATION

Planning Ref No: 2008/1054/04
CE/EN Ref: Nil
Application Address: THE BUNGALOW, PECKLETON LANE, DESFORD, LEICESTER, LE9 9JU
Parish: Desford
Applicant: Martin Gospel Hall Trust
District Planning Case Officer: Sarah Humphries
Brief Description of Development: CHANGE OF USE FROM DWELLING HOUSE (C3) TO PLACE OF WORSHIP (D1).

OBSERVATIONS

(a) On any Improvement lines: None

(b) On Access Arrangements:

New vehicular access:	Yes	**New pedestrian access:**	Yes
Altered vehicular access:	Yes	**Altered pedestrian access:**	Yes

(c) On effect on Rights of Way: No

(d) On any new road proposal: No

(e) On application in general:

22/79 Peckleton Road - C4102

County Councillor David Anthony Sprason

SCHEME_REF : TM2478 : DESFORD - CATERPILLAR SITE/JUNCTION AREAS, REVIEW OF SIGNING

RECOMMENDATIONS

Conditions

No part of the development as approved shall be occupied until details of a Green Commuter Plan containing a car use and car parking management strategy for the (site) as a whole has been agreed in writing by the LPA.

Reason: To ensure that adequate steps are taken to provide a transport choice/a choice in mode of travel to and from the site.

Note: The plan shall comprise proposals to reduce car dependence and vehicle emissions and to establish and encourage the use of alternative transport modes for journeys to and from work and during working hours. Details of the proposals shall include measures to secure increases in car sharing, public transport use, cycling and walking, and details of on-site facilities to promote alternative modes of travel to the site.

The plan shall make provision for relevant surveys, review and monitoring mechanisms, targets, timescales, phasing programmes and on-site management responsibilities. It shall be implemented and subject to regular review in accordance with the above approved details.

Prior to the development being brought into use an amended plan shall be submitted to the L.P.A for approval indicating an overspill parking area which will enable the sites full car parking capacity to be a minimum of 40 car parking spaces.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking problems in the area.

Before the development hereby permitted is first used, cycle parking provision shall be made to the satisfaction of the LPA and once provided shall be maintained and kept available for use in perpetuity.

Reason: In the interests of the sustainability of the development and to encourage alternative transport choice.

If any vehicular access gates, barriers, bollards, chains or other such obstructions are to be erected they shall be set back a minimum distance of 5 metres behind the Highway boundary and shall be hung so as to open inwards only.

Reason: To enable a vehicle to stand clear of the highway whilst the gates are opened/closed and protect the free and safe passage of traffic, including pedestrians, in the public highway.

Before first use of the development hereby permitted, turning facilities shall be provided within the site in order to allow vehicles to enter and leave in a forward direction. The turning area so provided shall not be obstructed and shall be available for use at all times.

Reason: To enable vehicles to enter and leave the site in a forward direction in the interests of the safety of road users.

Consent shall be personal to the applicant and there shall be no.

Reason: Although use of the vehicular access and car parking provision for the level of traffic likely to be generated by the applicant's specific proposal is acceptable in Highway safety terms, a more traffic-intensive use of the premises within the same Use Class could be inappropriate due to the limitations of the vehicular access / car parking.

The existing northern vehicular access shall be closed permanently prior to the development being brought into use and the existing vehicular crossing reinstated to the satisfaction of the LPA in consultation with the Highway Authority.

Reason: To reduce the number of vehicular accesses to the site and consequently to reduce the number of potential conflict points.

Before first use of the development hereby permitted the access drive and any turning space shall be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the Highway boundary and shall be so maintained at all times.

Reason: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.)

Before first use of the development hereby permitted, 2.0 metre by 2.0 metre pedestrian visibility splays shall be provided on the Highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above ground level, in accordance with the current standards of the Highway Authority and shall be so maintained in perpetuity.

Reason: In the interests of pedestrian safety.

Before first use of the development hereby permitted, visibility splays of 2.4 metres by 90 metres shall be provided at the junction of the access with Peckleton Lane. These shall be in accordance with the standards contained in the current County Council design guide and shall be so maintained in perpetuity. Nothing shall be allowed to grow above a height of 0.9 metres above ground level within the visibility splays.

Reason: To afford adequate visibility at the access/junction to cater for the expected volume of traffic joining the existing highway network and in the interests of general highway safety.

The vehicular access shall be a minimum of 5.5 metres wide for at least the first 5 metres behind the Highway boundary and have 6 metres kerbed radii at its junction with the adopted road carriageway. The access drive once provided shall be so maintained at all times
NOTE: If the access is bounded immediately on one side by a wall, fence or other structure, an additional 0.5 metre strip will be required on that side. If it is so bounded on both sides, additional 0.5 metre strips will be required on both sides.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway and not cause problems or dangers within the highway.

Note to Planning Officer
The proposal is only acceptable to the H.A on the basis of a personal consent and if the 40 car parking spaces can be provided. The 40 space requirement is based on the likely need when there will be a 120 person congregation. The applicant estimated 30 vehicles at such times which assumed maximum car occupancy. For some degree of comfort however in relation to parking over spilling onto the Highway 40 spaces have been recommended which would cater for a ratio of 3 persons per vehicle.

The green travel plan still needs some work .

Note to Applicant
All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager - (telephone 0116 3052202.)

Date Received	Date Of Inspection	Inspector	Signed Off
06/11/2008		Matt Lennon	17/12/08