
From: Grant Perks
Sent: 18 February 2025 14:15
To: Planning Folder New
Subject: FW: 24/00747/HOU - The Moorings Ibstock Road Odstone Hinckley Leicestershire LE10 0QG
Attachments: 297_PL-05B_Proposed Site Plan.pdf

Hi,

Please can the e-mail response below be uploaded to Enterprise and marked as consultee formal reply , with date received.

Many thanks

Grant

From: Neal Chantrill <Neal.Chantrill@leics.gov.uk>
Sent: 14 February 2025 15:26
To: Grant Perks <Grant.Perks@hinckley-bosworth.gov.uk>
Cc: David Hunt <David.Hunt@leics.gov.uk>; Ben T Dutton <Ben.Dutton@leics.gov.uk>; Planning Folder New <PlanningFolderNew@hinckley-bosworth.gov.uk>
Subject: 24/00747/HOU - The Moorings Ibstock Road Odstone Hinckley Leicestershire LE10 0QG

Good afternoon Grant

Many thanks for the conversation this afternoon regarding this application.

The LHA have previously responded to this application advising approval with conditions given the submission of an amended redline plan which showed an extended red line plan to incorporate the visibility splay to the south. It however transpires that this land is in the ownership of a third party, which in this instance is the Applicants sister.

The LHA have reviewed the revised plan (attached) and note the visibility splay appears to no longer goes through third party land. However, the visibility splay demonstrated to the south of the access is shown as 2m by 25m, this is based on the Manual For Streets (MfS) guidance. However, MfS introduced the concept of a street and the distinct characteristics and design approach that applied for this type of road. MfS defines a street as “highway that has important public realm functions beyond the movement of traffic” and states that “streets should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in design”. Streets usually provide direct access to the buildings and the spaces that line them.

Therefore, under the council’s definition, a street:

- has a speed limit of 40 mph or less and with 85th percentile speed of traffic generally below 40 mph;
- is mainly built up on both sides with residential or a mix of residential and local facilities, shops and so on;
- has a high place function e.g. direct frontage access, on street parking etc.

The above information can be found within the Leicestershire Highway Design Guide (LHDG) [here](#).

Given the above, it is likely that if re-consulted on these revised proposals it is likely the LHA may seek to refuse the application due to the failure to demonstrate a safe and suitable access as per the National Planning Policy Framework (December 2024) and contrary to LHDG guidance which can be found [here](#).

Kind regards,

Neal Chantrill
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Please consider the environment before printing this email. Thank you

Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter

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