

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: 23/00978/OUT

Highway Reference Number: 2023/0978/04/H/R1

Application Address: Land Off Barton Road Congerstone Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline planning permission for the construction of up to 18 dwellings with associated infrastructure (some matters reserved except for access and layout)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr William Naylor

County Councillor: Bertie Harrison-Rushton

Parish: Shackerstone

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 (LHA) has been re-consulted on outline application 23/00978/OUT, for the erection of up to 18 dwellings with associated infrastructure (some matters reserved except for access and layout). The proposals are on land off Barton Road, Congerstone, Leicestershire.

The LHA notes this is a reduction of two dwellings since the original observations provided to the Local Planning Authority (LPA) on 7 November 2023. The LHA previously requested further information which included but may not be limited to:

- Site access and spine road width to accord with LHDG standards;
- Revised scaled drawing demonstrating visibility splays;
- Independent Stage 1 Road Safety Audit (RSA) and accompanying Designer's Response;
- Provide 1m service margin on spine road throughout the site;

- Clarification re secondary site access into Chapel Lane;
- Demonstrate 2m footway to front of site;
- Demonstrate speed control measures throughout the site;
- Re-assess site layout, plots 1 to 5;
- Address remote parking issues for plots 16;
- Swept path analysis for a refuse vehicle; and
- Parking space dimensions.

Site Access/Off-Site Implications

The Applicant has provided further information, this has been reviewed by the LHA and comments are provided below.

The LHA have reviewed plan 'Access Design', drawing number NE/0312/AD/23 Rev C. The LHA are satisfied that this accords with Figure DG20 of Part 3 of the Leicestershire Highway Design Guide (LHDG) in terms of minimum effective access width for a distance of 5m behind the highway. A copy of the LHDG can be found at <https://resources.leicestershire.gov.uk/lhdg>.

It is also noted that a 2m footway has been demonstrated to the southwest of the access leading into the site, this would also run along the front of the site to a point opposite the footway on the northeast side of the carriageway. At this point the Applicant proposes to provide an uncontrolled pedestrian crossing. Whilst the principle of the proposals is acceptable, any minor amendment required could be done so at the detailed design stage should the application be approved by the LPA.

The LHA stated within their previous observations the following:

'Whilst the LHA also agree with the MfS2 formula as set out in Section 4.3 of the Transport Statement, the LHA find that dry weather visibility splays of 2.4m by 36m (rounded up from 35.69m) should be provided based upon MfS2 calculations to the north of the access, and 2.4m by 37m (rounded up from 36.63m) to the south. As such, the Applicant should provide a revised scaled access drawing that demonstrates the above.'

Plan 'Access Design', drawing number NE/0312/AD/23 Rev C demonstrates the above and is therefore acceptable in these site specific circumstances.

The LHA previously requested an Independent Stage 1 Road Safety Audit (RSA) and accompanying Designer's Response, it does not appear that one has been provided. Given there are engineering works to connect to the site to the public highway this is required. The brief should include all the access drawings including plan 'Vehicle Tracking', drawing number NE/0312/AD/23. The LHA have concerns regarding overrun of the footway at the location of the proposed uncontrolled pedestrian crossing by refuse vehicles exiting the site.

The LHA previously noted there is currently a secondary access into the site, via Chapel Lane. Whilst this does not appear to afford access to the dwellings, the LHA requests the Applicant confirms this access is to be used for maintenance of the Biodiversity Space to the west of the site should the LPA grant the proposals permission.

Internal Layout

The 'Proposed Site Layout', drawing number 22-119-PL02-A Rev B currently demonstrates a length of road which exceeds the appropriate lengths between speed control measures.

Any speed control tables that are incorporated into the design will need to accord with the Section DG4, Table DG8 and Figure DG5e of Part 3 of the LHDG. The Applicant should also ensure that speed control table ramps are kept clear of driveways when implementing speed control measures.

It should also be ensured that appropriate bend widening is included where required. This will need to be in accordance with Table DG6 of Part 3 of the LHDG.

Forward visibility at junctions, bends etc throughout the site must be within the highway in accordance with Table DG1 of Part 3 of the LHDG. The currently proposed layout demonstrates issues with forward visibility on the bends adjacent to plots 14, 15 and 18 along with the internal junction with the forward visibility partially falling outside of the highway. This will need to be reviewed and addressed accordingly and a revised scaled drawing provided.

All junction radii should be designed in accordance with Table DG5 of Part 3 of the LHDG.

The proposed shared surface fronting plots 9 to 12 should be designed with a more conventional road layout (4.8m carriageway and 2m footways, bituminous surfacing). The location of this shared surface isn't suitable for inclusion as a shared surface in its current form, the currently proposed layout should ideally be used for short lengths of road, where cul-de-sacs are formed or where motor vehicles do not dominate the road. None of these scenarios apply to this proposed length of road.

Leicestershire County Council (LCC) do not maintain grass verges in isolation and therefore the LHA would require that the current 2m grass margin is removed and 2m bituminous footways are provided throughout the site.

The Applicant should ensure that any trees to be planted within the highway or the vicinity of the highway is provided with the necessary root protection and likewise any tree that is to remain in within the highway or vicinity of the highway is also provided with the necessary tree root protection. Where trees are to overhang the highway, they must be of a type with a minimum clear stem of 2.2m.

Gradients should conform to the standards set out in Table DG1: General geometry of residential road (internal) of Part 3 of the LHDG.

The LHA are unable to comment on drainage proposals as gully positions have not been demonstrated. All drainage should be in accordance with Section DG12 of Part 3 of the LHDG.

The Applicant should ensure there is adequate off-street car parking in accordance with Paragraph 3.151 of Part 3 of the LHDG. This can be approved at the Reserved Matters (RM) stage.

Car parking space dimensions should accord with Paragraph 3.165 of Part 3 of the LHDG. This can be approved at the RM stage.

Garages should accord with Paragraph 3.200 of Part 3 of the LHDG, this can be approved at the RM stage.

Date Received
7 February 2024

Case Officer
Neal Chantrill

Reviewer
DH

Date issued
28 February 2024