

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: 23/00716/FUL

Highway Reference Number: 2023/0716/04/H

Application Address: Barwell Constitutional Club 20 Chapel Street Barwell Leicestershire LE9 8DD

Application Type: Full

Description of Application: Proposed 4no. residential dwellings with associated vehicular access, parking, amenity space and other works

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr D Richardson

County Councillor: Ross Hills

Parish: Barwell

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) is in receipt of application 23/00716/FUL for the erection of four dwellings in an existing garden area that currently serves Barwell Constitutional Club, 20, Chapel Street Barwell.

Pre-application advice for a proposed development of five dwellings was provided by the LHA on 22 December 2021. Through this, the LHA advised on site access and visibility requirements along with possible off-site implications and required standards for any proposed parking provision.

Site Access

The site is located on Chapel Street, an adopted, unclassified road that is subject to a 30 mph speed limit and currently operates a one-way system in a northerly direction. Running along the frontage of the site are on-street parking bays that do not appear to be currently covered by a

Traffic Regulation Order however some or all of these would be displaced by the proposed development.

Houseplans Direct, drawing No. FP002 shows the provision of a vehicular access measuring 18m in width. Within this access are two direct frontage accesses, each measuring six metres in width to provide access for two vehicles for Plot 1 and Plot 4 along with a six metre wide access to serve Plot 2 and Plot 3.

The afore mentioned drawing demonstrates the provision of vehicular visibility splays of 2.4m x 43m in either direction. Whilst the proposed visibility splays do accord with part 3, table DG4 of the Leicestershire Highway Design Guide (LHDG) the LHA advise that the Applicant is essentially proposing the creation of five different points of access to the highway network. Therefore visibility for each access would need to be demonstrated.

Notwithstanding the above, the LHA would not support such a large continual stretch of dropped kerbs in this location as this would provide an unnecessary risk to pedestrians and result in the loss of all of the on-street parking spaces that front the site.

The LHA request that the proposal is re-designed so that all dwellings are served by a single point of access and observe that the site is of sufficient size for this request to be accommodated.

Figure DG17 of Part 3 of LHDG requires a development serving two to five dwellings to have an access of at least 4.25m in width, with an additional 0.5m of width for any side bounded by a wall or other boundary feature.

The LHA request that an amended access drawing along with the re-demonstration of suitable vehicular visibility splays is submitted. The LHA are of the view that the location is subject to a significant level of pedestrian traffic and therefore pedestrian visibility splays of 2m x 2m should also be demonstrated on either side of the access. Pedestrian visibility splays should be contained entirely within land under the Applicants control with nothing above 0.6m in height interfering with the splays.

Once the access arrangements have been agreed the Applicant would need to apply to the LHA for a Vehicle Access (dropped kerb) permit before undertaking any works. Further details of the requirements can be found at <https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/vehicle-access-dropped-kerbs>.

Any grant of planning permission by the Local Planning Authority does not guarantee that an application for a dropped kerb would be successful.

Off-Site Implications

The Applicant will be required to remove/ amend the existing white lining delineating on-street parking spaces within the vicinity of the site and may be required to relocate the existing road sign fronting the site to an appropriate location which should be highlighted on the site access drawing if necessary. Signage or lining to highlight the one-way system may also be required.

The LHA advise that all of the above will be required to be undertaken at the Applicants expense.

Highway Safety

There has been no recorded personal injury collisions on Chapel Street in the previous five years. Nevertheless, the acceptability of the proposals would be contingent on the proposals themselves being acceptable in highway safety terms. As per the 'Site Access' section above, the LHA does not yet consider that a safe and suitable access has been satisfactorily demonstrated.

Internal Layout

In accordance with part 3, paragraph 3.151 of the LHDG the Applicant proposes the provision of two off-street parking spaces to serve each three bedroom dwelling.

The LHA are satisfied that suitable turning space has been afforded for Plot 2 and Plot 3 however the proposed parking spaces appear slightly sub-standard.

Spaces should measure a minimum of 2.4m wide and 5.5m long with an additional 0.5m strip on either side bound by a wall, hedge, fence etc as per Paragraph 3.188 of the LHDG.

The LHA note that Plot 2 and Plot 3 are located beyond the 25m maximum carry distance for refuse as stipulated in part 3, paragraph 3.196 of the LHDG. Therefore, a communal refuse collection point should be added to the proposal which should be located within the site and not interfere with any visibility splays.

Given the LHA advice in the 'Site Access' section the LHA request that a revised parking proposal is submitted.

Date Received
2 August 2023

Case Officer
Simon Herbert

Reviewer
BD

Date issued
23 August 2023