

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: 24/00091/FUL

Highway Reference Number: 2024/0091/04/H/R1

Application Address: The Oaks Main Street Botcheston Leicester Leicestershire LE9 9FF

Application Type: Full

Description of Application:

Re-consultation. Erection of a single storey detached garage, single storey stables and change of use of land for the keeping of horses (Sui Generis)

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr Robert Beaumont

County Councillor: Cllr Peter Bedford

Parish: Desford

Road Classification: Class C

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 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) are in receipt of a full application for the erection of a single storey detached garage, single storey stables and change of use of land for the keeping of horses.

The LHA acknowledges the recent planning history at the site, which is noted below:

- *Proposed single storey rear extension and retention of existing timber shelter 23/00530/HOU | Status: Planning Permission*

- *Conversion and alteration to existing garage and store into a separate dwelling and associated parking*
23/00843/FUL | Status: Planning Permission

Site Access

The site is currently served by an existing access, which leads onto Main Street, a classified C road that is subject to a 30 mph speed limit.

Figure DG17 of Part 3 of the Leicestershire Highways Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>) states that for an access serving a single dwelling – the access should be a minimum of 2.75m wide for a minimum distance of 5m behind the highway boundary. The width of the access is in accordance with DG17.

The LHA queried whether a horsebox would be able to use the access and asked the LPA to query the applicant for further information on the proposed horsebox specification. The standard horsebox specification the applicant provided measures 3.6m x 2.1m. The applicant also noted that a caravan measuring 5.93m x 2.8m currently utilises the access without issue. On this basis, the LHA believe the existing site access arrangements are sufficient to serve the proposed development.

Providing that the stables will be for the private use of the applicant, the LHA advises it would have no objection to the use of the existing access. It would not be possible for the LHA to demonstrate the proposal could lead to an intensification in use.

Highway Safety

There has been no recorded Personal Injury Collisions on Main Street in the previous five years. Therefore, the LHA has no pre-existing safety concerns at this location.

Internal Layout

The applicant indicates in 5.26 of the J J M Planning Statement that the dwelling has four or more bedrooms. The Applicant has advised a proposed parking provision of three parking spaces, which includes a garage to serve the development. The proposed parking provision accords with Part 3, Paragraph 3.151 of the LHDG.

The LHA advise that as to accord with Part 3 Paragraph 3.165 of the LHDG the parking spaces should have minimum dimensions of 2.4 metres x 5.5 metres, with 0.5 metres added if bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side, and one metre added if bounded on both sides.

If the applicant wishes to use the stables for commercial use, the LPA are requested to re-consult the LHA as further consideration of the access arrangements would be required.

Conditions

1. The development hereby permitted shall not be first used until such time as the parking (and turning facilities) have been implemented in accordance with R3 Design Developments Ltd drawing number 22.302.13. 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 (2023).

2. The proposed stables shall be used only in connection with the Applicant's own livestock and no livery/riding school nor other business nor commercial use is permitted.

REASON: Although the level of traffic likely to be generated by stables is acceptable in highway safety terms, more traffic-intensive livery within the site would be inappropriate due to the limitations of the vehicular access, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2023)

Date Received
13 March 2024

Case Officer
Oliver Rivera

Reviewer
DH

Date issued
22 March 2024