Lisa Clarke

From:	Simon J Hill [Simon.Hill@leics.gov.uk]
Posted At:	21 July 2010 17:10
Conversation:	10/00354/FUL 26 Little Shaw Lane Markfield Leicestershire LE67 9PP DEMOLITION OF OUTBUILDING AND ERECTION OF ANNEXE
Posted To:	Planning Application Comments
Subject:	10/00354/FUL 26 Little Shaw Lane Markfield Leicestershire LE67 9PP DEMOLITION OF OUTBUILDING AND ERECTION OF ANNEXE

Sarah,

I refer to 10/00354/FUL 26 Little Shaw Lane Markfield Leicestershire LE67 9PP DEMOLITION OF OUTBUILDING AND ERECTION OF ANNEXE. The Highway Authority formal consultation response is as follows:

Note(s) to Planning Officer
The site cannot be considered to be in a good transport choice location and as such will rely heavily upon the use of the car. This is contrary to advice set out in DOE PPG 13 in terms of sustainability.

Taking into consideration information provided by Sarah Fryer, Planning Officer, given the "case history, it is considered that the proposal subject of this application does not demonstrate an adequate degree of dependency on the man dwelling for it to be considered ancillary and any condition imposed linking the proposal to the dwelling would not be enforceable. It is therefore considered that the application constitutes a new dwelling in the open countryside." Therefore, this is the correct basis upon which to consider the traffic impact of the proposal.

On the basis of available records, Little Shaw Lane has a significant accident record.

On the basis of the Leicestershire County Council Access to the road network policy, set out in Section IN5 of 'Highways, transportation and development' the Highway Authority will normally apply restrictions on the increased use of existing accesses on to A- and B-class roads with a speed limit above 40 mph (that is 50mph, 60mph or 70mph) or where measured vehicle speeds are in excess of 40 mph. It is likely that the proposal would lead to a significant increase in use of the access. A511 Little Shaw Lane to the east of the site is an unrestricted (70 mph) Class I road.

On the basis of a site visit, the available width at the access to serve the proposal is 3.15 metres. It would appear that the access will continue to be used to serve the field to the east of the blue boundary of the land under the control of the Applicant and possibly a larger extent of land that forms part of the agricultural field system. The Highway Authority has concerns that the access does not have sufficient width for a shared private drive to cater for the anticipated traffic. Following a visit to site, there is no existing boundary

separating the land within the blue boundary from the remainder of the field.

Reason(s) for Refusal

The proposal, if permitted, would lead to a significant increase in turning traffic using an existing access onto a busy Class I (A511) road where the turning manoeuvres would be an additional source of danger to road users which would not be in the interests of highway safety.

The proposal, if permitted, would lead to an intensification in use of an access that is substandard in width and geometry and would be likely to lead to vehicles waiting within the highway in order to enter the site, which would be an additional source of danger for road users, would be detrimental to the free flow of traffic and not in the interests of highway safety.

Regards,

Simon

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