

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: 23/00220/FUL

Highway Reference Number: 2023/0220/04/H

Application Address: Garland Gables Garland Lane Barlestone Leicester Leicestershire CV13 0JD

Application Type: Full

Description of Application:

Change of use of existing storage barn to an annex and home office.

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood

Applicant: Mr Kevin Walters

County Councillor: Ross Hills

Parish: Barlestone

Road Classification: Class B

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 111 of the National Planning Policy Framework (2021), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority have been consulted on a planning application for the 'change of use of existing storage barn to an annex and home office' at Garland Gables, Garland Lane, Barlestone, CV13 0JD.

Site Access

No new access is proposed to the site on Garland Lane, Barlestone which is a classified B-road subject to the national speed limit with no weight restrictions.

Ordinarily, any new or intensified access would be subject to policy IN5 contained within Part 1 of the Leicestershire Highway Design Guide (LHDG) available at <https://resources.leicestershire.gov.uk/lhdg>.

Given the proposed site has an ancillary use it is not considered that the access would be intensified. A condition is therefore provided below to secure the ancillary use.

Highway Safety

There has been one Personal Injury Collision (PIC) recorded within 500m of the site within the most recent five-year period. The PIC was considered 'serious' in severity and took place at the junction of Garland Lane and Heath Road.

While regrettable, a single PIC in five years can be considered to be an isolated incident in this instance and therefore the LHA considers that the development would not result in the likelihood of further such incidents occurring.

Internal Layout

Internally, the LHA would require two parking spaces for a dwelling with up to three bedrooms and three spaces for a dwelling with four or more.

Parking spaces should measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip where bound by a wall/ hedge/ fence etc. For a garage to count as a parking space, internal dimensions should measure 3.0 x 6.0 metres for a single garage or 6.0 x 6.0 metres for a double, in accordance with Part 3 of the LHDG.

The LHA note that 3 spaces have been demonstrated on 'Proposed Site Plan' drawing number 'WA 583 (04) 01'. The LHA are also aware of a garage on site that may be used for parking.

An ancillary use would not necessitate an increase in parking provision in this instance.

The LHA are satisfied that sufficient parking and turning has been provided in general accordance with the LHDG.

Public Rights of Way (PROW)

Public Footpath (S41) runs within the boundary of the proposed development. The LHA note that the proposed development will not significantly affect the use and enjoyment of the footpath.

Conditions

1. The proposed development shall remain ancillary to the existing use of the site and shall not be occupied or operated separately from the remainder of the premises.

REASON: In the interests of general highways safety and in accordance with the National Planning Policy Framework (2021) as a more traffic-intensive development at this site would be inappropriate due to the limitations of the vehicular access and/or the local road network.

Informatives

- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
11 April 2023

Case Officer
Irfan Patel

Reviewer
BD

Date issued
21 April 2023