

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: 23/00297/FUL

Highway Reference Number: 2023/0297/04/H

Application Address: 151 Wykin Road Hinckley Leicestershire LE10 0HX

Application Type: Full

Description of Application: Change of use to C3 (residential) and erection of a two storey building containing two flats

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mrs Andrea Haralambous

County Councillor: Cllr David Bill MBE

Parish: Hollycroft

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) are in receipt of application 23/00297/FUL for the erection of a two storey building containing two flats at 151, Wykin Road, Hinckley.

The LHA note that part of the public footway on Wykin Road is contained within the redline boundary of this application. The LHA request that the redline boundary is amended so that it contains only land within the Applicant's control.

The proposed development is located on a vacant plot of land. The LHA understand that the land has been vacant for at least the previous ten years and that the land may have previously been used for the sale of hot food and as a base for a taxi company.

Site Access

The site is located on the junction of Wykin Road and Henry Street both of which are adopted, unclassified roads subject to a 30 mph speed limit.

There is an existing pedestrian dropped kerb on Wykin Road which facilitates access to the bus stop on the opposite side of Wykin Road and a further pedestrian dropped kerb that assists pedestrians in crossing over from one side of Henry Street to the other.

The two afore mentioned pedestrian dropped kerbs are close to each other and the LHA suspect that vehicles have been crossing over the footway at this point which has caused the kerbline between the two crossing points to sink. The LHA welcome that the proposed development will mean that vehicles can no longer cross the footway at this point.

There is an area of existing internal hard standing on Henry Street. It is feasible that there was once a point of vehicular access at this location however there is currently no existing dropped kerb provision and therefore any previous access has been permanently closed.

It is at the location above (approximately 20 metres from the junction of Wykin Road) that the Applicant proposes to create a new access onto Henry Street. The proposed width of the access is not clear from Sturch drawing No. 03-2246_00 Rev.B.

Given that a new access to the public highway is proposed, the Applicant should provide a scaled access drawing that demonstrates that the access has been designed in accordance with Part 3 of the Leicestershire Highway Design Guide (LHDG).

As to accord with Part 3, Figure DG17 of the LHDG an access serving two dwellings should be a minimum of 4.25 metres wide for at least the first five metres from the public highway. If the access is bounded by a wall, fence, hedge, line of trees or other obstruction on one side then 0.5 metres should be added to the access width and one metre should be added to the access width should the access be bounded on both sides.

The demonstration of vehicular visibility splays in accordance with Part 3, Table DG4 of the LHDG will also be required. For a road subject to a 30 mph speed limit the LHA expect to see vehicular visibility splays on either side of the access of 43 metres from a setback distance of 2.4 metres from the carriageway.

The LHA acknowledge that there is a road junction to the north of the proposed access and that it is unlikely that vehicles travelling from Wykin Road will do so at the maximum permitted speed of 30 mph. The LHA request that the Applicant demonstrates the maximum available splay to the north so that the suitability of the access can be assessed.

Due to the location of the site, pedestrian visibility splays of two metres by two metres should be provided on either side of the access.

The LHA welcome that drawing No. 03-2246_00 Rev.B shows that the access/ parking area will be surfaced in a hardbound material.

The LHDG can be accessed via <https://resources.leicestershire.gov.uk/lhdg>.

Highway Safety

There have been no recorded Personal Injury Collisions in the previous five years on Henry Street or within the vicinity of the junction of Henry Street and Wykin Road.

Internal Layout

The Applicant proposes the provision of one off-road parking space for each two bedroom dwelling which the LHA confirm is in accordance with Part 3, Paragraph 3.151 of the LHDG.

The LHA request that the access drawing requested above is accompanied by a scaled parking plan that demonstrates that the parking spaces have been designed in accordance with Part 3, Paragraph 3.165 of the LHDG. This states that spaces should measure a minimum of 2.4 metres x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall/ hedge/ fence etc.

Given that the access will serve two dwellings it should also be demonstrated that vehicles will have the ability to turn internally so that the highway is approached in a forward gear.

Transport Sustainability

In order to promote the use of sustainable transport methods the LHA request that the Applicant considers the provision of secure and undercover cycle parking facilities.

Date Received
16 May 2023

Case Officer
Simon Herbert

Reviewer
BD

Date issued
6 June 2023