

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: 23/00518/FUL

Highway Reference Number: 2023/0518/04/H/R1

Application Address: 102 Main Street Nailstone Nuneaton Leicestershire CV13 0QB

Application Type: Full

Description of Application:

Re-consultation. Barn conversion to form new dwelling, erection of new dwelling, extension of existing dwelling to provide an annex, replacement roof and associated works.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Beeston

County Councillor: Bertie Harrison-Rushton

Parish: Nailstone

Road Classification: Class A

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 (2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been reconsulted on an application for a barn conversion to form new dwelling, erection of new dwelling, extension of existing dwelling to provide an annex, replacement roof and associated works at 102 Main Street, Nailstone, Nuneaton. The LHA stated in observations dated 29th June 2023 that it required further information as to whether the field access is to be maintained. If the field access was to be maintained then the LHA requested clarity as to what vehicles would use the access, along with a drawing demonstrating swept path analysis of the largest vehicle expected to enter and egress the site in all directions.

The LHA also had concerns with the proposed access arrangements given the sharp bend immediately behind the highway boundary. It therefore requested that as part of the swept path

analysis that the vehicle does not cross the centre line of the carriageway when entering/egressing the site and that two vehicles could pass side by side at the access.

Site Access

For the residential development, the Applicant proposes to utilise the vehicular access off Main Street which is a C classified road subject to a 30mph speed limit. The submitted Application Form indicates that no alterations are proposed to the existing access arrangements. As advised previously, the LHA has no objections to the use of this access by the proposed residential development.

The Applicant has also confirmed that they propose to maintain the existing field access off Ibstock Road (A447) as demonstrated in HSSP's Proposed Block Plan & Roof Plan (drawing no. 87480305, revision P1). The Applicant has successfully demonstrated a swept path analysis of the largest vehicle expected to enter and egress the site approaching the site from the north and south.

The LHA previously requested the Applicant to demonstrate that two vehicles can pass side by side at the access, which has not been demonstrated in the submitted drawings. This was of concern to the LHA, as it could lead to two vehicles meeting at the sharp bend and one vehicle having to reverse either in to the A447, or a considerable distance back up the access track. However, the Applicant has informed the LPA that the paddock is accessed infrequently for grass cutting twice a year and hedge trimming once a year. Therefore, the LHA accepts it is unlikely that two vehicles would meet at the access and could not demonstrate a severe impact on the highway network under the site specific circumstances. Furthermore, the existing access to the proposed residential development off Main Street also provides an existing access to the paddock, which could be utilised by smaller vehicles.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on HSSP's Proposed Block Plan & Roof Plan, drawing no. 87480305, revision P1 have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2023).

2. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with HSSP's Proposed Block Plan & Roof Plan, drawing no. 87480305, revision P1. 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).

3. The development hereby permitted shall not be occupied until such time as the access drive on to Ibstock Road (A447) has been surfaced with tarmacadam, or similar hard bound material

(not loose aggregate) for a distance of at least 10 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2023)

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 10 metres of the highway boundary on Ibstock Road (A447), nor shall any be erected within a distance of 10 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2023).

Date Received
22 August 2023

Case Officer
Harry McNicholas

Reviewer
BD

Date issued
8 September 2023