

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: 24/01016/P3CQ

Highway Reference Number: 2024/1016/04/H/R1

Application Address: 45 Bagworth Road Newbold Heath Newbold Verdon Leicester Leicestershire LE9 9NB

Application Type: Full

Description of Application: Re-consultation. Conversion of existing barn to 2 residential units

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr & Mrs Simon Kirby

County Councillor: Ross Hills

Parish: Newbold Verdon

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 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 has been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the conversion of an existing barn to two residential units.

The LHA previously advised within its observations dated 3rd December 2024 that further information was required from the applicant in support of the application, notably:

- Further information in respect of trip generation;
- Demonstration of appropriate vehicular visibility splays in line with recorded vehicle speeds;
- Improvements to the site access in accordance with LHDG guidance;
- Clarity in respect of parking and turning for the menage; and
- Potentially inclusion of the parking and turning areas within the red line boundary, as well as the site access.

The Applicant has subsequently submitted the following documents in support of the proposals, notably:

- Benchmark Design Build Ltd drawing number SK-PL-001.1 (Location Plan, Aerial Photo and Existing & Proposed Block Plans;
- Benchmark Design Build Ltd drawing number SK-PL-001.2 (Proposed Landscaping & Drainage Plan and Site Access Plan);
- Benchmark Design Build Ltd drawing number SK-PL-001.3 (proposed site access/ egress visibility plan); and
- Covering e-mail to amended plans dated 20th December 2024.

Site Access

Benchmark Design Build Ltd drawing number SK-PL-001.2 provides details of the site access arrangements. This details a 7.25m wide access, with the Applicant confirming in the covering e-mail that the access would be widened.

In addition, the Applicant has confirmed that the access would be hard bound for a minimum of 5.0m behind the highway boundary and the gates would be set back a minimum of 5.0m, with the current gates bordering the highway boundary being removed.

The above is welcomed by the LHA.

The LHA advise that Benchmark Design Build Ltd drawing number SK-PL-001.3 shows visibility to the south of the site to the opposite side of the carriageway. Visibility splays should be shown in accordance with Figure 7 of the Leicestershire Highway Design Guide, available at <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays#assessingvisibility>. It should be noted that in the event the proposals would result in an increase in traffic, the scale of the submitted drawing lacks sufficient detail to determine if visibility to the south would be crossing third party land.

Whilst it is noted the Applicant suggests a new Vehicle Activated Sign may be installed for northbound traffic because of third-party funding, such measures are not currently in place and there is no evidence available (such as a speed survey) to demonstrate vehicle speeds as a result of any new measures. As such, the LHA consider the application would need to be considered on the basis of the existing situation.

Highway Safety

The LHA previously advised there had been one serious PIC within 500m of the site access at the junction of Bagworth Road with Merrylees Road.

Trip Generation

The LHA acknowledges the trip generation analysis contained within the covering e-mail. This does however seem to cover the site as a whole, including the stables within the blue line boundary. Whilst the LHA understand from the covering e-mail that the use of the overall site may be less intensive than it once was, hence, the proposals for the barn conversion, the use of the stables/ menage could become more intensive again in time, to which there would be no restrictions in perpetuity in respect of the level of use. The LHA therefore request clarity specifically in respect of the trips that could be made by the barn and how these would differ as a result of the proposed two dwellings. Following clarification, the LHA will give further consideration to the proposals.

Internal Layout

Parking and turning for the site are now shown within the Applicant's red line boundary. The LHA accept there would be sufficient parking and turning facilities for the proposed dwellings. Clarity is still sought that there would be sufficient parking and turning space for the manage/ stables within the remaining area.

Transport Sustainability

The LHA previously advised it is satisfied for the LPA to consider transport sustainability alongside its own sustainability considerations for the site.

Date Received **Case Officer**
23 December 2024 **Ben Dutton**

Reviewer
DH

Date issued
10 January 2025