

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: 24/00275/OUT

Highway Reference Number: 2024/0275/04/H

Application Address: 21 Greenmoor Road Burbage Hinckley Leicestershire LE10 2LS

Application Type: Outline (with access)

Description of Application: Outline application for the erection of a single dwelling with some matter reserved. Access and Layout to be considered.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Tracey Cleall

County Councillor: Cllr Amanda Wright

Parish: Burbage

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 115 of the National Planning Policy Framework (December 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 consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), which seeks:

'Outline application for the erection of a single dwelling with some matter reserved. Access and Layout to be considered.'

The proposals are at 21 Greenmoor Road, Burbage, Leicestershire, LE10 2LS.

This is an outline application, access and layout are to be considered.

Site Access

Whilst the application site is at 21 Greenmoor Road, the proposed dwelling is to the rear of the host dwelling and would be accessed via Rugby Road. Rugby Road is a classified B road, subject to a 30mph speed limit.

The LHA have reviewed the plan 'Scheme 1', drawing number 01 and make the comments.

The Applicant is proposing a 4.25m wide access where it meets the highway. Figure DG17 of Part 3 of the Leicestershire Highway Design Guide (LHDG) states an access for a single dwelling should be a minimum of 2.75m wide, whilst the LHA would consider this to be over engineered, the LHA would not seek an amendments in these site specific circumstances.

A copy of the LHDG can be found at <https://resources.leicestershire.gov.uk/lhdg>

The Applicant has indicated on plan 'Scheme 1', drawing number 01 vehicular visibility splays of 2.4m by 43m in both directions from the site. The LHA are satisfied this accords with Table DG4 of Part 3 of the LHDG.

The Applicant has indicated on 'Scheme 1', drawing number 01 pedestrian visibility splays of 1.5m either side of the access. However, given the sites proximity to Sketchley Hill Primary School to the southeast, and numerous recreation grounds, 2m pedestrian visibility splays either side of the access should be provided. The LHA are satisfied these can be provided within the site, as such these can be secured via condition.

The LHA would also advise that aside from the requirement for planning permission, the creation of a vehicular access and works within the public highway requires the separate approval from the LHA prior to undertaking works in the highway. Further information can be found using the Leicestershire County Council Vehicle Access (Dropped Kerbs) Information Pack, available at:

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/6/21/VA1-Information-Pack-June-19.pdf>).

Highway Safety

There have been five Personal Injury Collisions (PICs) recorded within 500m of either side of the access within the last 5 years, all of the PIC's were classed as slight in severity. Four of the PIC's were at the cross roads of Rugby Road / Brookside / Dudley Road, no information has been received from the Police in relation to the fifth PIC.

The LHA have reviewed the PIC data and can-not find any trends or patterns. As such, the LHA are satisfied the proposals are unlikely to introduce any new highway safety issues within the vicinity.

Internal Layout

The Applicant has indicated within the 'Application Form', the proposals are for a three bedroom dwelling. The LHA have reviewed plan 'Scheme 1', drawing number 01 and finds the layout accords with Paragraph 3.151 (quantum of off-street car parking), 3.165 (car parking space dimensions) and Figure DG13 (on-site turning) of Part 3 of the LHDG.

Whilst the Applicant has not demonstrated any gates at the site access, given the access is onto the B4109 which is a highly trafficked road and part of the resilient network, no gates should be provided at the site access unless they are located 5m behind the highway boundary to ensure vehicles can pull clear of the highway in the interest of highway safety. This can be secured via condition.

The access should be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate) for a distance of at least 5m behind the highway boundary. This can be secured via condition.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements and vehicular visibility splays of 2.4 metres by 43 metres have been provided at the site access shown on Scheme 1, drawing number 01 have been implemented in full. Once provided these shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway within the splays.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, and to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety and in accordance with the National Planning Policy Framework (December 2023).

2. No part of the development hereby permitted shall be occupied until such time as 2.0 metre by 2.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

REASON: In the interests of pedestrian safety and in accordance with the National Planning Policy Framework (December 2023).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Scheme 1, drawing number 01. Thereafter the onsite parking and turning provision shall be kept available for such use(s) 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 (December 2023).

4. The development hereby permitted shall not be occupied until such time as the access drive has been surfaced with tarmacadam, or similar hard bound material not loose aggregate for a distance of at least 5 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 (December 2023).

5. 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 5 metres of the highway boundary and be inward opening only.

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 (December 2023).

6. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (December 2023).

Informative

- Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.

Date Received
2 April 2024

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
17 April 2024