

Design, Access & Planning Statement

Amended vehicle access associated with 10
Station Road, Elmesthorpe, Leicester
LE9 7SG.

September 2022

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Introduction

This statement is submitted in support of the amended vehicle access associated with 10 Station Road, Elmesthorpe, Leicester, LE9 7SG.

This Statement has been prepared in accordance with the requirements of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) and the provisions of the Town and Country Planning (General Development Procedure) (Amendment) Order 2010 and Town and Country Planning (Development Management Procedure) (Amendment) Order 2015.

In accordance with the National Planning Policy Guidance (NPPG), the level of detail presented in this statement is proportionate to the scale and complexity of the application. References were made to the relevant planning policies. These are predominantly the adopted and saved Local Plan policies as they take primacy in the determination of such an application where they are NPPF & NPPG compliant.

Policy Considerations

National:

NPPF & NPPG

Local Plan Policy

DM 8: Local Parking and Highway Design Standards.

Other material planning considerations

The NPPF identifies three dimensions to sustainable development giving rise for the planning system to perform the roles below:

***“an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*

***a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and*

***an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”*

Furthermore LP policy should follow the approach of the presumption in favour of sustainable development where such development should be approved without delay. On this basis the Government is committed to ensuring the planning system supports all sustainable development and that the system should not act as an impediment to minor application that will secure a positive highway gain.

Local List Requirements

Due to the scale and nature of the proposal, the level of detail submitted with the application is considered proportionate. Schedule 4 of the DMPO details the statutory consultations required *before the grant of permission*. If during the determination period the statutory consultees request additional information and this is not provided by the applicant, the LPA could refuse the application for this reason. On this basis this section forms a notice under Article 12(1) (DMPO Amended July 2015) as the applicant considers the submitted information meets the requirements set out in article 34(6)(c) and any other information contained in the adopted Local List should be waived allowing the immediate validation of the application.

Principle of development

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 instructs that planning applications must be determined in accordance with the provisions of adopted LP policy unless material considerations indicate otherwise.

Access & Use

Paragraph 111 of the Framework that states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

The purpose of the application is to revise the position of the existing access to ensure it complies with the current “The Leicestershire Highway Design Guide” (LHDG).

Typically the LHA advise that the revised access will need to be a minimum of six metres wide with a gradient of no more than 1:12 and surfaced in a hard bound material with an appropriate surface water drainage solution. The access should also be hard bound for a minimum of 5 metres behind the highway boundary and accordingly this can be conditioned by the LHA.

The modest amount of development proposed by repositioning the existing access and percentage impacts of any traffic are considered minimal meaning the impact of the development will have effectively ‘nil detriment’ and will not therefore adversely affect the current road network capacity but will represent a clear highway gain over the current access arrangements.

Conclusion

The revised access arrangements would not result in any detrimental impacts on the character and appearance of the existing street scene and there would be a highway gain in terms of road safety and visibility splays. On this basis the application is recommended for officer support and subsequent approval in accordance with the provisions of the Framework as the proposal is appropriate in terms of both design and use.