

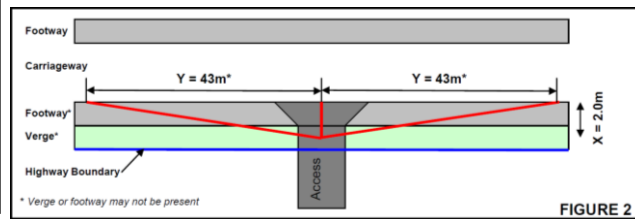
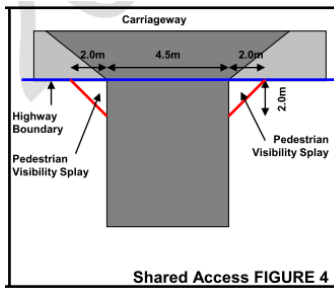
## Town and Country Planning Act 1990 (As Amended) Local Highway Authority (LHA) Response

<b>Application Reference</b>	NC/23/00450/DPA
<b>LHA Reference</b>	
<b>Proposal</b>	New detached 4 bedroom family dwelling house.
<b>Location</b>	57 Kirby Road Gretton North Northamptonshire NN17 3DB
<b>Case Officer</b>	Fernando Barber-Martinez
<b>Date Sent</b>	30/11/2023

In respect of the above planning application, the local highway authority (LHA) has the following observations, comments and recommendations: -

### **Observations:**

1. The dwelling would appear to be accessed via a shared private drive off Kirby Road. As such, the LHA require confirmation as to the number of dwellings currently served off the shared private drive. In line with adopted policy, the maximum number of dwellings permissible to be served off a shared private drive is 5 (this is defined by the access to the car parking for a maximum of 5 dwellings).
2. A shared private drive must maintain a minimum width of 4.5m for the first 10m from the highway boundary. Across this distance, the drive must also be of a hard bound surface and have a gradient not in excess of 1 in 15. This must be detailed on an accurate and scaled plan.
3. A means of drainage across the back of the highway boundary (linear drain), across the proposed site access draining to soakaways contained within the applicant's own land is required. It is unlawful for surface water to drain from private property onto the public highway. This must be detailed on an accurate and scaled plan.
4. Pedestrian visibility splays of at least 2.0m x 2.0m are required on each side of the vehicular access. These measurements are taken from and along the highway boundary. The splays shall thereafter be permanently retained and kept free of all obstacles to visibility over 0.6m in height above access / footway level. The land should be contained entirely within land in the control of the developer. These must be detailed on an accurate and scaled plan.
5. Vehicular visibility splays of 2.0m from the carriageway edge along the centre of the vehicular access by a distance of 43m measured from the centre of the vehicular access along the carriageway edge. The splays shall thereafter be permanently retained and kept free of all obstacles to visibility over 0.9m in height above carriageway level. These must be detailed on an accurate and scaled plan.
6. The LPA must satisfy itself as regards refuse collection. It is strongly advised that the views of the emergency services, particularly fire services, is sought with respect to their accessibility to the existing development further along the private drive as a width of 3.6m is below the minimum 3.7m width they require.
7. Car parking spaces should be 3m wide by 5m long (widened to 3.3m where adjacent to a solid side boundary). They must be clearly detailed on an accurate and scaled plan also bearing in mind a minimum of 6m clear space is required to their rear for safe egress.
8. Whilst a garage can count as the third parking space for 4+ bed dwellings, they must have minimum internal dimensions of 3.3m wide and 6m long clear of piers/openings.
9. The application form states 4 cycle parking spaces are provided yet none are detailed. They cannot be in the garage as this appears to be proposed as the third car parking space required for a dwelling of this size. If cycle storage is to be in the garage, then the third car parking space must be external.
10. The LPA should seek provision of EV charging facilities.



The application site is not affected by a Public Right of Way

Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and / or a Public Right of Way

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