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Highways Development
Management
Economy Environment and
Infrastructure
Shire Hall
Westgate Street
Gloucester
GL1 2TG

16 August 2023
Your ref: P1021/23/FUL
Ask for: Richard Jefferies

Dear Matthew Green

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Change of use of land and siting of 1 no short-term holiday cabin
LOCATION: Land Parcel At E372834 N230375 Ketford Gloucestershire GL18
2BL
APPLICANT: Mrs R Preece

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015 has **no objection subject to conditions**.

Application for Planning Permission Town and Country Planning Act 1990 (as amended).

I have reviewed the submitted supporting Transport Briefing Note which has been prepared by Entran Ltd to support a planning application for a single unit, short term holiday let with upgraded access off Chapel Pitch including parking.

I have no in principle objection regarding the proposed development. I also consider in my professional opinion that there would not be a material increase regarding impact to the highway network in terms of vehicle movements.

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The proposed vehicular trip generation for the proposed holiday let would be approximately 2 to 4 trips per day. (*This is based on a TRICS assessment*).

Therefore, despite the residual cumulative impact of an additional 2 to 4 trips upon a classified highway (Chapel Pitch) which is considered to be lightly trafficked and confirmed by traffic survey data, would not be considered severe. Furthermore, I have reviewed GCC's latest personal injury collision data and can confirm that no recorded incidents have been reported in the last 5 full year period, therefore there is no evidence to suggest that this section of highway is not operating in a safe manner. It is considered that a safe and suitable access can be provided as shown on submitted drawing number 001. The proposed holiday cabin is not going to cause a detriment to highway safety or significantly increase the risks to other motorists.

Lastly, two on-site parking spaces with suitable manoeuvring space to allow forward gear egress has been proposed for the proposed holiday cabin, therefore no displaced parking shall occur on to the highway.

Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

Conditions

1. The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of no.2 bicycles have been made available in accordance with details to be submitted to and approved in writing by the LPA.

Reason: To give priority to cycle movements by ensuring that adequate cycle parking is provided, to promote cycle use and to ensure that the appropriate opportunities for sustainable transport modes have been taken up in accordance with paragraph 110 of the National Planning Policy Framework.

2. The development hereby permitted shall not be occupied until the parking facilities have been provided in accordance with the submitted plan drawing number 001 and those facilities shall be maintained available for those purposes thereafter.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraphs 110 and 112 of the National Planning Policy Framework.

3. The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer

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carriageway edge of the public road 53m left and 59m right (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.6m and 2.0m at the Y point above the adjacent carriageway level.

Reason: To avoid an unacceptable impact on highway safety by ensuring that adequate visibility is provided and maintained to ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 110 and 112 of the National Planning Policy Framework.

4. Prior to the occupation of the development hereby permitted the vehicular access shall be laid out and constructed in accordance with the submitted plan drawing no. 001 but with the area of access road within at least 5.0m of the carriageway edge of the public road surfaced in bound material, and shall be maintained and drained thereafter.

Reason: To reduce potential highway impact by ensuring that there is a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians in accordance with paragraph 110 and 112 of the National Planning Policy Framework.

Yours Sincerely,

Richard Jefferies

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