

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: 25/00905/P3CMA

Highway Reference Number: 2025/0905/04/H

Application Address: J Dawes and Son 16 King Street Barwell Leicester Leicestershire LE9 8GQ

Application Type: Change of Use

Description of Application: Notification to determine if prior approval is required for change of use of a commercial building to 5 self-contained residential flats

GENERAL DETAILS

Planning Case Officer: Jack Playle

Applicant: Mr Dennis Dziko, Volta Designs

County Councillor: Mallory ED - Mark Bools CC

Parish: Barwell

Road Classification: Adopted Unclassified

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 116 of the National Planning Policy Framework (2024), 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), on a planning application which seeks:

'Notification to determine if prior approval is required for change of use of a commercial building to 5 self-contained residential flats.'

The proposals are at J Dawes and Son, 16 King Street, Barwell, Leicestershire LE9 8GQ.

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide ([LHDG](#)) within this report. These are identified in bold, underlined and in blue text.

The LHA have reviewed the following documents as part of these observations:

- Application Form;
- Site Location Plan;

- Parking Survey dated 2025; and
- Existing / Proposed Floor Plans, drawing number VD24732.

Site Access

The site is situated on the eastern extent of King Street between Shilton Road and George Street. There is a gated access already in situ leading to a small courtyard. The Applicants are not proposing any access amendments, the LHA finds this acceptable in these site-specific circumstances given it is an existing situation.

Highway Safety / Trip Generation

The LHA have reviewed their Personal Injury Collision (PIC) database recorded within the last five-year period within 500m of the site access in all directions. This review has found seven PICs within this area, six were classed as slight and one serious. Whilst one of these PICs involved a turning manoeuvre, none of the PICs were along Kings Street.

The LHA also notes the extant use of the site was as a plumbing engineering company with a show room. Given this, it is likely that the proposed use of the site would lead to a reduction in trips to and from the site. The rationale for this is that vans associated with the site would likely come and go throughout the day, as would deliveries to the site and customers visiting the showroom.

The LHA are therefore of the opinion that there are no existing highway safety issues that would likely be exacerbated by the proposals.

Internal Layout

The Applicant is proposing five x dwellings which are a mixture of one-bedroom apartments and bedsits.

It has been indicated within the 'Application Form' that the Applicant intends to utilise the existing car parking space for residents within of the site. Having reviewed the drawing titled 'Existing / Proposed Floor Plans', drawing number VD24732 the LHA are satisfied there is adequate space within the site for one off-street parking space that would accord with [Figure 44](#) of the LHDG in terms of dimensions.

The Applicant is proposing one off-street parking space for the scheme which is contrary to LHDG standards. However, as previously stated the LHA notes the sites extant use as a plumbing engineering company with a showroom. Whilst it is noted the proposals of five dwellings would normally require five off-street parking spaces when compared to the LHDG, the LHA have also taken the following into consideration:

- The town centre location with all the amenities it has to offer;
- There are several bus stops within 190m of the site which provide services to nearby settlements and the city of Leicester;
- On street parking already in evidence;
- No reported parking concerns; and
- Nearby free car park on Stanley Street should there be visitors to the site.

Given the above, the site is considered to be in a highly sustainable location in terms of travel. The LHA also note there are several Traffic Regulation Orders (TROs) in a around the area in the form of double yellow lines. These are considered to deter inconsiderate parking on junctions within the vicinity of the site.

Whilst the Applicant has not indicated how or if the space would be allocated, the LHA believes a method with an unallocated space based on a first come first served basis may lead to inconsiderate parking. As such it is recommended the Applicant allocates the off-street parking space to a certain individual dwelling. Whilst this does mean some dwellings will not be afforded allocated car parking, buyer/renters would be aware of the situation at the point of sale / rental.

Whilst the Applicant has demonstrated on the drawing titled 'Existing / Proposed Floor Plans', drawing number VD24732 cycle parking for six cycles, this should be of a Sheffield type, which is secured and undercover. This can be secured by condition.

For the reasons set out above, the LHA would not seek to resist the proposals subject to conditions

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking has been implemented in accordance with Existing / Proposed Floor Plans, drawing number VD24732. Thereafter the onsite parking provision shall be kept available for such use 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, in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

2. The development hereby permitted shall not be occupied until such time as secure and under cover cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such use in perpetuity

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2024).

3. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, vehicle parking facilities for site workers and visitors, loading and unloading of materials, materials storage and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

Date Received
3 October 2025

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
30 October 2025