

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: 22/00695/OUT

Highway Reference Number: 2022/0695/04/H

Application Address: Factory Units 23 Wood Street Hinckley Leicestershire LE10 1JQ

Application Type: Outline (with access)

Description of Application:

Outline application for the conversion of existing factory building to residential including the addition of an extra storey. Factory building to be demolished and erection of residential building (access, appearance, layout and scale to be considered).

GENERAL DETAILS

Planning Case Officer: Tim Hartley

Applicant: Mr R Jeffcoate

County Councillor: Cllr Stuart Bray

Parish: Hinckley

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 111 of the National Planning Policy Framework (2021), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) is in receipt of a consultation for an outline application for the conversion of an existing factory building to residential including the addition of an extra storey. A factory building is also to be demolished with the erection of a new residential building. Access, appearance, layout and scale are to be considered and the proposals would consist of three x one bed and 23 x two bed flats/ maisonettes.

The LHA are aware of a number of historic applications at the site, most recently 19/00464/OUT for a total of 35 residential units and 21/00692/OUT, which was for an identical quantum of development in comparison to these current proposals.

The LHA advised approval subject to conditions for application 19/00464/OUT, however this was refused planning permission by the Local Planning Authority on non highway grounds and dismissed at appeal. Application reference 21/00692/OUT was appealed by the Applicant on the grounds of non determination. The LHA were not formally consulted on that application but as part of the appeal process, the LHA suggested conditional approval would have been advised. The appeal was subsequently dismissed.

Site Access

The site access arrangements are detailed on Hayward Architects drawing number 05, Rev F. Access to the site would be via Wood Street, an unclassified road subject to a 30mph speed limit. Wood Street is a one way street with traffic travelling from west to east only. The Applicant is proposing to widen the existing access to the car park of the building to 4.8m. In addition, the new building proposed to the west of the access would result in the footway fronting the site being widened and a slight improvement to visibility in comparison to the existing access. Overall, the LHA has no objections to the site access arrangements and would welcome the widening of the footway fronting the site.

Highway Safety

Based on available records to the LHA, there have been no recorded Personal Injury Collisions along Wood Street within the last five years.

Internal Layout

Hayward Architects drawing number 05, Rev F details 29 car parking spaces would be provided within the site. Based on the submitted Design & Access Statement, it is understood this would be communal parking rather than allocated spaces. This equates to one car parking space per unit plus three visitor spaces.

Overall, this is a comparable level of parking to the 2019 proposals and given the sustainable town centre location of the site as well as a package of Traffic Regulation Orders in the surrounding area, such as double and single yellow lines as well as limited waiting bays which should prevent inappropriate parking the area, the LHA consider the parking provision to be acceptable.

Public Rights of Way

Public Footpath V8 runs adjacent to the proposed development. Noting the proposed work, the LHA have no objection to the proposed development as it is considered the use and enjoyment of the footpath is unlikely to be significantly affected.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of wheel cleansing facilities, vehicle parking facilities, 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.

2. No part of the development shall be occupied until such time as the offsite works to widen the existing access, and widen the footway on Wood Street, shown indicatively on Hayward Architects drawing number 05 Rev F, have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Hayward Architects drawing number 05 Rev F have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

4. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Hayward Architects drawing number 05 Rev F. Thereafter the onsite parking provision shall be so maintained 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 (2021).

5. 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 cycle parking shall be maintained and kept available for use.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2021).

6. 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, nor shall any be erected within a distance of 5 metres of the highway boundary unless hung to open away from the highway.

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 (2021).

7. Notwithstanding the submitted plans, any new / replacement windows and/or doors within 0.5 metres of the Wood Street frontage / footway shall not open so to overhang the public highway and shall thereafter be maintained in perpetuity.

REASON: In the general interest of highway safety in accordance with the National Planning Policy Framework (2021).

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.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- A Public Right of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the local Highway Authority (telephone 0116 305 0001).
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Local Highway Authority.

Date Received
1 August 2022

Case Officer
Ben Dutton

Reviewer
DH

Date issued
19 August 2022