

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: 23/00537/FUL

Highway Reference Number: 2023/0537/04/H/R2

Application Address: 22 Wood Street Earl Shilton Leicester Leicestershire LE9 7ND

Application Type: Full

Description of Application: Re-consultation. The conversion of the former bank to a retail shop at the ground floor level, a 1 self-contained flat at ground floor level, 2 studio flats at first floor level including a single and a double storey rear extensions, plus alterations to the shop front.

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: C/O Agent

County Councillor: Richard Allen

Parish: Earl Shilton

Road Classification: Class C

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 (2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

The Local Highway Authority (LHA) have been re-consulted by the Local Planning Authority (LPA) on application 23/00537/FUL for the conversion of a former bank to form a retail shop and three, one bedroom dwellings at 22, Wood Street, Earl Shilton.

Through the previous response issued 2 August 2023 the LHA advised that this application was considered acceptable in highways terms should the LPA be minded to grant approval.

As per the previous submission, no vehicular access or off-street parking provision is proposed to serve the development. Given the extant use as a bank along with the scale of the proposals and the town centre location the LHA do not believe that the proposed development will result in a material increase or a material change in the character of traffic in the vicinity of the site.

The LHA welcome the inclusion of cycle parking facilities at a rate of one cycle rack per dwelling as shown in Kunstler Architects, drawing No. 3891/03.

Conditions

1. 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 (2023).

Date Received
22 August 2023

Case Officer
Simon Herbert

Reviewer
BD

Date issued
6 September 2023