

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: 24/00331/P3CMA

Highway Reference Number: 2024/0331/04/H

Application Address: 8 Chapel Street Barwell Leicester Leicestershire LE9 8DD

Application Type: Change of Use

Description of Application: Proposed Change of use of shop floor (Class E) to 3no. flats (Class C3)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mrs Kathryn Gear

County Councillor: Ross Hills

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 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full planning application for a proposed change of use of a shop floor (Class E) to 3no. flats (Class C3) at 8 Chapel Street, Barwell.

Site Access

The site does not have an existing access to the highway, a new access is not proposed.

Highway Safety

Based on available records to the LHA, there have not been any Personal Injury Collisions (PIC's) recorded on Chapel Street within the vicinity of the site during the last five years. Given there is no access to the site, the LHA has also reviewed PIC data for any incidents which involved parked vehicles in the surrounding area. One PIC has been identified, which occurred on Kirkby Road to the south of its junction with Townend Road in June 2021. The PIC involved a motorcycle, a stationary vehicle and a parked vehicle and was, regrettably, recorded as serious.

Notwithstanding this PIC, the LHA consider the proposals are unlikely to exacerbate the existing situation and the only PIC which occurred involving a parked vehicle appears to be an isolated incident.

Internal Layout/ Transport Sustainability

The Applicant has stated there is a public car park to rear of property situated within the Barwell & District Constitutional Club and also potential to use land adjacent to the site to add three car parking spaces with access from Stanley Street, should these be required.

Based on the Highway Requirements for Development document available within the Leicestershire Highway Design Guide (<https://resources.leicestershire.gov.uk/lhdg>), a small shop would require a minimum of two car parking spaces. Ideally, one car parking space should be provided for each one bed flat. On the basis that the existing shop has a shortfall of two car parking spaces, the proposals would only result in a further shortfall of one parking space.

Notwithstanding the above, the site is located in the centre of Barwell and is within a 50m walking distance to bus stops serving regular buses between Nuneaton and Leicester. In addition, there is a comprehensive package of Traffic Regulation Orders limiting and restricting parking throughout the village centre which should prevent inappropriate parking from occurring within the highway.

As stated by the Applicant, a public car park is also situated to the rear of the site. On this basis, the LHA advise it could not justify any additional parking provision is necessary within the site. Nevertheless, the LHA would ask the Applicant to provide secure, undercover cycle parking for the benefit of future residents and in order to encourage sustainable travel modes. This can be dealt with by means of a condition.

Condition

1. The development hereby permitted shall not be occupied until such time as secure cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the on-site 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 (December 2023).

Date Received
10 April 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
12 April 2024