

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: 24/00183/FUL

Highway Reference Number: 2024/0183/04/H

Application Address: St Marys Church Hall Main Street Congerstone Nuneaton Leicestershire
CV13 6LZ

Application Type: Full

Description of Application:

Partial demolition of existing village hall and construction of a single storey front extension and roof extensions

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mrs Serena Musgrove

County Councillor: Bertie Harrison-Rushton

Parish: Shackerstone

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 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) is in receipt of a full application for the partial demolition of the existing village hall and the construction of a single storey front extension and roof extension at St Marys Church, Main Street, Congerstone.

Site Access

The site is accessed via an existing access that leads onto Main Street, a classified C road subject to a 30 mph speed limit.

The current access measures approximately 4.2 metres wide. The LHA note the current width does not allow for two way traffic at the access point. This could lead to a vehicle reversing and waiting on Main Street whilst a vehicle exits the access site.

However, the LHA understand that access is existing and there is no PIC data to suggest that continued use of the existing access would lead to a severe impact on the highway or a road safety issue. In addition, no additional car parking spaces are proposed within the site. The LHA therefore would not seek to object to the proposal on this basis.

Highway Safety

Based on records available to the LHA, there have been no Personal Injury Collisions recorded along Main Street within the last five years. The LHA therefore advise there are no pre-existing highway safety concerns in the vicinity of the site which could be exacerbated by the proposed development.

Internal Layout

The internal layout of the development proposals is demonstrated on Perfect Planning Architectural & Construction Services Ltd drawing number 706 –19. The plan shows the applicant intends to decrease the number of parking spaces available on site from eight to six.

The LHA understands that the applicant is proposing six cycle spaces on site to mitigate the decreased parking provision.

The applicant should provide secure cycle parking within the site in accordance with Highway Requirements for Development Part 4 (HrFD) guidance, available within the LHDG. The LHA advise this should be secure and undercover. The LHA welcome that cycle parking provision would offer residents the opportunity to utilise modes of sustainable transport to and from the site

The LHA also note that within the applicant's Design and Heritage statement that the main site users will be local residents who are likely to walk to and from the site. Given this, and in conjunction with the safety record on Main Street, the LHA would not consider that a small decrease in on-site parking provision would be detrimental to highway safety.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking facilities been implemented in accordance with Perfect Planning Architectural & Construction Services Ltd drawing number 706 –19. 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 (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 (December 2023).

2. 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 onsite cycle parking provision shall be kept available for such use(s) in perpetuity.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (December 2023).

Date Received
1 March 2024

Case Officer
Oliver Rivera

Reviewer
BD

Date issued
18 March 2024