

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: 23/01100/FUL

Highway Reference Number: 2023/1100/04/H

Application Address: 7 Leicester Road Hinckley Leicestershire LE10 1LW

Application Type: Full

Description of Application: Change of Use from offices class E to 4no. flat unit (Class C3(A))

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr Ku Akeredolu

County Councillor: Cllr Stuart Bray

Parish:

Road Classification: Class B

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

Background

The Local Highway Authority (LHA) has been consulted on a full application for the change of use from offices (Class E) to 4 flat units (Class C3 (A)) at 7 Leicester Road, Hinckley.

Site Access

The existing access measures approximately 2.4 metres wide and leads out onto Leicester Road, a classified B road (B590) subject to a 30mph speed limit.

Figure DG17 of Part 3 of the Leicestershire Highways Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>) states that for an access serving 2-5 dwellings - the access should be 4.25m wide for a minimum distance of 5m behind the highway boundary. The

LHA are aware that 12-14 employees previously used the access to the site for employment purposes and therefore accept the change of use to 4 flat units would mean less vehicle traffic using the existing access.

There are no plans detailing vehicle or pedestrian visibility from the existing access point proposed by the applicant. The applicant should be aware of a highways tree that could affect visibility of traffic approaching from the eastern point of the access. However, the change of use is set to lead to less intensification than the previous use of the access, therefore the LHA have no objection.

Internal Layout

The internal layout of the car parking provision has been provided by the applicant in Nigel Dutton drawing number ND/23/190/2. The application proposes to change the use of offices to four flat units. The total provision proposed by the applicant within the submitted application form is for four parking spaces which equates to one parking space per flat. Based on Part 3, Para. 3.151 of the LHDG, the LHA deem this acceptable, given the site is located within walking distance of Hinckley Town Centre. There is also a comprehensive package of Traffic Regulation Orders such as single and double yellow lines within the vicinity of the site, which should prevent inappropriate on-street parking.

In addition, bus stops serving regular services between Hinckley and Lutterworth preside within 50m of the site access point and the Applicant states they will provide secure cycle parking within the site. The LHA advise this should be secure and undercover. The LHA note that this offers residents the opportunity to utilise modes of sustainable transport to and from the site.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking facilities have been implemented in accordance with Nigel Dutton drawing number ND/23/190/2. Thereafter the onsite parking provision shall be kept available for such use(s) 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 (2023).

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(s) in perpetuity

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

Date Received
28 November 2023

Case Officer
Oliver Rivera

Reviewer
BD

Date issued
14 December 2023