

UPDATE SHEET

PLANNING COMMITTEE – 30th April 2024

**To be read in conjunction with the
Head of Planning and Regeneration's Report (and Agenda)**

This list sets out: -

- (a) Additional information received after the publication of the main reports;**
- (b) Amendments to Conditions;**
- (c) Changes to Recommendations**

MAIN REPORT

Item A2 - Demolition of existing building and erection of residential building to accommodate 4 no. apartments and associated alterations.

2 Central Road, Hugglescote, Coalville, Leicestershire, LE67 2FD

a) Parking statement provided by the applicant/planning agent.

Following publication of the committee agenda, the agent provided further clarification on the lack of parking arrangements discussed in the original committee report. This has been included below for reference:

“The proposal promotes to sustainable urban development, our proposed plan aligns with local authorities for a car-free environment from the past applications.

Encouraging

residents to rely on public transportation not only reduces individual carbon footprints but also contributes to alleviating traffic congestion and promoting community connectivity.

The property's location boasts exceptional accessibility, positioned at the junction of Central Road and Grange Road. This advantageous positioning ensures ease of access

for residents and visitors alike. Additionally, the presence of a bus stop on Central Road

offers convenient transportation options, facilitating direct routes to the main town center and beyond.

Introducing car parking facilities on-site would run counter to the arguments raised previously. The junction where our property stands is already a focal point for traffic flow, and the addition of parking spaces would likely exacerbate congestion issues. Furthermore, the potential increase in vehicular activity heightens the risk of accidents,

posing safety concerns for residents and commuters alike.

It's important to note that previous planning applications, which included provisions for

parking, faced rejection from highway authorities. These rejections were based on valid

concerns regarding the impact of additional vehicles on traffic management and road safety.

Therefore, by opting not to include car parking facilities in our development proposal, we

aim to address these critical issues while remaining consistent with the principles outlined in the approved development plan. Our commitment to promoting sustainable

transportation practices underscores our dedication to creating a safe, accessible, and

environmentally responsible living environment for our residents.”

b) Acceptability of schemes where no parking is proposed.

During the technical briefing, concerns were raised regarding a lack of off-street parking and requests were made to be provided with further information as to how this would align with local and national policies and guidance.

In terms of local policies, Policy IF4 emphasises that “development takes account of the impact upon the highway network and the environment, including climate change, and incorporates safe and accessible connections to the transport network to enable travel choice, including by non-car modes, for residents, businesses and employees.”

Policy IF7 goes onto state that *“Development should incorporate adequate parking provision for vehicles and cycles in order to avoid highway safety problems and to minimise the impact upon the local environment. This should be designed so that it is an integral part of the development and does not dominate the public realm. In considering the provision of parking, both vehicles and cycling, as part of new development the Council will: (a) Have regard to local highway and parking conditions, and; (b) Have regard to the most up-to-date 6C’s Design Guidance or equivalent issued by the County Highway Authority in respect of parking standards.”*

Point (b) refers to the standards set out in the Local Highway Design Guide which provides guidance on off-street parking standards for residential developments. This states that for developments of 1 to 5 houses (or apartments/studios in this case), the standard would be one off-street parking space per unit.

Importantly paragraph 114 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree*

Further, paragraph 115 of the NPPF goes onto states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

Whilst the proposals would fall short of the 1 no. off-road parking space per unit requirement, ultimately each application is assessed on a case-by-case basis. In consideration of the scheme, the Local Highway Authority (LHA) has given due consideration to the site-specific circumstances, including consideration to the sustainability of the location. Hugglescote is a settlement located within the Coalville Urban Area which is a principal town under the settlement hierarchy set out under Policy S2, with the site having accessible footway and public transport links to local amenities. As such, the site location is considered highly sustainable. Additionally, there are existing on-street parking controls in the immediate vicinity of the site to dissuade on-street parking and importantly, the LHA have previously supported similar schemes on the site which also did not include off-street parking provision (21/00896/FUL, 23/00967/PNK and 23/01320/FUL).

Whilst the proposals may result in an increase in on-road parking on surrounding roads, importantly, as outlined above it should be noted that in line with Paragraph 115 of the NPPF, development should only be prevented or refused on highways grounds if

there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. It is noted that the Local Highway Authority have confirmed that the proposals **would not meet this threshold** and as such, refusal of the application on the grounds of a lack of off-road parking would not be defensible.

Notwithstanding the above, it should be noted that the applicant has reviewed options for the inclusion of off-street parking as part of the development proposals but the applicant noted that previous applications where off-road parking was proposed on site were objected to by the County Highway Authority and as such, none is proposed here for that same reason. The specific circumstances of each of these cases is covered in further detail within the provided committee report.

c) Construction Traffic Management

Concerns were raised regarding how construction traffic would be dealt with given the lack of parking on the site. It is noted that as part of the suggested conditions within the Local Highway Authority response, a construction traffic management condition was advised, with wording as follows:

No development shall commence on the site until such time as a construction traffic management plan, including as a minimum, details of the routing of construction traffic, 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.

As this is a pre-commencement condition, details will need to be provided upfront prior to works onsite to ensure compliance with the condition and it is noted that the applicant is agreeable to the inclusion of this condition.

d) Additional consultation responses

Following publication of the agenda, additional consultation responses were received from Hugglescote Parish Council and the Contaminated Land Officer. These are included below for reference:

Hugglescote Parish Council – Objects to the application

“Members have considered this application and wish to make the following comments and object to this application.

The location of this proposal at the Hugglescote crossroads which Planning Committee members are aware this is a very congested crossroad and one of the busiest in the area.

LCC Highways have commented at least one parking space per unit should normally be provided. Given the existing on-street parking controls protecting the crossroads junction, the LHA does not consider that the shortfall of four parking spaces could be considered severe and it would be unreasonable to resist this proposal.

Members are of the opinion that this is an optimistic objection, despite the fact that parking is not required there is nowhere for residents of the flats or their visitors to park. This will make the parking situation in the vicinity worse exacerbating the congestion problems. On street parking is already at capacity, for hundreds of yards, in the area and restricts local shopping and access to businesses.

Refuse and recycling; The location whilst the only “best fit” is not ideal and creates a hazard at collection times and may block access to the Community Centre. It is noted that there were previous collections at this property but four + refuse bins will take more time to empty and return containers back to the bin store.

There is no provision for any service / delivery vehicles parking/drop off which will also create additional highway safety issues and congestion during School drop off / pick up times.

The developer has recently requested assistance to remove demolition material which may be due to Highway Safety and has pavement parked a vehicle (which was acknowledged as being unsafe).

There is no parking for construction workers, deliveries or removal of waste. How will this be managed? if this application is approved Members request a copy of the Construction Management Plan prior to any works commencing so this can be shared with local parties to ensure highway safety is maintained.”

e) Amendments to Conditions;

There are no amendments to the proposed conditions list.

Officer comment

The above comments raise no new issues to those previously reported and therefore, officers have no further comments to make.

(f) Changes to Recommendation

RECOMMENDATION – NO CHANGE TO RECOMMENDATION.

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