



PROPOSED RESIDENTIAL CONVERSION TO 35 FLATS FORMER TRINITY LANE CINEMA, HINCKLEY

On behalf of Wigston Estates Ltd

HIGHWAY IMPACT ASSESSMENT

DECEMBER 2023 (REVISED MARCH 2024)

REPORT REF: HAS/23-071/HIA REV B

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REVISION HISTORY – REPORT REF: HAS/23-071/HIA REV B

REVISION	DATE	COMMENTS AND CHANGES	PREPARED BY:
First Issue	27 th Dec. 2023	Initial Issue	ACD
A	28 th Dec. 2023	Minor changes following Client review, for issue to LPA & LHA	ACD
B	14 th March 2024	Updates following LPA / LHA comments: Hollycroft frontage retained, Proposed development reduced to 35 units, on-site parking reduced to 13 spaces, etc	ACD

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1.0 INTRODUCTION

- 1.1 Highway Access Solutions [HAS] have been commissioned by Wigston Estates Ltd to provide Transport Planning consultancy advice in relation to the residential conversion of the former Trinity Lane Cinema in Hinckley. The former cinema is located to the western side of the signalised junction between Trinity Lane, Hollycroft and Bond Street.
- 1.2 The site is located towards the western side of Hinckley Town Centre. The location of the site is shown at **Figures 1 and 2** and can also be viewed online at: <https://maps.app.goo.gl/kHLrTmvvQXGDCHdU6>
- 1.3 A planning application for the proposed development was made to Hinckley & Bosworth Borough Council [HBBC] in early December 2023. The provision of a Highways / Transport Planning report is not normally a validation requirement for applications for of less than 50 residential dwellings. Notwithstanding this, Wigston Estates Ltd have commissioned HAS to prepare this report in the interests of ensuring a detailed application and in order to assist with its timely determination.
- 1.4 Following submission of the above application, the project team have received consultation responses from various Local Planning Authority [LPA] Officers, and also from external consultees, including Leicestershire County Council [LCC], acting in their role as the Local Highway Authority [LHA].
- 1.5 As a result of the initial consultation responses, a previous proposal to partially demolish the existing building frontage at 'Hollycroft' has now been discarded. An alternative proposal has been drawn up retaining this frontage and incorporating various other updates has now been submitted to the LPA.
- 1.6 Following the changes to the design, a total of 35 one-bedroom flats would now be created by the proposed conversion. Copies of the latest architectural drawings for prepared by 'Storm Design' are included at **Appendix A and B** respectively, and were submitted to the LPA during mid-March 2024 for further consultation.
- 1.7 This revision of the Highway Impact Assessment has been prepared in support of the updated proposal detailed above. However, at the time of writing, discussions between the project team, HAS and the LHA are ongoing, and as such a further revision or an Addendum to this report may follow in due course. In the interim, **Appendix C** includes a copy of the LHA comments received, as well as the formal reply to this prepared by HAS.
- 1.8 From the outset, it has been proposed development would feature limited on-site car parking provision, with a total of 13 car parking spaces provided (thus providing slightly more than one space for every three flats). The layout and existing structural development of the site limits the potential for more extensive on-street parking.

Wigston Estates Ltd therefore rely upon the sustainable location of the site and low levels of local car ownership (whilst seeking to encourage future residents to use of sustainable forms of travel).

- 1.9 The proposed level of parking would be broadly comparable to the consented level of parking provision for the conversion of the former Hinckley Police Station (opposite the site) into residential flats. The consent for the Police Station site (HBBC ref: 15/00942/FUL) allowed the provision of 16 spaces for 30 flats. However, over half of those flats which were relatively large two-bedroom units, and that proposal also provided around one space for every three bedrooms created.
- 1.10 IMcH Planning and Development Consultancy have already submitted a full 'Planning Statement' in support of the application made by Wigston Estates Ltd. Therefore, In the interests of brevity, this report does not include a formal policy review. Reference will be made to other specific policies and guidance within the report text (where applicable).
- 1.11 Notwithstanding the above, it should be noted that a revised National Planning Policy Framework [NPPF] was published on 19th December 2023. However, for consistency, noting that Wigston Estates Ltd made their submission to HBBC before this date, HAS continue to refer to the version of the NPPF which was in force at the start of December 2023.
- 1.12 In addition to the NPPF, it should be noted that this report has been prepared with due regard to numerous other Highways-related and general guidance/ policy documents issued at both the local and national level, including but not limited to:
- The BBC Local Development Framework 'Core Strategy' [HBBC, adopted 2009]
 - The interim Leicestershire Highways Design Guide (LHDG) [LCC, 2022]
 - 'Residential Car Parking Research' [DCLG, 2007]
 - Manual for Streets [DfT, 2007] / Manual for Streets 2 [CIHT *et al*, 2010]
 - The Design Manual for Roads & Bridges (DMRB) [DfT, various dates]
- 1.13 At the highest level, it should be noted that Paragraph 111 of the relevant NPPF clearly set out the criteria required to justify any Local Highway Authority [LHA] recommending refusal of a development proposal (or, by extension, seeking contributions to mitigate its impact). That Paragraph stated 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." [Emphasis added]

This statement is considered "key to the assessment of any development proposal.

1.14 This report is structured as follows:

- **Chapters 2 through 4** provide context as to the existing conditions at the site, with regard to the following:
 - Chapter 2 details the existing development and layout of the site, as well as its current access arrangements;
 - Chapter 3 provides contextual information about the local highway network, including a preliminary Personal Injury Collision [PIC] review (this to be updated in due course once suitable LCC data is available);
 - Chapter 4 considers the various sustainable travel opportunities afforded by the site and within Hinckley as a whole;
- **Chapter 5** details the proposed development, with commentary on the proposed site access arrangements, parking provision and refuse collection arrangements;
- **Chapter 6** considers the trip generation and likely highway impacts of the proposed development; and,
- **Chapter 7** concludes the report.

2.0 EXISTING CONDITIONS – DEVELOPMENT SITE

Site Location / Context

2.1 As detailed in the Introduction to this report (and shown at **Figures 1, 2 and 3**), the site is located on the western side of Hinckley Town Centre. The boundaries of the site can be defined as follows It is bound by multiple sections of public highway, including:

- the public highway of ‘Hollycroft’ (to its northeast);
- the public highway of Trinity Lane (to its southeast); and,
- existing residential development and gardens accessed via Mason Street (to its southwest and northwest)

To its east, Hollycroft and Trinity Lane form two arms of a large, signalised junction complex also connecting to Lower Bond Street and Upper Bond Street.

2.2 The general surroundings are characterised by a mixture of development types, with more commercial development to the south and east, and more residential development to the north and west. The eastern corner of Hollycroft Park is also located around 100m to the northwest of the site.

2.3 Existing site drawings prepared by Storm Design (included at **Appendix A**) include a public highway layer supplied by HAS showing the layout public highway network as it immediately abuts the development site. A larger section of this is also shown on **Drawing Number HAS/23-071/01C** and on subsequent HAS drawings.

Existing Development

- 2.4 The site is occupied by as relatively large, four-storey building. This is understood to have been built and operated as a cinema during the 20th century, and subsequently as a sports bar / nightclub for a relatively short period in the early 21st century. Internally, the floorplan is reflective of the former cinema use, with a multi-storey foyer and a main hall / screen taking up all four storeys.
- 2.5 No definitive floor area has been provided to HAS, however, we note that the footprint of the building is currently just over 940sqm. Allowing for a limited amount of space on the upper storeys of the building, we estimate the usable floorspace within the existing building to be around 1,100sqm.
- 2.6 The layout of the existing structure is somewhat irregularly shaped. However, the main entrance to the building is located at the eastern corner of the building, with pedestrian access via an original 'quarter-dome' lobby. Multiple ancillary / emergency pedestrian accesses are provided on the northwestern and southeastern sides of the building. Two large stairwells are located and southern and western corners. Internally, two staircases are provided within the southeastern frontage.
- 2.7 A small (fenced off) car parking area is located to the west of the building. Utilising historic parking standards, HAS estimate that this might have been suitable to accommodate around 8 to 10 vehicles during the late 20th century.
- 2.8 It is also noted that the eastern and southern frontages are paved with tarmac. It is therefore possible for small number of vehicles to park to the rear of the frontage footway on an informal basis (although HAS note that, in doing so, vehicles must drive over a full height kerb, making such parking potentially dangerous / illegal).

Public Rights-of-Way

- 2.9 No Public Rights of Way [PRoW] are believed to pass through the site.

Vehicular Access

- 2.10 The only formal vehicular access to the site is at Trinity Lane, and serves the small car park to the southwest of the building. An extensive dropped kerb (around 10m in length) allows access to this across the frontage footway. The car park is currently fenced off with metal post-and-rail fencing to the rear of the footway, although a gate of around 5m width is located to the rear of the footway, centred approximately around the midpoint of the dropped kerb.
- 2.11 HAS note that visibility to the east for vehicles departing the car park is restricted by the corner of the dwelling at Number 18 Trinity Lane. Noting the presence of the frontage fence and gates, visibility from the access to the west is likely limited to a

splay of approximately 2.0m x 21m at the present time (as shown at **Drawing Number HAS/23-071/02C**). No splay to the east has been considered, owing to the one-way nature of the Trinity Lane carriageway.

3.0 EXISTING CONDITIONS – LOCAL HIGHWAY NETWORK

Overview

- 3.1 This chapter provides a high-level qualitative review, focusing on key features relevant to the proposed development. Many of these can be seen on the Drawings provided by HAS, including **Drawing Number HAS/23-071/01C**.

Local Highway Network

- 3.2 As detailed above, the site is bound by and located in close proximity to surrounded by multiple different roads. All of these are subject to 30mph speed limits and are street-lit, with most having wide footways on both sides. To the immediate east of the site is a large, signal-controlled junction. ‘Pelican’ crossings with central islands are provided at all arms of the junction.
- 3.3 At the southern site frontage, Trinity Lane permits one-way traffic in a westbound direction only. Notwithstanding this, it is relatively wide, with a carriageway width of between 5m and 5.5m in the immediate vicinity of the site. The footway along Trinity Lane is of variable width, but at its narrowest point (such as the corner of Number 18 Trinity Lane) is around 1.8m in width.
- 3.4 Noting the one-way nature of Trinity Lane, vehicles arriving at the site will generally use routes via Mansion St (if arriving from the south) or via Hollycroft, Shakespeare Drive and Canning Street (if arriving from the north). On departure, vehicles can only turn left from Trinity Lane onto Hollycroft, with drivers thereafter likely to utilise Shakespeare Drive or Factory Road if they wish to turn back towards the town centre.
- 3.5 Hollycroft has a very wide, two-way carriageway, having a width of between 7.5m and 10m wide in the immediate vicinity of the site. This width is partially used to accommodate an ‘on-street bus stop ‘cage’ marking on the opposite side of the road from the site. Its footways are generally wide, although these narrow to a width of around 1.8m to the northwest of the site.
- 3.6 A set of three traffic calming ‘cushions’ are positioned at Hollycroft, just over 25m to the northwest of the site. These are around 45m in advance of the Hollycroft signalised stop line of the Trinity Lane / Hollycroft / Bond Street junction.

- 3.7 Almost all of the highway frontages in the immediate vicinity of the site are subject to double yellow lines 'No Parking' restrictions. In most cases, these appear to permit allow loading. To the southwest of the site, unrestricted on-street parking is permitted on the far side of Trinity Lane.
- 3.8 To the rear of the site, Manor Street is accessed from Trinity Lane. It has two separate 'dead ends' to the southwest and northeast of a central T-junction. On-street parking is permitted along almost the entirety of Manor Street, although this appears to be extensively used by the residents of local residential dwellings (which also entirely lack off-street parking provision)

Public Highway Boundary

- 3.9 **Appendix D** includes an updated copy of the local public highway boundary plan for the highways fronting the site. This was issued by LCC alongside their initial substantive response to the current application, addressing a discrepancy identified in the previous version of this Highway Impact Assessment.
- 3.10 The updated plan includes an amended kerbline for the footway to the east of the site, where Trinity Lane merges with Hollycroft. This amended kerbline has been reproduced at **Drawing Number HAS/23-071/03C**, and on all other HAS drawings issued alongside this revised report (all referred to as 'Revision C').
- 3.11 Significant street furniture (including traffic signals, road signs and tactile paving) is located immediately outside the main entrance to the former cinema. In their substantive response (as included at **Appendix C**), LCC acknowledge that some of their equipment and paving rests on land controlled by Wigston Estates Ltd. HAS propose (and LCC have indicated general support for this irregularity being addressed by suitable Condition(s) should the current planning application be successful (this matter discussed further at Chapter of this report).

Local Off-Street Parking Provision

- 3.12 In addition to the local on-street parking, the following off-street parking facilities are located within 200m of the site:
- Lower Bond Street car park (97 spaces)
 - Mansion Street car park (17 spaces)
 - Hollier's Walk car park (33 spaces)

These locations are all 'Pay & Display' facilities (with varying charges during the daytime from Monday to Saturday). However, they all allow free evening, overnight and Sunday parking.

- 3.13 Around 300m to the southeast of the site, the Britannia Centre multi-a storey car park provides 250 secure car parking spaces, on a 24-hour 'Pay & Display' basis.
- 3.14 The locations of additional car parking facilities within Hinckley Town Centre can be found online at: <https://www.hinckley-bosworth.gov.uk/info/200072/parking>
- 3.15 Overall, HAS consider that there is significant parking provision that could reasonably be utilised by visitors to the proposed development. This includes significant amounts of local on-street and off-street parking, which would be free for use during evening and overnight periods. These would support the limited provision of on-site car parking proposed by Wigston Estates Ltd.

Initial Personal Injury Collision Study [PIC]

- 3.16 HAS have undertaken an initial PIC study examining the immediate area surrounding the site, as shown at **Figure 3**. The study area effectively comprises all public highways with approximately 150m of the site. This area has been selected to ensure that the PIC study is focussed on that area of Hinckley within which journeys to and from the site might comprise a reasonable proportion of all movements.
- 3.17 The initial study was undertaken using the CrashMap website (based upon the relevant DfT PIC database). A period from 2016 through 2022 (inclusive) was examined (ensuring consideration of 5 years of 'normal' data plus that from the COVID-19 pandemic). Copies of the relevant CrashMap PIC reports are included at **Appendix E**.
- 3.18 The study area was examined for large clusters of PICs (where several collisions have occurred within the ~7 year period examined), any clusters of PICs resulting in serious injuries, or any fatal PIC. As shown at **Figure 3**, the vast majority of PIC recorded during the study period are fairly widely dispersed, with no fatal PIC being identified.
- 3.19 LCC have requested that additional analysis be conducted utilising their own, more detailed and up-to-date PIC data (see **Appendix C** for further details). HAS have indicated that we are willing to conduct a further assessment, subject to LCC's confirmation of the PIC study area and provision of the necessary information. Once this available, a further update to this report or a suitable Addendum will be issued.
- 3.20 In the interim, it is noted that three 'slight' PIC have occurred at the large signal-controlled junction immediately to the east of the site. These all involved collisions between two light vehicles where one vehicle was turning right. Such collisions typically occur when a right-turning driver proceeds through a green signal, but then fails to 'give way' to oncoming traffic traveling in the opposite direction. Alternatively, they can occur during busy periods where a vehicle is 'stuck' in the mid-junction carriageway after signals change stage / phase.

- 3.21 Overall, an average of one such collisions every two years at a relatively busy, multi-arm signal junction is fairly typical. Given the low severity of the collisions (and the fact that vehicles must turn left from Trinity Lane to Hollycroft at this junction), HAS do not consider that these PIC represent a significant safety concern.
- 3.22 Two other loose clusters of only three 'slight' PIC are noted around 120m to the southwest and 180m to the northeast of the site. These involved a variety of collision modalities and conditions, and do not appear indicative of any specific issues other than those typical of dense urban areas.
- 3.23 Two severe collisions are noted to the northwest of the site, at Hollycroft and at Shakespeare Drive. It is also noted that a third severe collision occurred further along Hollycroft. While the serious PIC form a very loose cluster, their severity is notable (especially in comparison to the wider study area examined). HAS have therefore examined these in further detail, and have summarised them as follows:
- **Tuesday 13th November 2018 (at 1500 hours)** – A Light Goods Vehicle [LGV] turning right in the vicinity of the Hollycroft / Shakespeare Drive / Factory Road junction collided with a pedestrian crossing the road (causing them a serious injury). The collision occurred during the daytime but under wet conditions.
 - **Tuesday 19th October 2019 (at 1047 hours)** – A private car travelling along Hollycroft overtook another vehicle, then the young driver seemingly lost control, colliding with a permanent roadside object (causing serious injury to a passenger inside the car). The collision occurred during the daytime but under wet conditions.
 - **Thursday 22nd June 2022 (at 2100 hours)** – A private car collided with two parked cars at Shakespeare Drive (causing serious injury to a passenger inside the car). The collision occurred during the daytime under dry conditions.
- 3.24 On examination, it is apparent that the serious PIC lack any clear unifying factors. Two occurred in wet conditions, and at least two involved some loss-of-control of the vehicle involved. However, the locations, whilst close together are all different, and the overall nature of the collisions varies. HAS therefore do not consider that these PIC indicate the presence of any specific local safety concern.
- 3.25 Having due regard to **Figure 3**, the data included at **Appendix E**, and the above review, it does not appear that there are any significant PIC-evidence road safety concerns in the vicinity of the site, and HAS are minded that these do not which require further investigation. However, as noted above HAS are willing to examine more detailed and current LCC data once this is available, and will provide a further update following completion of this additional analysis.

4.0 EXISTING CONDITIONS – POTENTIAL FOR SUSTAINABLE TRAVEL

Sustainable Travel Opportunities

Overview

- 4.1 As noted in the Introduction to this report, the site is well-located from a transportation sustainability standpoint. This fact has already been acknowledged by LCC in their initial substantive response to the current application (as detailed at **Appendix C**). Nonetheless, for completeness, the following section is retained within this revised report and provides additional details of the opportunities for sustainable travel to and from the development site.

Potential for Journeys on Foot

- 4.2 Guidance on walking distances between residential developments and local amenities is commonly drawn from the document ‘Providing for Journeys on Foot’ (IHT, 2000). While somewhat dated, evidence suggests that the distances people are prepared to walk have not varied significantly since the late-20th Century.
- 4.3 In addition to the above document, ‘Planning for Walking’ (CIHT, 2015) provides some supplemental data regarding access distances for public transport services (addressed in the relevant section, below). However, recent guidance typically focuses on improvements to the pedestrian environment, rather than promoting changes to typical walking distances.
- 4.4 ‘Providing for Journeys on Foot’ suggests that a walking distance of 1000m (1km) is acceptable for trips to work (and/or educational facilities), with 2000m (2km) being stated to be the preferred maximum walking distance. A 1km walk is equivalent to approximately 12½ minutes, while a 2km walk is equivalent to approximately 25 minutes.
- 4.5 The Manual for Streets [MfS] reinforces the above advice, stating at Paragraph 4.4.1 that walking “...offers the greatest potential to replace short car trips, particularly those under 2km”. The MfS also indicates that the propensity to walk is influenced not only by distance but also the quality of the walking experience, as influenced by the overall environment, interesting settings, the perception of safety, etc.
- 4.6 Given the location of the proposed development site (on the edge of Hinckley Town Centre) it is readily apparent that residents would benefit from living in a sustainable location. Combined with an interesting, active local environment and the provision of pedestrian crossings serving all routes immediately adjacent to the site, residents are highly likely to travel to and from the site on foot on a regular basis.

- 4.7 **Figure 4** shows indicative 1km and 2km pedestrian catchment areas centred at the site. These are based on an 800m and 1.6km radii, respectively (allowing for variation between the 'crow flies' distance, and that actually walked). This clearly demonstrates that the entire Town Centre would be within comfortable walking distance, with many outlying areas also being accessible on foot.
- 4.8 Neither HBBC nor LCC have not raised any concerns about the sustainability of the development site during pre-application discussion of the site, which it is understood they wish to see redeveloped. Therefore, given its location, a full listing of the available facilities in the town is not considered necessary on this occasion. In the context of Hinckley, HAS consider that there are excellent opportunities for trips to and from the site on foot, for a wide variety of purposes.

Potential for Cycle Journeys

- 4.9 The National Statistics fact sheet 'Cycling in Great Britain' (DfT, 2003) stated that the average length of a cycle stage was 2.4 miles (3.9km) and that around 90% of cycle trips were under 5 miles (8km) in length. These distances are consistent with preceding PPG13 guidance, which stated that cycling offered strong potential to substitute for car trips for those journeys under 5km (especially those made as part of a multi-modal trip that includes cycling and public transport).
- 4.10 A 5km distance is equivalent to a typical cycling time of 15 to 20 minutes. **Figure 8** shows an indicative 5km cycle catchment area centred at the site (this based on a 4km radius, allowing for variation between the 'crow flies' distance and that actually cycled).
- 4.11 In practical terms, such a cycle distance might allow for trips to and from the site and any location in Hinckley Town Centre, as well as access to other outlying areas including parts of Stoke Golding, Barwell, Burbage and the eastern-most parts of Nuneaton.
- 4.12 LCC publish a detailed cycle map of Hinckley, showing the infrastructure available throughout the town. The resolution of the file is unsuited to inclusion within this report, but can be downloaded for free at:
<https://www.choosehowyoumove.co.uk/wp-content/uploads/2021/05/Hinckley-and-Burbage-scaled.jpg>
- 4.13 It is noted that the published LCC map identifies Trinity Lane, Hollycroft and both section of Bond Street as 'Quieter' Routes' suitable for cycling. These would allow relatively easy connection to formalised section of various town centre cycle routes
- 4.14 It is also notable that Hinckley Railway Station is located less than 1km from the development site, and therefore that cycle journeys could form a key part of longer, multi-modal journeys by rail.

- 4.15 Overall, HAS consider that the development site benefits from meaningful opportunities for local cycle travel, which could be further supported by the provision of suitable cycle parking within the proposed development.

Existing Local Bus Routes & Facilities

- 4.16 In general, it is accepted that, in densely developed urban areas, it is preferable for bus routes to be accessible within a 400m walk. However, longer access distances are usually acceptable where they provide access to a major interchange(s) with a variety of regular, high-quality services.
- 4.17 **Appendix F** includes guides published by LCC showing the location of local bus stops throughout the town centre. This also includes information regarding the main bus services that currently serve the town.
- 4.18 The bus stops closest to the site are located on Hollycroft, directly opposite the site (for inbound services) and around 30m to the northwest (for outbound services). These are basic ‘flan-on-pole’ stops (although the inbound stop does benefit from a dedicated bus stop ‘cage’ marking). These stops allow access to the Number 7 / 7A service, which travels between Nuneaton, Hollycroft, Hinckley and Burbage every hour during daytime periods from Monday to Saturday.
- 4.19 It also is noted that all of the bus services serving the town centre serve at bus stops located between the site and ‘The Crescent’ at Waterloo road (around 500m to the south). On this basis, noting the high-level of pedestrian connectivity within the town centre, HAS consider that all local bus services could be accessed on foot by persons resident within the proposed development.
- 4.20 Up-to-date timetables for all of the buses serving Hinckley can be found online at: <https://www.choosehowyoumove.co.uk/public-transport/bus-routes-and-timetables/> As well as the Number 7 / & as noted above, HAS specifically note the ‘X6’ service, which provides services between Coventry, Hinckley and Leicester.
- 4.21 It is not expected that residents of the site would generate a high demand for travel by bus, as they would already live within a comfortable walking distance of Hinckley Town Centre. Nonetheless, the proximity of local bus stops would allow residents of the site to access a wide variety of services, and thereby to travel by public transport to most locations in the town (as well as onward to other major conurbations throughout the Midlands).

Potential for Rail Journeys

- 4.22 Hinckley Railway Station is located approximately 1km to the of the site (within a walk of around 12½ minutes, or a cycle ride of around 5 minutes). The station has a manned ticket office (open 5-days-a-week plus Saturday mornings), ticket machines,

toilets, waiting areas and other miscellaneous services. Full station details can be found online at: <https://www.nationalrail.co.uk/stations/hinckley-leics/>

- 4.23 The station has provision for both cycle parking (16 spaces) and car parking (63 spaces). Almost all service stopping at the station also allow carriage of bicycles onboard.
- 4.24 The station lies on the CrossCountry Birmingham to Peterborough line (although, oddly, it is managed by East Midlands Railways [EMR], who not operate services at the station). Key destinations on the ECML include:
- Nuneaton (approx. 8-10 minutes)
 - Leicester (approx. 30-35 minutes)
 - Birmingham New Street (approx. 35-40 minutes)
- 4.25 It is noted that both Leicester and Birmingham New Street provide significant potential for changes enabling access to other nationwide rail services.
- 4.26 The exact routing and frequency of the local services vary. However, in general, during weekday and Saturday daytimes, Hinckley station allows access to around one train per hour in each direction of travel (with some minor increases in provision at peak times). Current Timetables for current CrossCountry train services can be found at: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>
- 4.27 The town railway station is reasonably accessible from the development site, and provides links to several other towns cities throughout the region and beyond (as well as onward public transport links from these locations). As such, HAS consider that the local / national rail network offers significant opportunities for sustainable travel to and from the proposed development site.

Local Census Data

Limitations on Local Car Ownership

- 4.28 HAS have examined 2021 Census data for the Output Area within which the site lies (E00131171), for the Ward of 'Hinckley Castle' and the authority of Hinckley & Bosworth as a whole. This data can be summarised as follows:

	O/Area	Ward	LPA
▪ No cars / vans in household	29.9%	23.8%	12.7%
▪ 1 car / van in household	47.0%	44.3%	39.8%
▪ 2 cars / vans in household	18.8%	25.3%	34.4%
▪ 3 or more cars / vans in household	4.2%	6.5%	13.0%

Note: Data may not always sum to exactly 100.0% due to rounding

- 4.29 It is immediately apparent that the site location has some of the lowest levels of car ownership in the town and within the borders of Hinckley & Bosworth as a whole. Almost 30% of local residential dwellings do not have access to a personal car or van (a much higher level than in broader local areas).
- 4.30 It is commonly accepted that car / van ownership is correlated with the size of a residential dwelling. Within the local Output Area of the site, only 6.0% of all dwellings are one-bedroom dwellings. Around 34.2% are two-bedroom dwellings, with the remaining quantum (of slightly less than 60%) of local housing comprising dwellings with three-or-more bedrooms. On this basis, it is reasonable to assume that car ownership within the proposed development is likely to be low.

Method of Travel to Work

- 4.31 In addition to car ownership data, HAS have also considered data detailing the usual mode of travel to work for the local areas detailed above. The data for the local Output Area can be summarised as follows:

	Of all who Work	Of those who Travel to Work
▪ Work-from-Home [WfH]	19.7%	n/a
▪ Public Transport	1.5%	1.8%
▪ Taxi	1.5%	1.8%
▪ Motorcycle	1.5%	1.8%
▪ Car (as driver)	43.8%	54.5%
▪ Car (as passenger)	7.3%	9.1%
▪ Bicycle	4.4%	5.5%
▪ On foot	2.9%	3.6%

Note: Data may not always sum to exactly 100.0% due to rounding

- 4.32 The above data demonstrates that less than half of all adult persons in employment (or studying on a full-time basis) travel to work by car. Allowing for the size and nature of the proposed dwellings, it is likely that this proportion would be even lower for future residents of the site.

5.0 PROPOSED DEVELOPMENT

Overview

- 5.1 The proposed development is shown on plans prepared by Storm Design and included at **Appendix B**. The ground floor level is also shown on **Drawing Number HAS/23-071/04C**, which shows the overall layout of the proposed development

- 5.2 The bulk of the existing building would be retained, with minimal visual alterations to allow for conversion to residential use (primarily the fitting of additional windows to the existing elevations, and the demolition of a small protrusion on the Hollycroft frontage). Additionally, a small brick-built outbuilding in the rear car parking area would be removed.
- 5.3 The existing 'quarter-dome' cinema lobby would be retained as the main entrance to the building, and could potentially include postal racks, etc, as required.
- 5.4 Internal access to the proposed flats would be via an open-air atrium in the centre of the building and via a rear balcony (connecting to the existing stairwells at the southern corner of the building). The atrium and exterior balconies would be joined internally by a corridor on each level, allow.
- 5.5 A total of 35 residential flats would be created, all of which would be one-bedroom units. Each flat would comprise a double bedroom, a full bathroom and a multi-use lounge/dining space.
- 5.6 There would be 6 flats on the ground floor, plus the lower floor of the single multi-level flat. Additionally, part of the existing ground floor to the rear of the building would be opened up to provide undercroft parking (see below). The three upper floors would feature 10 flats each.
- 5.7 The size of the flats would vary from 37sqm to 69sqm (with the majority being between 43 and 52sqm). The sole exception would be a single 103sqm multi-level flat to the rear of the building (Flat #35). This flat would take the place of the rearmost stairwell, located at the western corner of the building.

Parking Provision

Cycle Parking

- 5.8 Cycle parking would primarily be provided within the secure atrium. A total of 4 four 'Sheffield' stands would provide 8 spaces, whilst a single double-deck 'Cardiff' style rack would provide 20 spaces.
- 5.9 Additionally, a secure cycle store would also be provided at the base of the (existing) southern stairwell. This would provide space for around 7 cycles, bringing the total provision to 35 cycle spaces in total.

Car Parking

- 5.10 A total of 13 car parking spaces would be provided across the development site. These would be broken down as follows:

- 5 spaces in the existing external car park accessed from Trinity Lane; and,
 - 8 spaces within an undercroft parking area located under the northwestern (rear) side of the existing building (also accessed via Trinity Lane).
- 5.11 All car parking spaces would measure 2.5m x 5.5m (minimum), and would be located adjacent to aisles of at least 6m width. One spaces would be explicitly suitable for use by disabled drivers, with additional clearance margins.
- 5.12 Access to the undercroft parking area would be via a gated access of around 2.75m, with additional 0.3m clearance margins on both sides. No details of the access gate have been provided to HAS, and it understood that the exact construction and arrangement of the gate would be confirmed as a matter of detailed design
- 5.13 Vehicles entering the undercroft parking area would need to 'give way' to existing vehicles. If necessary, such movements could be controlled by priority-signage or by use of an automated stop / go signal. Vehicles waiting to enter the undercroft would have ample space to wait within the external car park, without causing obstruction to the public highway.
- 5.14 In accordance with Requirement S2 of the current Building Regulations, all of the proposed car parking spaces would be provided with a suitable Electric Vehicle [EV] charge point.
- 5.15 In order to prevent unsafe, informal parking to the rear of the frontage footway (as currently takes place), suitable landscaping would be undertaken at the Trinity Lane frontage. The form of such landscaping would physically prevent such parking.
- 5.16 In line with a request made by LCC (as set out in the substantive response included at **Appendix C**), it is intended that all of the spaces be allocated, with residents being given the option of purchasing a car parking permit for the site when taking up residence on a 'first come, first served basis. Under this system accommodation contracts would expressly bar persons resident on site from keeping a vehicle on site without a permit. The Disabled Person's space would only be allocated to a resident with a appropriate requirement for this.

Comparison with local Car Parking Standards

- 5.17 HAS note that the current HBBC Local Plan does not explicitly define car parking provision standards. On this basis, it is considered that the any standards set out in the 'Leicestershire Highways Design Guide' [LHDG] should apply in the first instance.
- 5.18 The LHDG, in turn, does not define parking standards for residential developments of greater than 5 dwellings. It refers instead to the calculation methodology 'Residential Car Parking Research' [RCPR] research paper prepared by the Department of Communities & Local Government in 2007.

- 5.19 The RCPR methodology is quite complex. However, for a development comprising only a single type of dwelling and providing unallocated parking, it can be summarised quite briefly. In RCPR terms, the proposed development comprises 35 two-room flats (bathrooms being excluded from the calculation).
- 5.20 The development is located in an area that most closely matches the definition of a 'City Centre' (as set out by the RCPR terms-of reference). Table 3 of the paper estimates that, by 2026, such flats would require 0.5 to 0.7 unallocated car parking spaces. As such, the RCPR (and, by extension, the LHDG) recommends 18 to 25 spaces for the proposed development.
- 5.21 This is broadly in line with the Census data detailed at Chapter 4, above. It is noted that that showed that ~30% of local households of all sizes had no car or van, and that single bedroom flats would likely have lower rates than the average.
- 5.22 At the time the RCPR was written, Authorities were generally less supportive of 'car-free' units being included within developments. Nonetheless, HAS accept that the proposed development provides at least five spaces less than would recommended by the RCPR.
- 5.23 Notwithstanding the above, HAS note that Wigston Estates previously proposed the provision of 17 spaces, and that it has been necessary to reduce that level of provision in response to comments made by HBBC Officers. It is also noted that the level of provision proposed (around one space per three bedrooms) is broadly comparable to that approved when 'The Old Police Station' site was redeveloped.
- 5.24 Ultimately, HAS note that, if the site is to be economically redeveloped in line with the advice provided by HBBC Officers, its constraints are such that on-site parking will likely fall below the levels set out within the RCPR and other guidance. However, given the sustainability of its location, the historic approach taken by HBBC at this location, and the availability of appropriate off-street visitor parking within the town centre, HAS consider the provision of 13 parking spaces appropriate in this instance.

Site Accesses

Pedestrian Access

- 5.25 The main pedestrian access would continue to be via the 'quarter-dome' lobby facing the junction between Trinity Lane, Hollycroft and Bond Street. Additionally, pedestrian access to the building would be achievable via the undercroft car park and retained southern stairwells, with these reached via the site car park fronting Trinity Lane.

Cycle Access

- 5.26 Cycle access would be via the site Trinity Lane car park, with the layout allowing cyclists to ride directly onto the site before accessing the under-stair cycle store or atrium as necessary.

Vehicle Access

- 5.27 **Drawing Number HAS/23-071/05C** shows the layout of the retained / improved access to and from Trinity Lane. The existing metal fence at the site frontage would be removed, and the access centreline revised to accommodate the new car parking layout detailed above). If necessary, the position and extents of the existing dropped kerb would be extended as necessary.
- 5.28 Based on the new centreline and absence of the metal fence, **Drawing /05C** shows that the visibility splay at the existing access would be enhanced from 2.0m x 21m (as existing) to around 2.4m x 25.5m (with the revised centreline). **Drawing Number HAS/23-071/06C** also shows that 2.0m x 28m splay can be achieved. The use of a reduced set back (or 'X-distance') is supported by 'Manual for Streets' in lightly-trafficked and slow speed situations.
- 5.29 HAS note that a 25m splay is typically only suitable for vehicle speeds of up to 20mph, whilst a 28m splay would allow for speeds of around 22mph. However, we also note the existing nature of Trinity Lane (which features extensive on-street parking). Additionally, traffic approaching the site would likely slow in advance of the junction between Trinity Lane, Hollycroft and Bond Street, and the associated left-hand bend they must negotiate (due to all other movements being prevented by the layout of the junction).
- 5.30 On the above basis, HAS consider it unlikely that wet-weather design speeds for vehicles approaching the site along Trinity Lane would significantly exceed 20mph. As such, the achievable splay appears adequate in the context of the site.
- 5.31 Nonetheless, as detailed in their substantive response (included at **Appendix C**), it is acknowledged that LCC have requested site-specific data. Owing to the nature of Trinity Lane, use of an Automatic Traffic Count [ATC] unit appears unviable in this instance. On this basis, HAS have requested permission from LCC to conduct a survey using hand-held radar equipment. The results of any survey will be included within a future revision of this report or Addendum as necessary.
- 5.32 Given the alignment of Trinity Lane and the constraints imposed by adjoining residential properties, the proposed development (and any similar regeneration proposal) will depend on upon a pragmatic assessment of the potential for site access from Trinity Lane. It should be noted that, absent consent for a residential

redevelopment of the site, the existing car park could potentially be brought back into use without any improvement to the existing splay.

- 5.33 Any new boundary features would be set back behind the visibility splays shown at **Drawings /05C** and **/06C** (or, in the event of any changes to the current design during the consultation process, would be limited to <0.6m in height). Both of the above drawings also show that 2m x 2m pedestrian visibility splays would be provided at the revised access.

Proposed Highway Boundary Amendments

- 5.34 As noted in Chapter 3 (above), the declared highway boundary at the site frontage seemingly fails to accommodate a footway of reasonable width, and also fails to accommodate significant tactile paving, signal installations and other street furniture.
- 5.35 Wigston Estates Ltd recognise the need for a suitable footway and the existing signal installations, etc, at their frontage (not least in order to serve their proposed development itself). On this basis, they are willing to agree an amended highway boundary, permitting (wherever possible) a 2m wide footway. Additional footway boundary width would also be permitted outside the main entrance, in order to accommodate the existing highway layout.
- 5.36 On the above basis, **Drawing Number HAS/23-071/07C** shows how the local highway boundary could be realigned (in good faith and to the benefit of LCC). As noted above, Wigston Estates Ltd would support any such adoption, but would reasonably expect that any cost associated with this are met by LCC. In particular, HAS and Wigston Estates Ltd note that the construction depths, etc, of the existing footway should already be known to LCC, and would not expect to have to pay for surveys of these in support of any additional adoption.
- 5.37 HAS and Wigston Estates Ltd understand that both HBBC and LCC will appreciate the need to address any irregularity regarding the highway boundary, and that both authorities welcome the proposal to address this in good faith, in the interest of securing the existing infrastructure and an appropriate footway width. It is anticipated that any planning consent would include suitable Condition(s) detailing how the amended highway boundary would be formalised.

Based Refuse Storage / Collection

- 5.38 Based on typical levels of waste storage provision, HAS and Storm Design have estimated the need for general refuse storage, dry recyclable storage and food waste storage within the proposed residential development.

- 5.39 It is estimated that stood that one-bedroom units require 110L of storage for general waste and dry recyclables (each), with 20L of food waste storage (giving 240L in total). It is assumed that standard 1,100L wheeled containers would be used for general waste and dry recyclables, with these being collected fortnightly (on alternating weeks). Food waste would be stored in 240L wheeled containers, and this would be collected weekly.
- 5.40 Based on the proposal for 35 one-bedroom units, it has been calculated that the proposed development requires 3,850L of general waste storage, 3,850L of dry recyclables storage and 700L of food waste storage. Rounding up as necessary, this would require 8x 1,100L containers (with 4 for each waste type), plus 3x 240L containers. An additional 3x 240L containers could also be provided for WEEE (Electronics).
- 5.41 Wigston Estates Ltd and Storm Design have indicated to HAS that refuse containers for the proposed development would be stored in a ground floor refuse / recycling store, readily accessible to residents from inside the proposed atrium. External doors would allow containers to be pulled out onto the site frontage for collection.
- 5.42 The existing site layout and car park size make it impractical for a Refuse Collection Vehicle [RCV] to enter and turn around within the site itself. Therefore, it is assumed that refuse would be collected from the Trinity Lane frontage by a RCVs waiting on-street (this servicing strategy being essentially identical to that which was likely used by the former leisure uses at the site).
- 5.43 **Drawing Number HAS/23-071/08C** shows that, given its one-way nature, Trinity Lane would remain passable by other vehicles during servicing of the site by a large, 4-axle RCV. It also shows that all of the 1,100L waste or recycling containers could be placed out at the frontage. This would minimise the necessary drag distances for collection operatives), whilst still ensuring that the containers are positioned to the rear of the proposed highway boundary.
- 5.44 It is anticipated that the above approach would facilitate alternating weekly collections of general and recyclable waste from the proposed development.

6.0 TRIP GENERATION, HIGHWAY IMPACTS & CONCLUSION

Existing Use

- 6.1 Within the previous version of this report, HAS set out (in some detail) trip generation estimates for the trip generation of the previous lands uses at the site (as a sports bar and cinema). Given that the site has been closed for a prolonged period, these

were necessarily prepared using TRICS data. However, within their substantive response (included at **Appendix C**), LCC have challenged the accuracy of the Existing Development trip generation HAS provided.

- 6.2 HAS readily accept that the available TRICS data is limited,. As such, we also accept that the estimates provided (whilst prepared in good faith) may not provide accurate representations of the trip generation associated with any contemporary and comparable use of the site.
- 6.3 HAS also note that LCC are not concerned by the potential trip generation of the proposed flats. As such, this revised report therefore omits the previous Existing Development trip generation estimates. We simply note that the existing use should allow some of the trips associated with the proposed residential use to be offset, albeit to a variable and uncertain degree.

Proposed Use – Residential [35 Flats]

- 6.4 In relation to the proposed development, HAS have examined typical person trip rates for the TRICS Category 03/C 'Residential Flats – Privately Owned'. It is noted that the proposed flats will likely be available on a tenanted / rental basis, but that the only other category relates to Local Authority controlled flats. Therefore, 03/C is considered the most-comparable category. The search criteria used were as follows:
- Category 03/C – Residential Flat (Privately Owned)
 - All English / Welsh Regions except Greater London
 - Weekday Surveys only (*with COVID-19 impacted surveys excluded*)
 - Extended survey-age cut-off (from 2003 onwards)
 - Developments of 12 to 49 units
 - Town Centre / Edge of Town Centre
- 6.5 The above filters aimed to identify similarly sized schemes to the proposed development (excluding very small site, and large sites that might provide significant on-site amenities). Sites of 50 or more dwellings would also be the subject of a Transport Statement / Assessment.
- 6.6 Sites in Greater London were removed as these were considered to benefit from significantly greater levels of public transport than the development site (which, although sustainably located, does not benefit from access to night busses, multiple underground and rail lines, etc). The survey age cut-off was extended to ensure a reasonable number of results allowing for these search criteria.
- 6.7 The above criteria resulted in a selection of six sites, as detailed in the abridged TRICS reports included at **Appendix G**. However, it was immediately noted that five

of the six had car parking provision of at least 1 space per dwelling, with most sites featuring at least some two- or three-bedroom flats.

- 6.8 Consideration was therefore given to selection of the single site (GM-03-C-03, in Manchester). However, this generated no trips at all in the evening peak hour, which is not considered credible for assessment purposes. The removal of London sites was therefore reconsidered. On checking, almost all of the London sites in the database also benefit from significant parking provision (despite their highly sustainable locations).
- 6.9 Noting all of the above, HAS consider that selection of the mean average trip rates for the originally generated dataset to be a removable course of action.
- 6.10 On average, the six sites provided 0.93 spaces per dwelling, which is still significantly higher than the proposed development. The sites also included at least some larger flats. Both of these factors will likely result in higher levels of trip generation than might be typical of the proposed development, thereby making use of even average rates associated with them a robust choice.
- 6.11 Based on the trip rates for the 03-C Residential Flats TRICS data detailed above, trip rates for the proposed development have therefore been assumed to be as follows (calculated per flat):

Vehicle Trip Rates	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	0.096	0.217	0.313
▪ Evening Peak (1700 to 1800 hours)	0.120	0.127	0.247
▪ Daily (0700 to 1900 hours)	1.312	1.431	2.743
<i>Person Trip Rates</i>	<i>Arrive</i>	<i>Depart</i>	<i>Total</i>
▪ Morning Peak (0800 to 0900 hours)	0.235	0.681	0.916
▪ Evening Peak (1700 to 1800 hours)	0.512	0.325	0.837
▪ Daily (0700 to 1900 hours)	4.125	4.422	8.547

- 6.12 Using the above trip rates, and assuming a development of 35 flats, the proposed could reasonably be expected to generate the following numbers of trips:

Vehicle Trip Rates	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	3	8	11
▪ Evening Peak (1700 to 1800 hours)	4	4	8
▪ Daily (0700 to 1900 hours)	46	50	96

<i>Person Trips</i>	<i>Arrive</i>	<i>Depart</i>	<i>Total</i>
▪ <i>Morning Peak (0800 to 0900 hours)</i>	8	24	32
▪ <i>Evening Peak (1700 to 1800 hours)</i>	18	11	29
▪ Daily (0700 to 1900 hours)	144	155	299

Note: All vehicle trip data is a subset of Person trip data, i.e. the vehicle trip data is included within the person trip data. Around 5.8 trips per flat, per day would be made as by sustainable modes.

- 6.13 The above vehicle trip generation is considered highly robust in the context of the proposed development and its car parking provision. This might be reflective of two vehicle journeys per car kept on site, per day (i.e. four trips per car per day), plus some visitor trips, deliveries etc.
- 6.14 It is noted that around one-third of all trips would be by vehicle, which is slightly below the recorded Census data for the local Output, but reflective of the low car ownership likely among persons resident in small rental dwellings.
- 6.15 The person trip generation is reasonably reflective of two persons per flat making two journeys (i.e. four trips) per day (potentially one to work and one for other purposes). This is considered a reasonable (yet robust) in the context of a development providing flats with double bedrooms.

Net Trip Generation

- 6.16 In the absence of a robust estimate for the Existing Development trip generation of the site, it is not practicable to provide an accurate 'net' trip generation for the development proposal. However, HAS consider it unlikely that the development would significantly intensify local pedestrian and traffic movement (as compared with the historic impacts generated by the site).
- 6.17 Further to the above, HAS note that LCC have already expressed their belief that the proposed development would "...not materially impact the performance of nearby junctions in terms of capacity". On this basis, no further trip generation assessment is considered necessary in this instance.

Overall Highway Impact

- 6.18 The proposed development would likely generate broadly compatible vehicular movement in the town centre than the former use of the site. It is therefore expected that the proposed development should not have to provide off-site mitigation of any highway network impacts, nor make any significant contributions towards local highway improvement schemes. The development would, however, enable rationalisation of the local highway boundary at the site frontage.

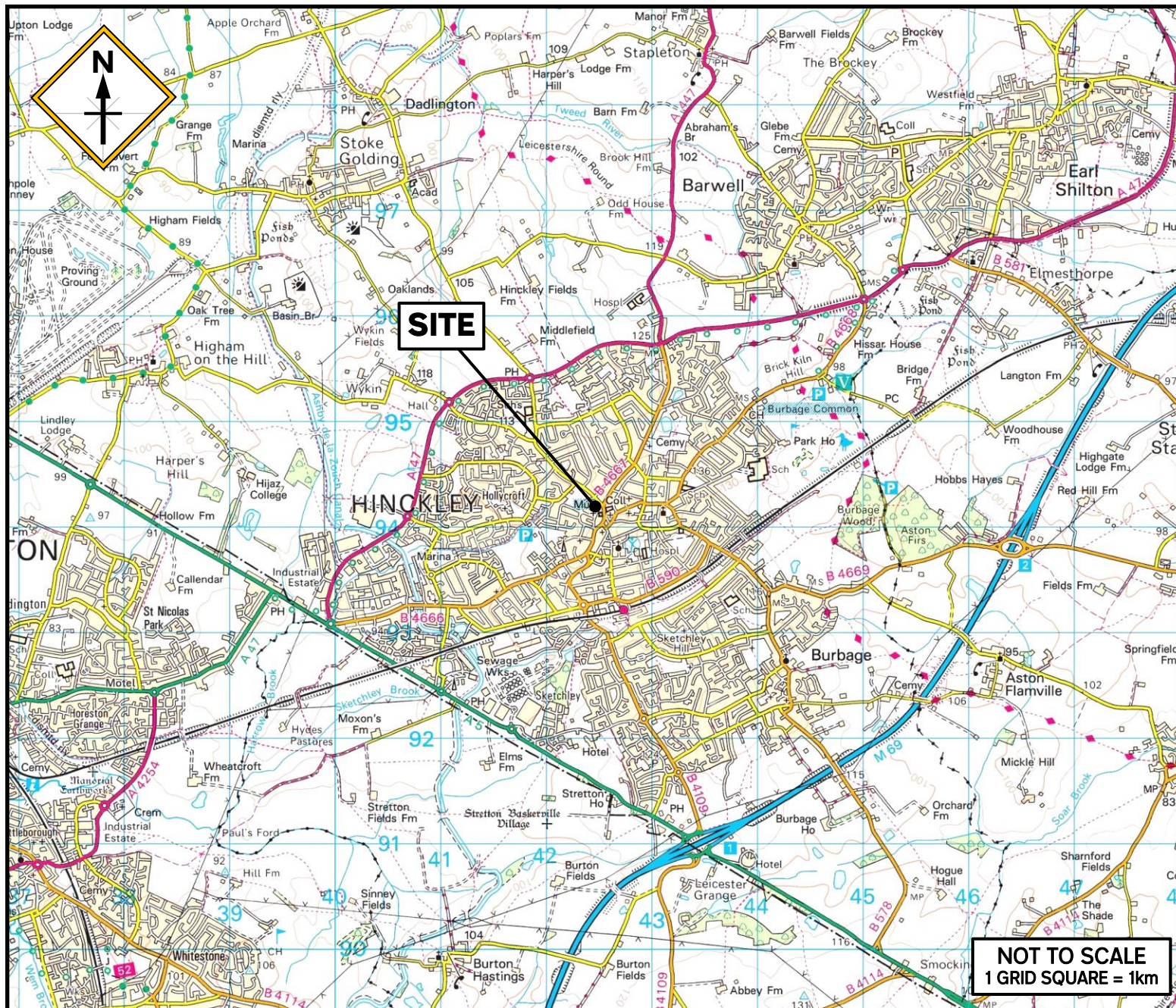
- 6.19 It is accepted that the vehicular visibility splays achievable at the proposed Trinity Lane site accesses normally recommended in areas with 30mph speed limits. However, given character of Trinity Lane, speeds on this route are reasonably assumed to fall well below 30mph. This will be checked by means of suitable survey in due, subject to the agreement of an appropriate methodology by LCC.
- 6.20 It is also noted that many (if not most) of the private accesses throughout Hinckley town centre have restricted splays, due to the historic positioning of building and use of 1.8m footways in many areas. The layouts of the proposed development accesses are therefore comparable with accesses found throughout the local area. The achievable splays are thus considered to be acceptable in context, and should not present any significant concern.
- 6.21 HAS specifically note the importance of retaining the historic structure of the former cinema, and the need to provide (some) on-site parking. Given the constraints of the site and local highway network, it is therefore apparent that a reasonable and pragmatic approach is necessary in this instance.
- 6.22 It is noted that LCC have raised concerns about the potential impacts of any additional on-street parking demand associated with the site. However, HAS believe that the level of demand for such parking would be low, as the proposed development would offer comparable levels of provision to other developments in the local area. Additionally, multiple, reasonably priced off-street car parks are available within the local vicinity. Lastly, we note that local streets have appropriate parking restrictions in force, and that any demand that does arise should not, therefore, occur in unsafe areas.
- 6.23 HAS and Wigston Estates Ltd have sought to balance the provision of access(es) which improve / provide balanced visibility splays of the greatest possible length, whilst also facilitating a deliverable and functional site layout. The elimination of informal parking at the site frontage (to the rear of the existing footway) also represents a significant safety benefit.
- 6.24 Based on the above analysis, HAS consider that the proposal is unlikely to give rise to significant local highway capacity or unacceptable safety concerns.

7.0 SUMMARY & CONCLUSION

- 7.1 Highway Access Solutions [HAS] have been commissioned by Wigston Estates Ltd to provide Transport Planning consultancy advice in relation to the residential conversion of the former Trinity Lane Cinema in Hinckley. The overall proposal is to convert the majority of the existing building from entertainment use into residential flats. A total of 35 one-bedroom flats would be created in a highly sustainable town centre location.
- 7.2 The proposed development would likely generate broadly comparable (or lesser) levels vehicular movement in the town centre than the former use of the site. Leicestershire County Council [LCC] have already indicated that the overall trip generation of the proposed development is unlikely to present any concern.
- 7.3 HBBC policies support the re-use of existing buildings and the delivery of new, reasonably priced residential accommodation. HAS specifically note the importance of retaining the historic structure of the former cinema, and the need to provide (some) on-site parking.
- 7.4 The level of parking provision proposed for the site makes good use of the available space, whilst preserving (as far as possible) the historic façade and general appearance of the cinema. A total of 13 spaces would be provided for 35 flats. Based on local Census data, such provision is considered appropriate. It is also noted that, on a 'per bedroom' basis, this level of provision is broadly comparable to that previously consented for 'The Old Police Station' development.
- 7.5 The layout and achievable visibility splays at the proposed site access are based on assumptions as to the likely design speeds for the frontage roads (which would likely be reduced by the local traffic signal junction and other traffic calming features). The accesses are considered to be acceptable in context, and should not present any significant concern. Nonetheless, HAS will (if necessary) undertake or commission a confirmatory speed survey will be undertaken in due course, subject to LCC confirming the need for this and a suitable methodology.
- 7.6 The development would, enable rationalisation of the local highway boundary at the site frontage, to the public benefit. It would also eliminate informal frontage parking which currently presents a potential danger to pedestrians.
- 7.7 A preliminary Personal Injury Collision [PIC] study has identified no significant pre-existing safety concerns on the public highway network in the vicinity of the proposed development which could be exacerbated by the proposed conversion. HAS have offered to consider further LCC data, although there is no reason to believe that this will identify any significant issues.

- 7.8 Ultimately, Paragraph 111 of the applicable NPPF is very clear that development should only be refused on highways grounds where there is a clear, detrimental impact on network capacity or an unacceptable road safety impact. Based on the findings of this report, it is apparent that no such impacts should occur as a result of the proposed development.
- 7.9 If LCC do require further PIC and traffic data to be analysed, the project team would welcome further discussion with their Officers, in order that this can be provide in an expedient manner. Nonetheless, on the basis of this report, HAS therefore ask that, in due course, HBBC and LCC give their 'in-principle' support to the proposed development (subject to suitable Conditions).

FIGURES & DRAWINGS



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HAS

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Email: office@highwayaccess.co.uk

CLIENT:

Wigston Estates Ltd

FIGURE TITLE:

GENERAL TOWN
LOCATION PLAN

PROJECT TITLE:

PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

FIGURE #:

FIGURE 1

PROJECT #:

HAS/23-071

DATE:

20/12/2023

PREPARED:

ACD

CHECKED:

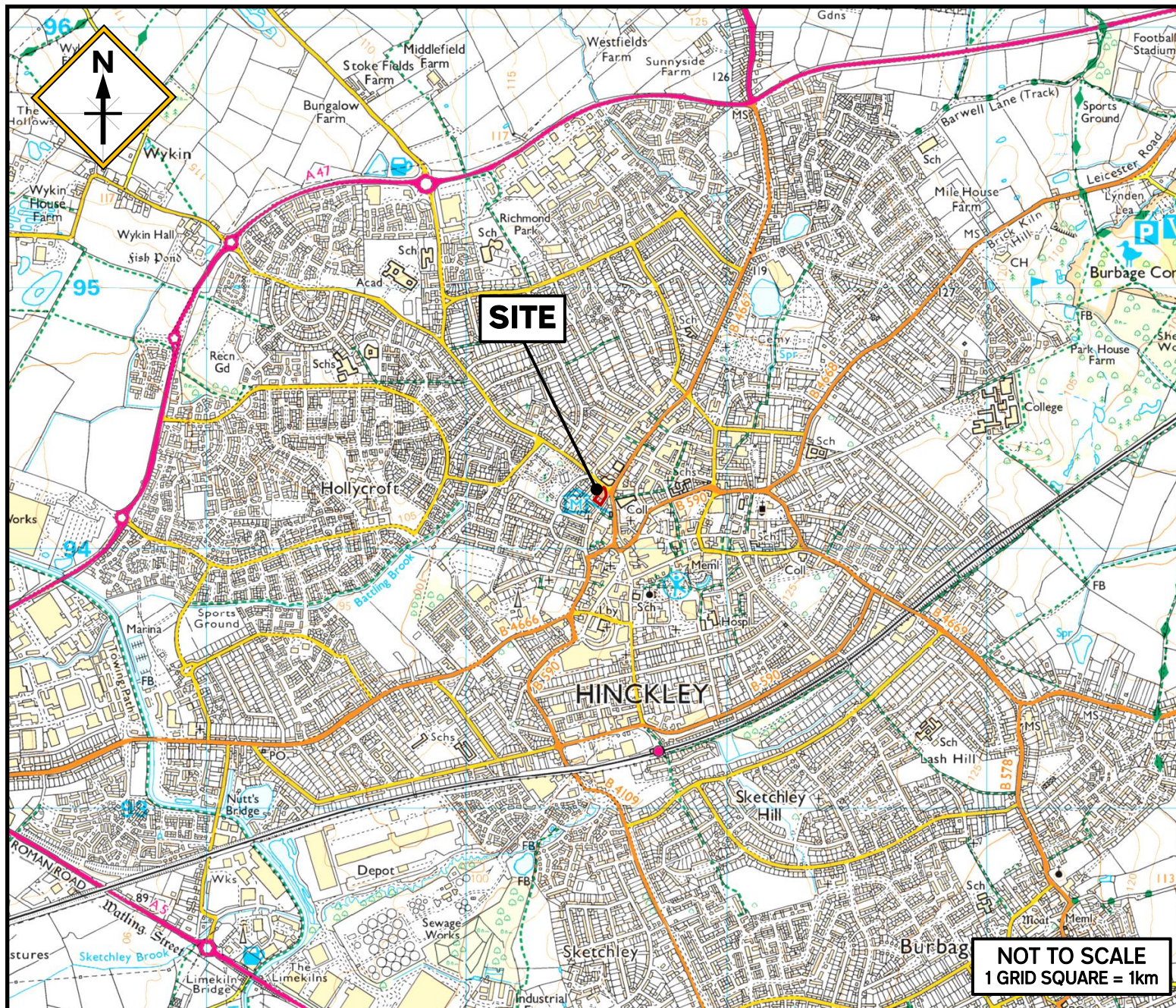
ACD

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NOT TO SCALE
1 GRID SQUARE = 1km



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8. IF ANY QUERIES ARISE FROM THIS PLAN, CONTACT HAS IMMEDIATELY USING THE DETAILS BELOW, REQUESTING WRITTEN CONFIRMATION OF ANY CLARIFICATION ISSUED.

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CLIENT:

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FIGURE TITLE:

DETAILED TOWN CENTRE
LOCATION PLAN

PROJECT TITLE:

PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

FIGURE #:

FIGURE 2

PROJECT #:

HAS/23-071

DATE:

20/12/2023

PREPARED:

ACD

CHECKED:

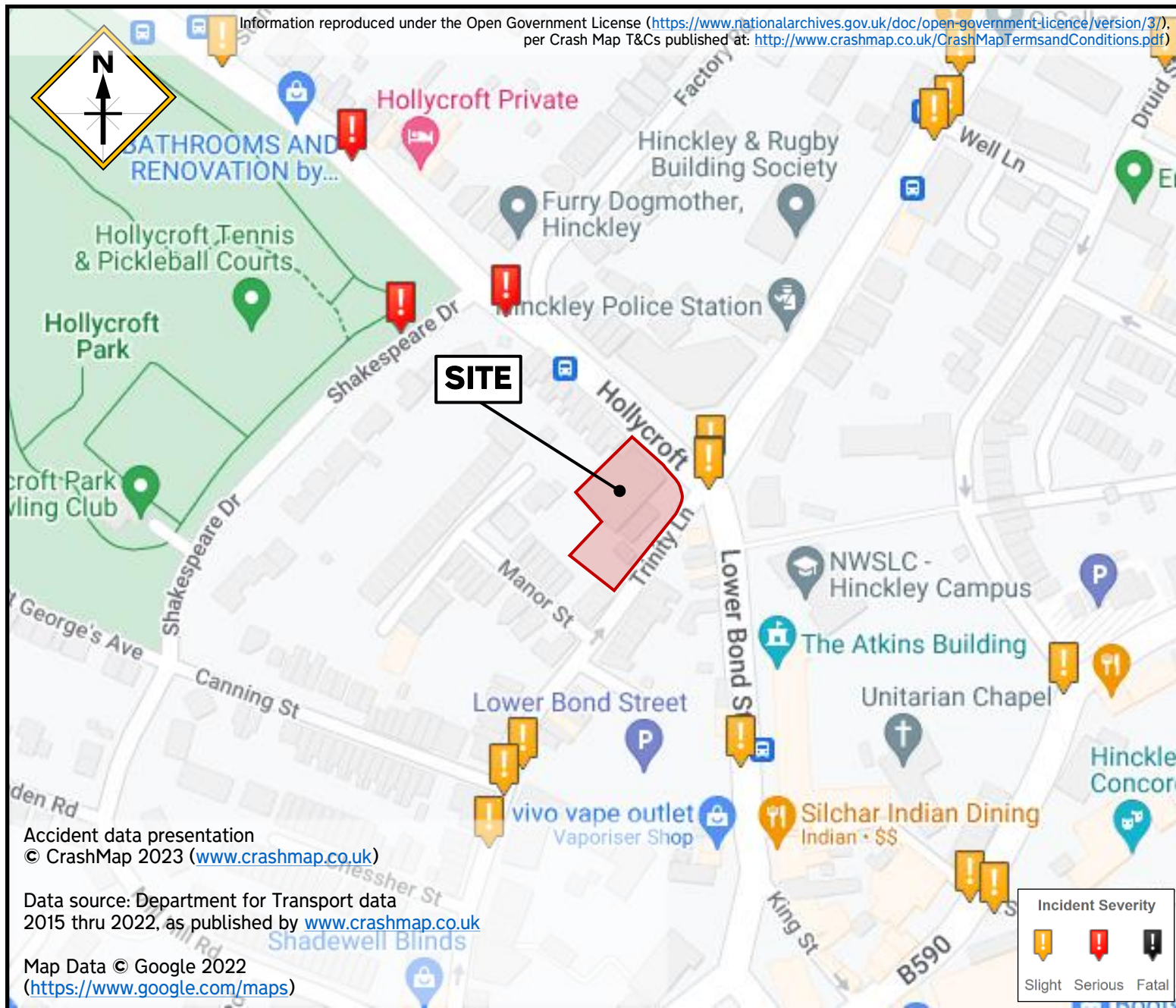
ACD

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NOT TO SCALE
1 GRID SQUARE = 1km



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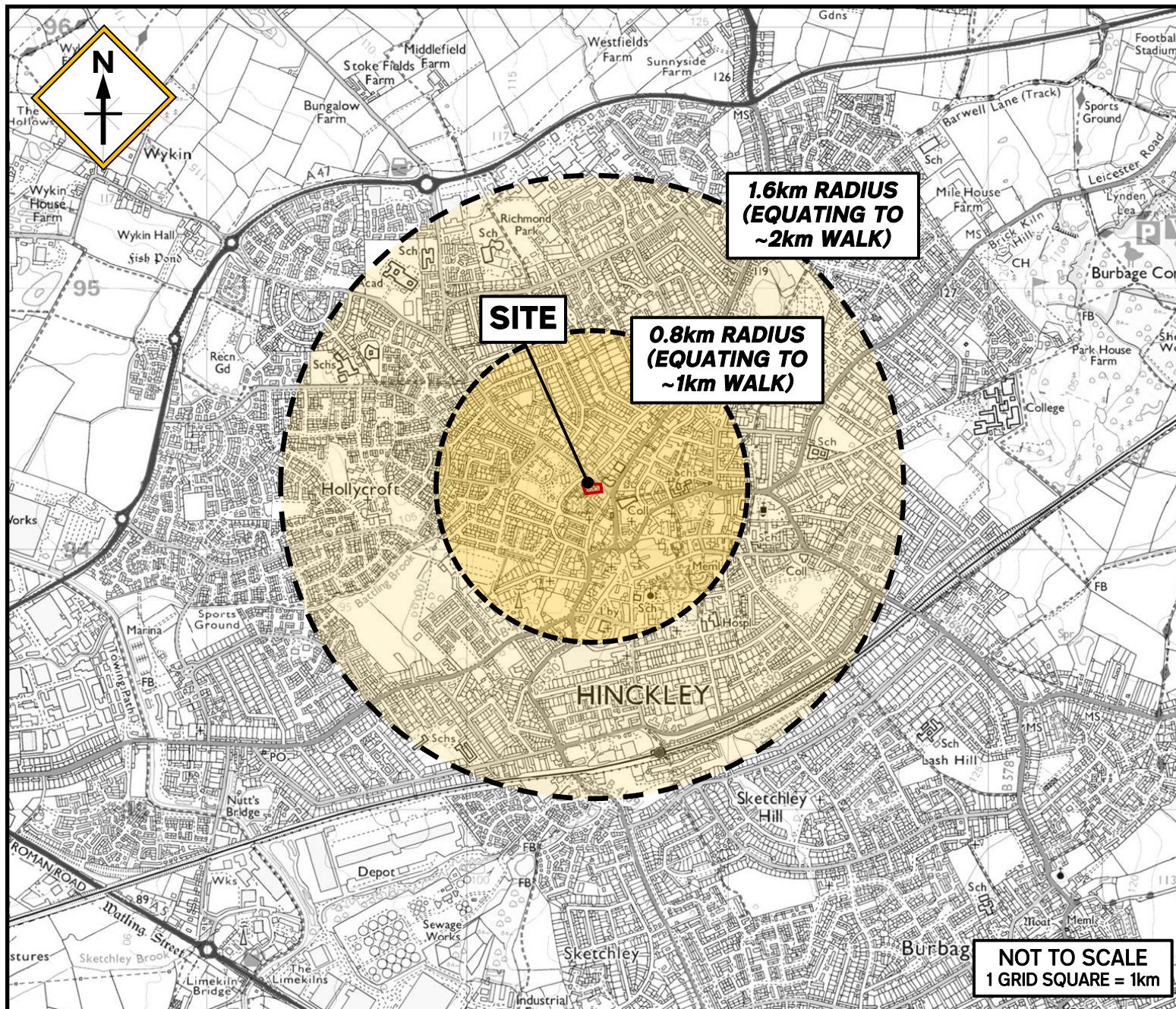
FIGURE TITLE:
**PEDESTRIAN PIC LOACTION PLAN
(2016 to 2022 INCLUSIVE)**

PROJECT TITLE:
**PROPOSED RESIDNTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

FIGURE #: PROJECT #:
FIGURE 3 HAS/23-071

DATE: PREPARED: CHECKED:
20/12/2023 ACD ACD

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FIGURE TITLE:

INDICATIVE PEDESTRIAN
CATCHMENT RADII

PROJECT TITLE:

PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

FIGURE #:

FIGURE 4

PROJECT #:

HAS/23-071

DATE:

20/12/2023

PREPARED:

ACD

CHECKED:

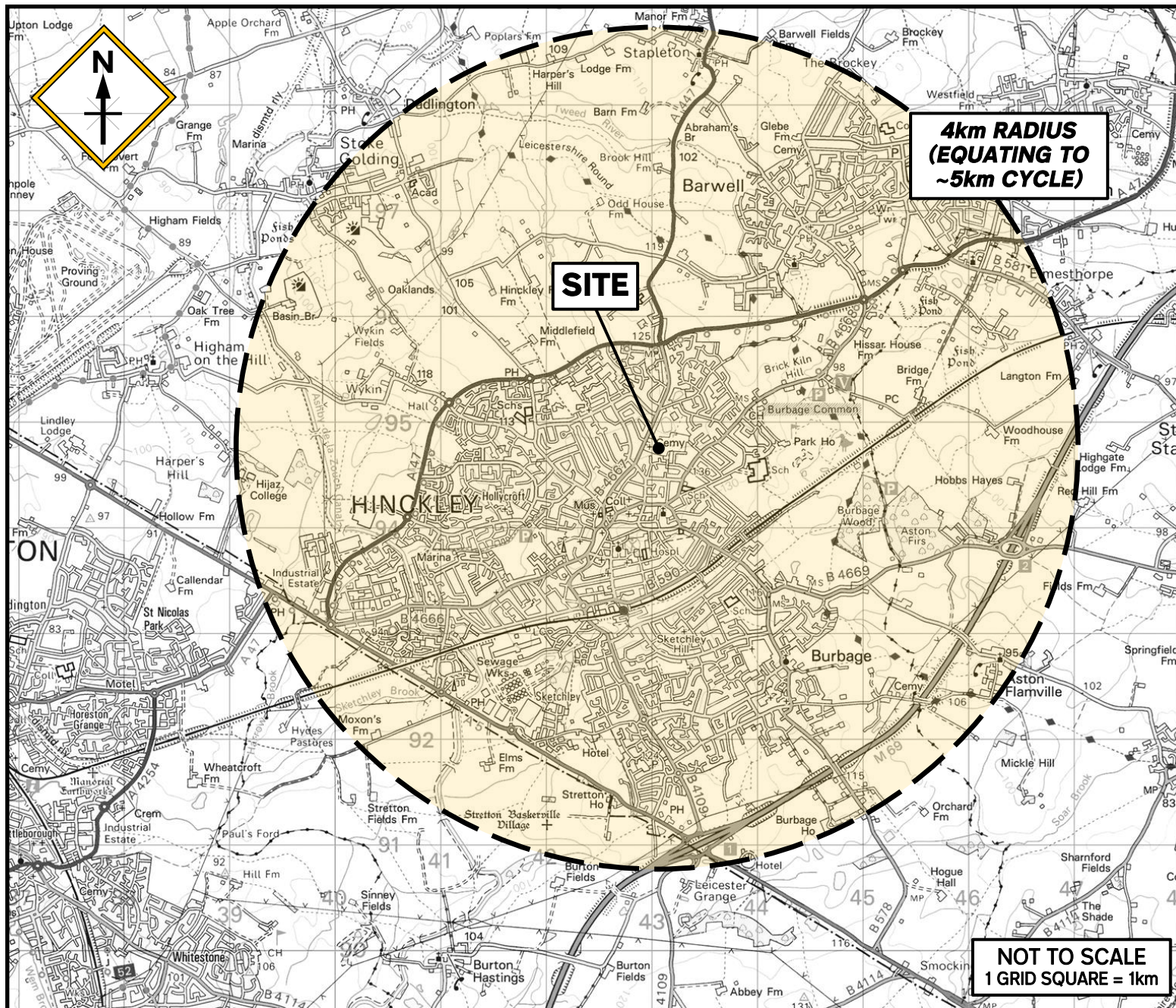
ACD

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FIGURE TITLE:

INDICATIVE CYCLE
CATCHMENT RADII

PROJECT TITLE:

PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

FIGURE #:

FIGURE 5

PROJECT #:

HAS/23-071

DATE:

20/12/2023

PREPARED:

ACD

CHECKED:

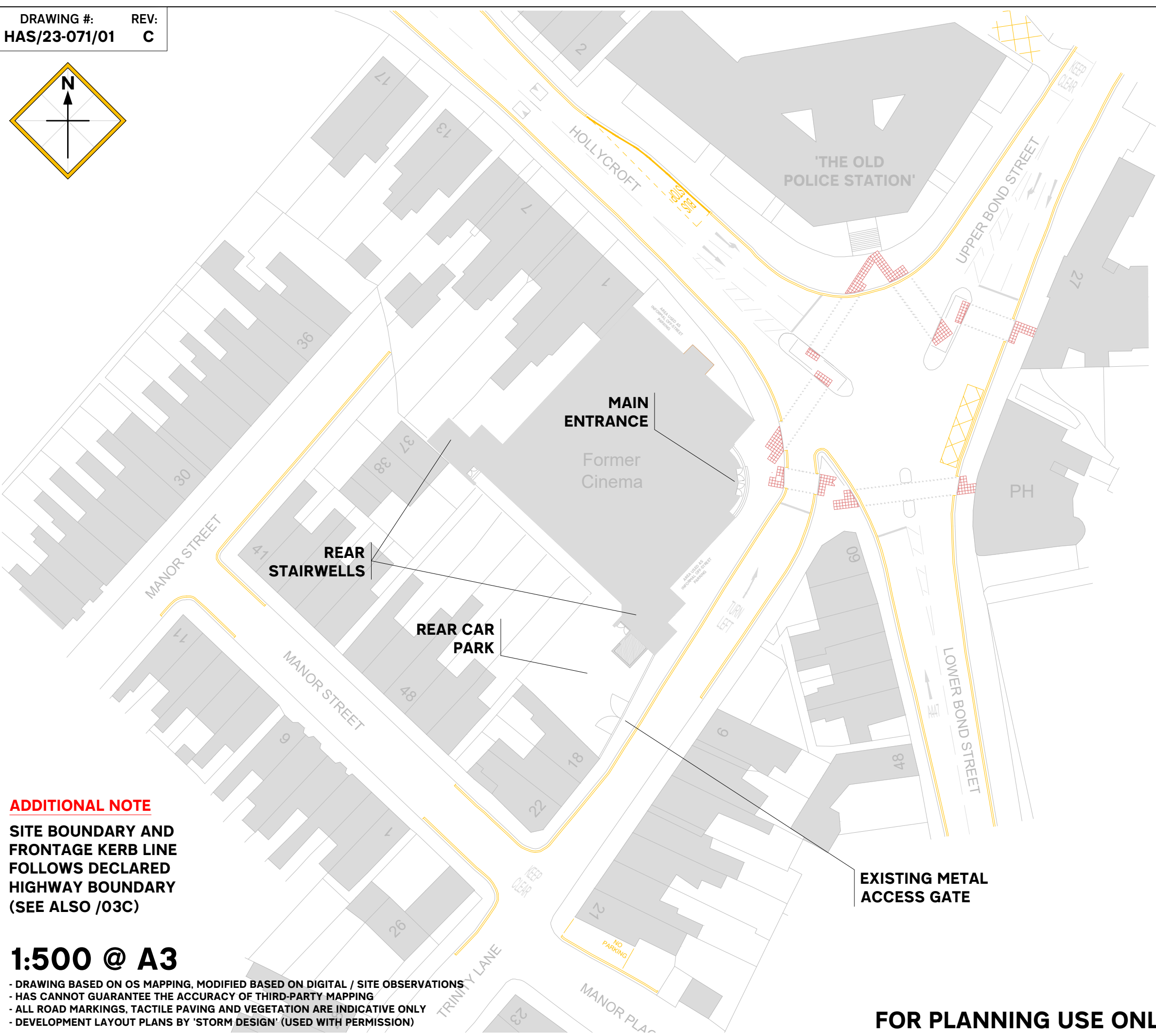
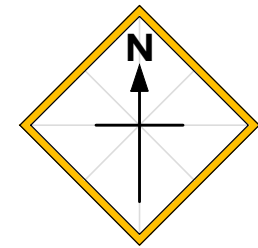
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DRAWING #: HAS/23-071/01
REV: C



ADDITIONAL NOTE

SITE BOUNDARY AND FRONTAGE KERB LINE FOLLOWS DECLARED HIGHWAY BOUNDARY (SEE ALSO /03C)

1:500 @ A3

- DRAWING BASED ON OS MAPPING, MODIFIED BASED ON DIGITAL / SITE OBSERVATIONS
- HAS CANNOT GUARANTEE THE ACCURACY OF THIRD-PARTY MAPPING
- ALL ROAD MARKINGS, TACTILE PAVING AND VEGETATION ARE INDICATIVE ONLY
- DEVELOPMENT LAYOUT PLANS BY 'STORM DESIGN' (USED WITH PERMISSION)

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DRAWING TITLE:
EXISTING SITE CONTEXT

PROJECT TITLE:
PROPOSED RESIDENTIAL CONVERSION TO 35 FLATS, FORMER TRINITY LANE CINEMA, HINCKLEY

C	06/03/24	MINOR AMENDMENTS ONLY	ACD	ACD
B	29/02/24	MULTIPLE UPDATES FOLLOWING INITIAL LPA / LHA COMMENTS	ACD	ACD
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

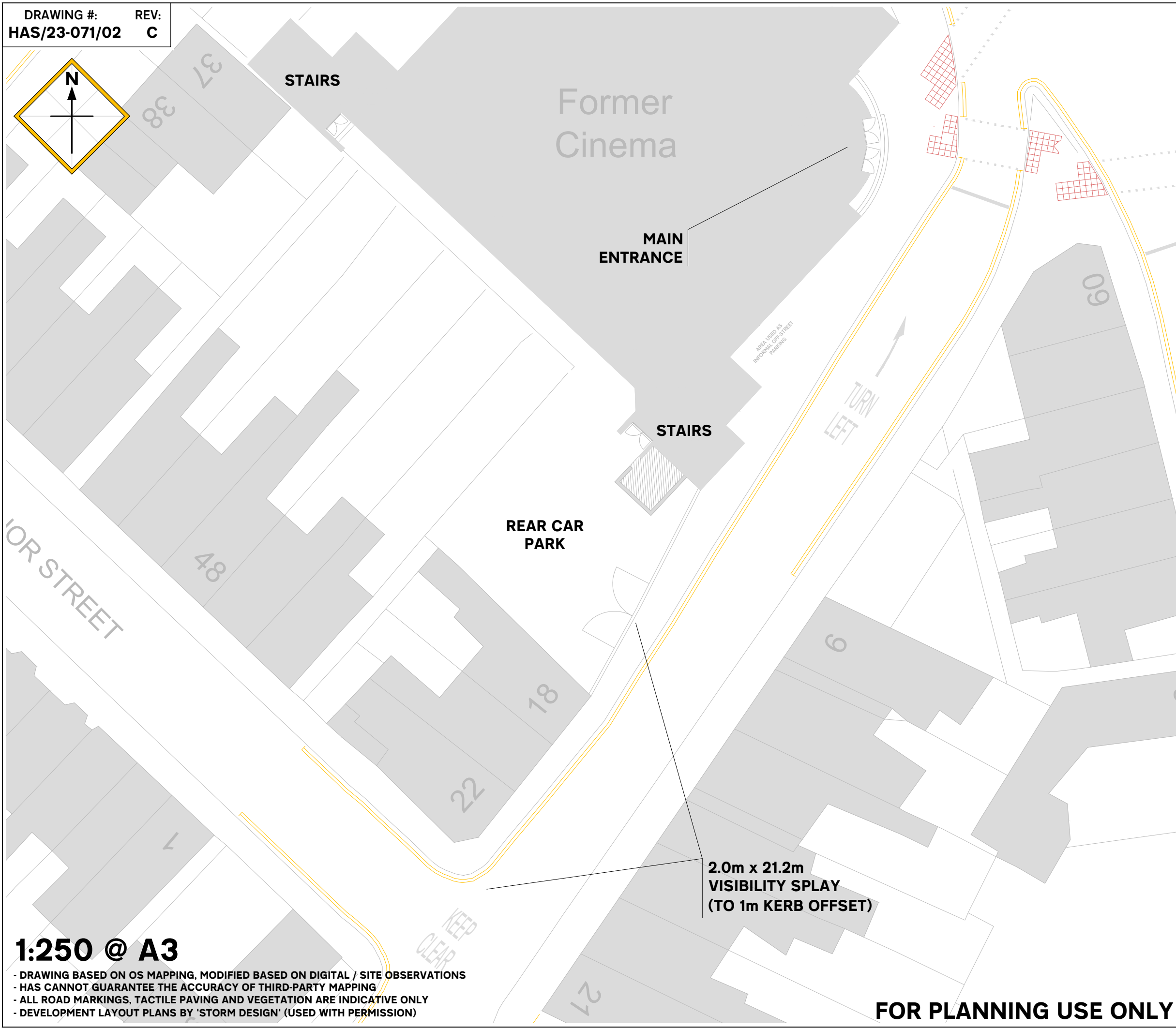
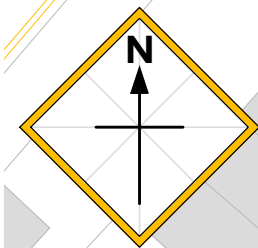
DRAWING #: HAS/23-071/01
REV: C

DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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REV: C



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CLIENT:
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DRAWING TITLE:
EXISTING SITE ACCESS
VISIBILITY ASSESSMENT

PROJECT TITLE:
PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

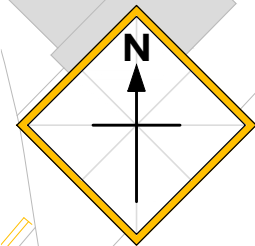
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
C	06/03/24	MINOR AMENDMENTS ONLY	ACD	ACD
B	29/02/24	MULTIPLE UPDATES FOLLOWING INITIAL LPA / LHA COMMENTS	ACD	ACD
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS	ACD	ACD

DRAWING #: HAS/23-071/02
REV: C

DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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DRAWING #: HAS/23-071/03
REV: C



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- DEVELOPMENT LAYOUT PLANS BY 'STORM DESIGN' (USED WITH PERMISSION)

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NOTE THAT REAR EDGE
OF FOOTWAY DIVERGES
FROM DECLARED
HIGHWAY BOUNDARY

Former
Cinema

NOTE POSSIBLE SLIGHT
ENCROACHMENT OF
TACTILE PAVING ONTO
CLIENT LAND

ADDITIONAL NOTE
HIGHWAY BOUNDARY &
FRONTAGE KERB LINE
REPRODUCED BASED ON
LCC-SUPPLIED HIGHWAY
BOUNDARY PLAN

HIGHWAY
BOUNDARY

1:250 @ A3
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DRAWING TITLE:
**EXISTING SITE
(WITH HIGHWAY
BOUNDARY OVERLAY)**

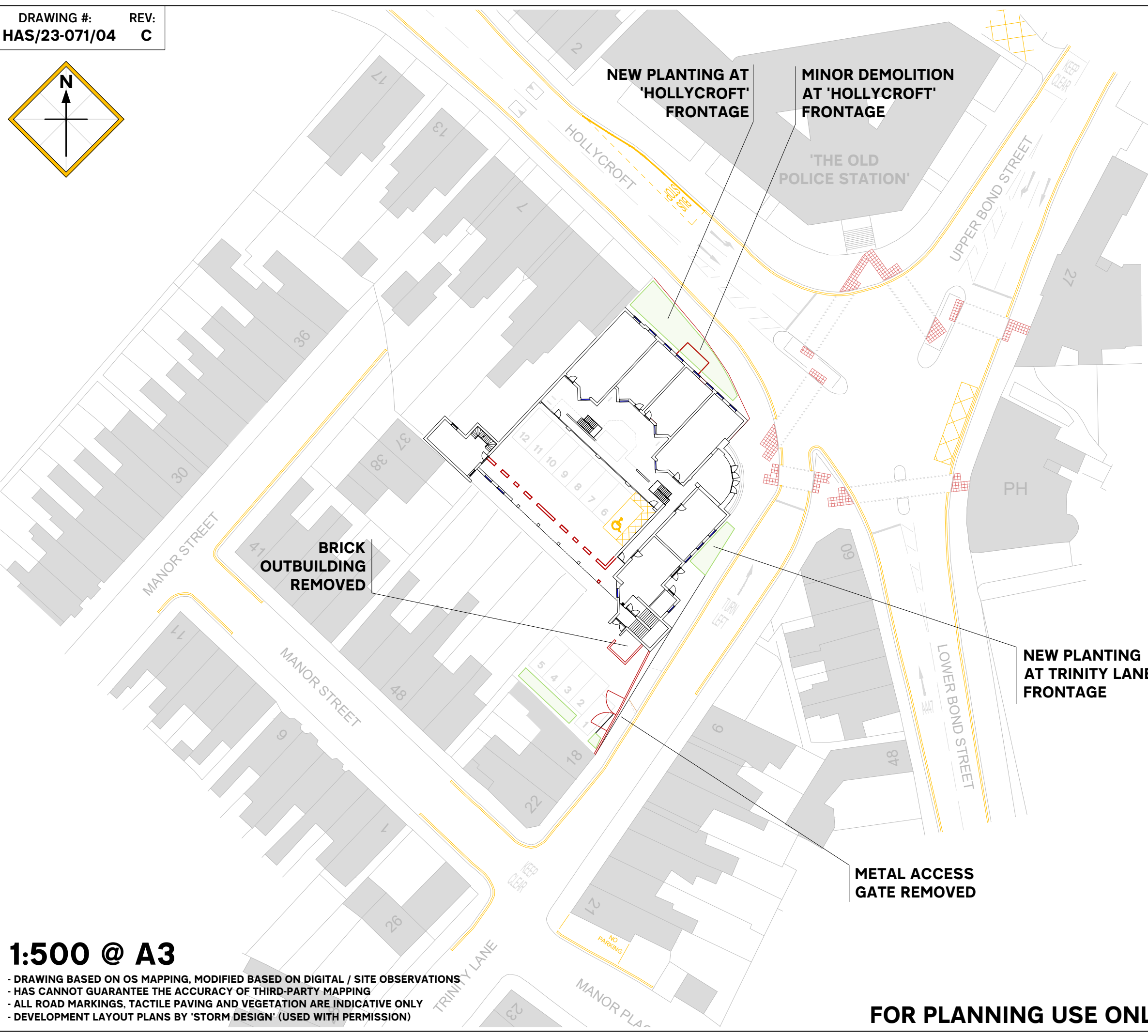
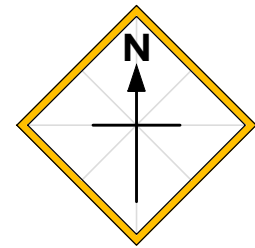
PROJECT TITLE:
**PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

C	06/03/24	INTERIOR CHANGE TO ATRIUM & G/F FLATS TO MATCH 'STORM DESIGN' LAYOUTS	ACD	ACD	
B	29/02/24	MULTIPLE UPDATES FOLLOWING INITIAL LPA / LHA COMMENTS	ACD	ACD	
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & NOTATIONS	ACD	ACD	
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY	

DRAWING #: **HAS/23-071/03** REV: **C**
DATE: **27/12/2023** PREPARED BY: **ACD** CHECKED BY: **ACD**

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DRAWING #: HAS/23-071/04
REV: C



1:500 @ A3

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CLIENT:
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DRAWING TITLE:
**PROPOSED
SITE LAYOUT (WITH
CLEARANCE UNDERLAY)**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

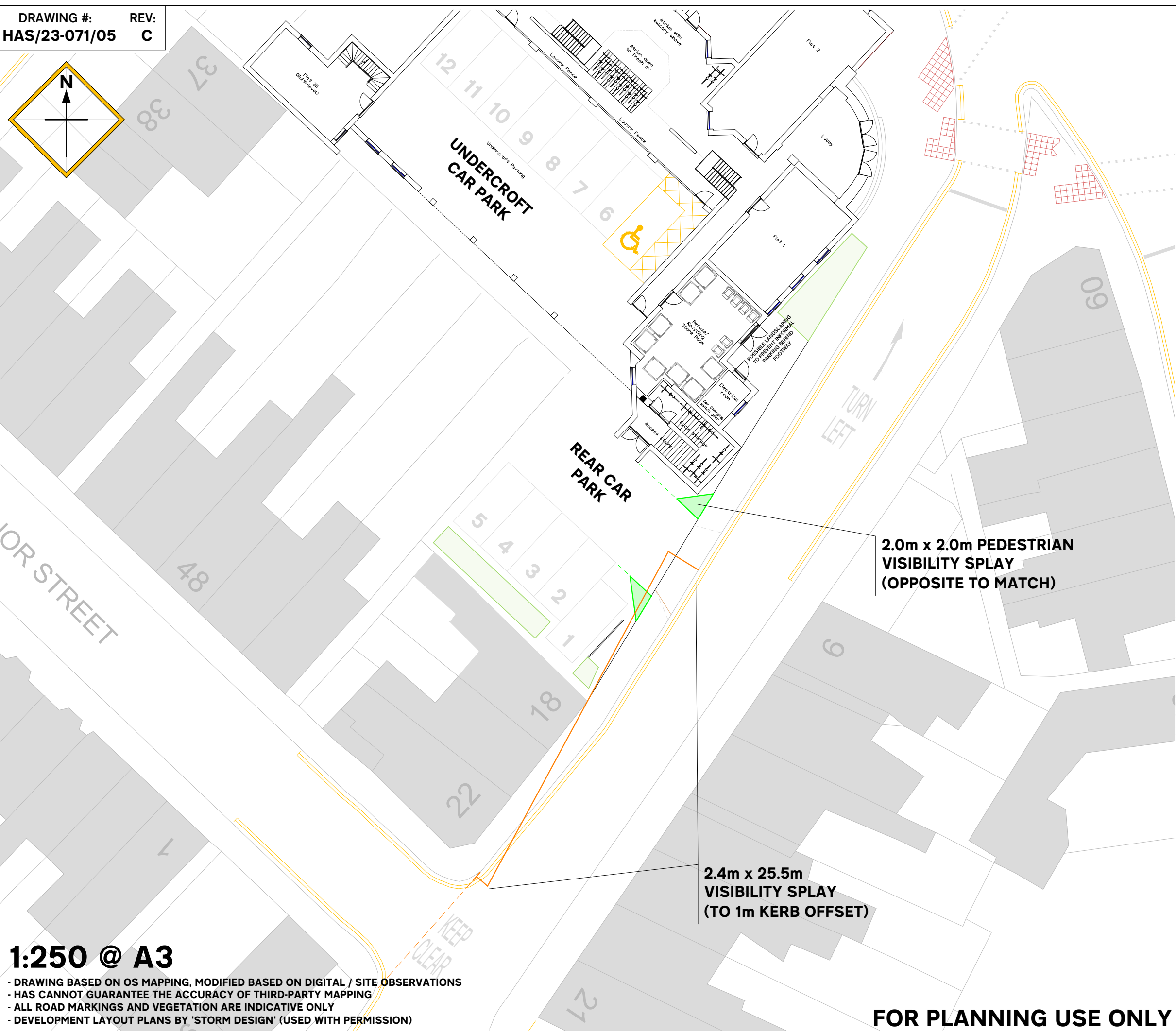
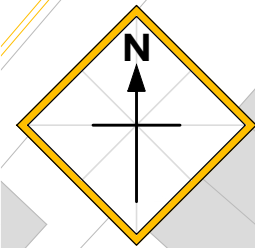
C	06/03/24	INTERIOR CHANGE TO ATRIUM & G/F FLATS TO MATCH 'STORM DESIGN' LAYOUTS	ACD	ACD
B	29/02/24	MULTIPLE UPDATES FOLLOWING INITIAL LPA / LHA COMMENTS	ACD	ACD
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

DRAWING #: HAS/23-071/04
REV: C
DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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DRAWING #: HAS/23-071/05
REV: C



1:250 @ A3

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- ALL ROAD MARKINGS AND VEGETATION ARE INDICATIVE ONLY
- DEVELOPMENT LAYOUT PLANS BY 'STORM DESIGN' (USED WITH PERMISSION)

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Telephone: 01159 560008
Email: office@highwayaccess.co.uk

CLIENT:
Wigston Estates Ltd

DRAWING TITLE:
PROPOSED SITE ACCESS
VISIBILITY ASSESSMENT
(TRINITY LANE)

PROJECT TITLE:
PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

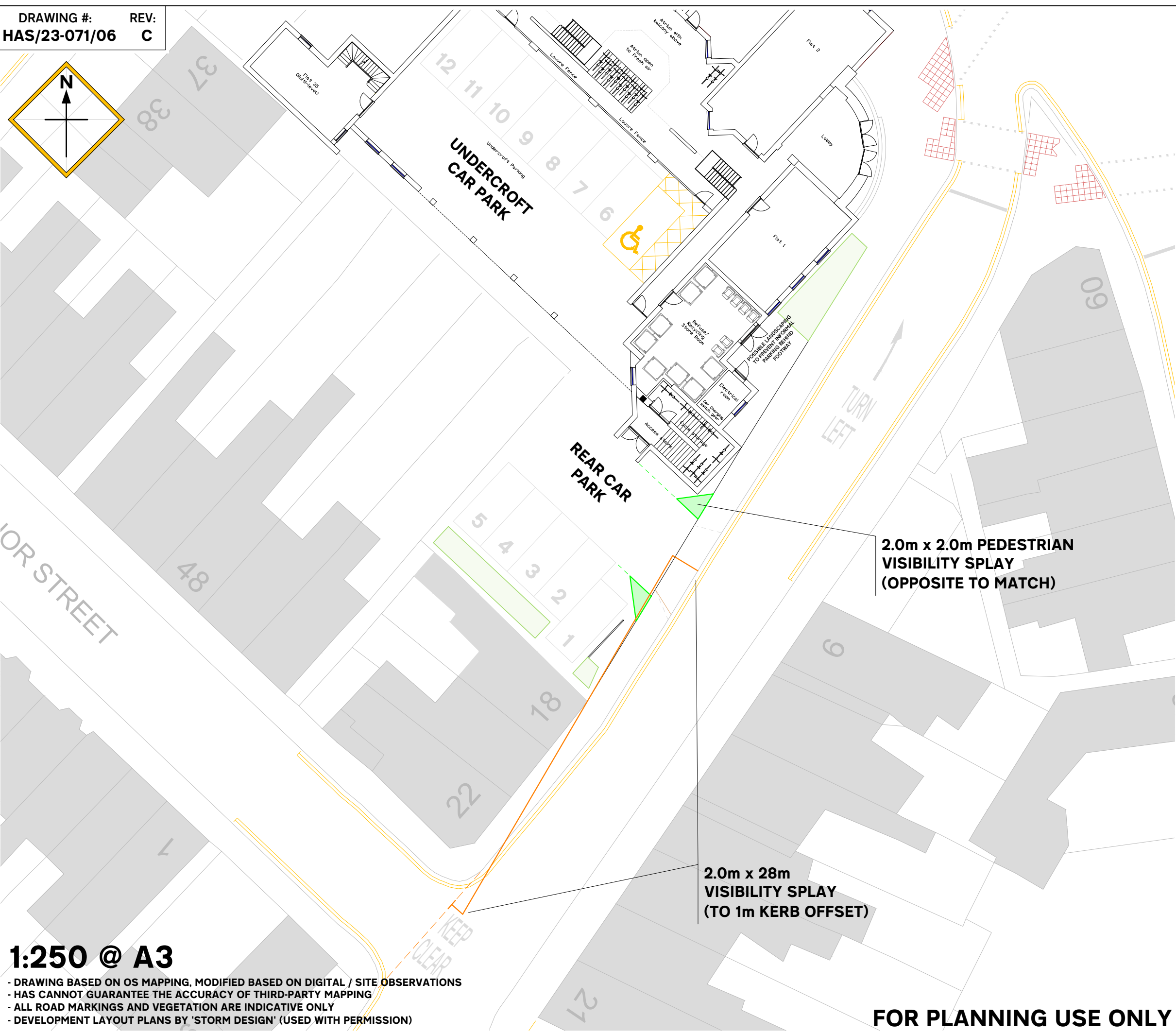
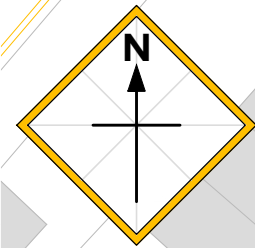
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
C	06/03/24	INTERIOR CHANGE TO ATRIUM & G/F FLATS TO MATCH 'STORM DESIGN' LAYOUTS	ACD	ACD
B	29/02/24	MULTIPLE UPDATES FOLLOWING INITIAL LPA / LHA COMMENTS	ACD	ACD
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD

DRAWING #: HAS/23-071/05
REV: C
DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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DRAWING #: HAS/23-071/06
REV: C



1:250 @ A3

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- ALL ROAD MARKINGS AND VEGETATION ARE INDICATIVE ONLY
- DEVELOPMENT LAYOUT PLANS BY 'STORM DESIGN' (USED WITH PERMISSION)

1. DO NOT SCALE FROM THIS PLAN. ALL DIMENSIONS ARE IN METRES UNLESS STATED. THE READER USES THIS PLAN AT ITS OWN RISK.
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CLIENT:
Wigston Estates Ltd

DRAWING TITLE:
ALTERNATE SITE ACCESS
VISIBILITY ASSESSMENT
(TRINITY LANE)

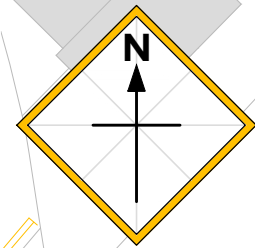
PROJECT TITLE:
PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

C	06/03/24	DRAWING NUMBER REASSIGNED (FIRST ISSUE OF NEW DRAWING)	ACD	ACD
B		DRAWING WITHDRAWN (NO 'REV B' ISSUE)		
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

DRAWING #: HAS/23-071/06
REV: C
DATE: 06/03/2023
PREPARED BY: ACD
CHECKED BY: ACD
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DRAWING #: HAS/23-071/07
REV: C



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- DEVELOPMENT LAYOUT PLANS BY 'STORM DESIGN' (USED WITH PERMISSION)

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CLIENT:
Wigston Estates Ltd

DRAWING TITLE:
**PROPOSED SITE
(WITH POTENTIAL HIGHWAY
BOUNDARY REVISION)**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

C	06/03/24	INTERIOR CHANGE TO ATRIUM & G/F FLATS TO MATCH 'STORM DESIGN' LAYOUTS	ACD	ACD
B	29/02/24	MULTIPLE UPDATES FOLLOWING INITIAL LPA / LHA COMMENTS	ACD	ACD
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

DRAWING #:
HAS/23-071/07

DATE:
27/12/2023

REV:
C

PREPARED BY:
ACD

CHECKED BY:
ACD

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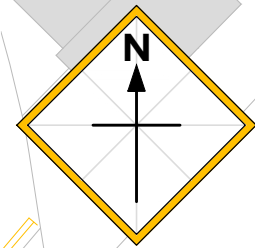
ADDITIONAL NOTE
**HIGHWAY BOUNDARY &
FRONTAGE KERB LINE
REPRODUCED BASED ON
LCC-SUPPLIED HIGHWAY
BOUNDARY PLAN**

**1:250 @ A3
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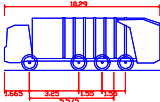
**REVISED BOUNDARY
ALLOWS FOR
EXISTING HIGHWAY
INFRASTRUCTURE
AT SITE FRONTAGE**

**REVISED BOUNDARY
ALLOWS FOR 2.0m
WIDTH FOOTWAY**

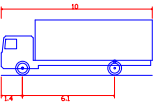
DRAWING #: HAS/23-071/08
REV: C



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4-Axle Refuse Vehicle
Overall Length 10.290m
Overall Width 2.530m
Overall Body Height 3.300m
Min Body Ground Clearance 0.440m
Track Width 2.400m
Lock to lock time 9.00s
Wall to Wall Turning Radius 11.400m



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.530m
Overall Body Height 3.300m
Min Body Ground Clearance 0.440m
Track Width 2.400m
Lock to lock time 9.00s
Kerb to Kerb Turning Radius 11.000m

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CLIENT:
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DRAWING TITLE:
**DIAGRAM SHOWING
ON-STREET REFUSE
COLLECTION**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
CONVERSION TO 35 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
C	06/03/24	INTERIOR CHANGE TO ATRIUM & G/F FLATS TO MATCH 'STORM DESIGN' LAYOUTS	ACD	ACD
B	29/02/24	MULTIPLE UPDATES FOLLOWING INITIAL LPA / LHA COMMENTS	ACD	ACD
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD

DRAWING #: HAS/23-071/08
REV: C

DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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[#31023]*



*Corporate Member of
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Systems UK [#IT417]*



*Listed in the Transport
Planning Society
Business Director*



*Members of the
East Midlands Chamber
[#434925]*



*Andrew Dennison
holds FSB Membership
[#51722048]*