



Unit 2, Nutts Lane, Hinckley, LE10 3EJ

Proposal: Change of use from B2 (General Industrial) to Class E (Commercial, Business and Service - Martial Arts Club and Wellness)

Subject: Clarification on Parking Adequacy and Highways Impact

We provide the statement below to confirm clarification to Hinckley and Bosworth Borough Council and the Local Highway Authority regarding the adequacy of onsite parking provisions.

We confidently advise that the existing onsite parking facilities are adequate to accommodate the custom and operational needs of the proposed development.

The site will operate without causing any restrictions, obstructions, or overspill onto the public highway at any given time.

This operational efficiency is supported by several key mitigating factors outlined below:

Complementary Operational Hours: Our core operating hours fall outside of the standard operating hours typical of the wider industrial estate as our peak times do not coincide with neighbouring premises, the demand on shared network capacity and local parking is naturally staggered, entirely eliminating the risk of cumulative parking stress.

Vehicle movement on the site is smoothly coordinated allowing time between session times and allowing a structured rotation, ensuring a seamless flow of traffic, allowing for efficient drop-offs and pick-ups, and prevents any overlapping parking congestion or vehicular conflict on the premises at any given time.

Proactive Car Sharing Initiatives: Both staff and members will be actively encouraged to utilise car-sharing arrangements and drop offs (as they currently do, and we will aim to continue to do so). Staff shifts will be coordinated to facilitate carpooling wherever practical, significantly reducing the absolute volume of single-occupancy vehicles traveling to and from the site.

Alternative and Sustainable Transport: A substantial proportion of our membership base is local to the immediate area, meaning a high percentage of custom will arrive on foot or via bicycle. Furthermore, the site benefits from accessible local public transport links, which will be heavily promoted as primary travel options to all members.

The proposed opening hours submitted within the application are accurate and essential to the facility's core objective. The scheduling is intended to maximize community accessibility and provide flexibility to the members.

The peak hours of our business as requested are from 15:00 onwards, this is due to the finishing of school and work hours for our members, the maximum peak accumulation of personnel onsite at any single given time is 24 individuals. This maximum figure is comprehensively inclusive of both staff and visitors, broken down as follows:

Operational Staff: 4 individuals

Two (2) staff members reside within the same household and consistently car-share to the site. The remaining staff members reside locally and usually access the site via walking, consequently, the absolute maximum parking demand generated by staff is restricted to just two (2) vehicles for which the two designated staff vehicles will be parked restrictively at the rear/side of the building.

Active Members: 20 individuals (across Adults and Juniors)

This operational layout ensures that the primary, high-accessibility parking spaces at the front and side of the premises are kept entirely clear and prioritized for members.

With having staggered start and finish times to our sessions it allows the steady flow of members to exit and welcome the next session without disruption (we aim for this to be a 10minute time slot after each session).

During the morning and early afternoon periods, site activity will be strictly controlled and low-intensity. Daytime operations will be restricted to:

One-to-one Personal Training (PT) sessions.

Single-client Sports Therapy appointments.

Because these services are delivered strictly on an individual appointment basis, the volume of concurrent visitors during the day will be minimal. Consequently, daytime trip generation is negligible, ensuring that the facility's parking demand remains well within its designated capacity and will have zero adverse impact on the local highway network or neighbouring business operations.

Based on this current data and member trends, the transport is heavily weighted toward sustainable methods. The current single-occupancy vehicle rate is low, operating at a maximum car-to-member ratio of 50%. This driving demographic is further covered by a high incidence of car-sharing (drivers bringing multiple members per journey). The remaining 50% of the membership base consists of local residents who access the site strictly via pedestrian transit (walking or cycling due to not having a vehicle) or public transport. In which, the actual onsite parking demand generated at any single peak hour will naturally remain well within the site's designated capacity.

Hinckley Muay Thai Ltd

Mr James Clark

Mr Benjamin Murrell



2. Co-operative Neighbouring Relations and Shared Management

Over a ten-year period as we have created a long-standing working relationship with the automotive garage situated directly opposite the facility, we will continue to build these relationships with all neighbouring companies once in the premises.

Constructive consultations have taken place between parties regarding the local parking layout. Due

to the offsetting operational hours and clear spatial separation between the two premises, it has been mutually agreed that the proposed operations will cause zero negative impact or disruption to their daily business functions.

This proximity allows for excellent mutual visibility, ensuring that both businesses can maintain entirely clear, unobstructed access to their respective forecourts and parking bays at all times.

We trust this statement provides the necessary assurance that the proposal complies with local highways standards and will not result in any detrimental impact on the safety or free flow of traffic on the surrounding network.

Yours Sincerely,

Mr James A Clark

Mr Benjamin M O Murrell