

**Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.**



Response provided under the delegated authority of the Director of Growth, Environment & Transport.

---

**APPLICATION DETAILS**

Planning Application Number: 26/00404/FUL

Highway Reference Number: 2026/0404/04/H/R1

Application Address: Unit 2 Nutts Lane Industrial Estate Nutts Lane Hinckley Leicestershire LE10 3EJ

Application Type: Full

Description of Application: Re-consultation. Change of use from a car sales showroom (Sui Generis) to a martial arts gym (Class E)

---

**GENERAL DETAILS**

Planning Case Officer: Faizal Jasat

Applicant: Mr James Clark

County Councillor: Hollycroft ED - Ann Pendlebury CC

Parish:

Road Classification: Adopted Unclassified

---

**Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:**

The Local Highway Authority advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

**Advice to Local Planning Authority**

**Background**

The Local Highway Authority (LHA) has been re-consulted by Hinckley & Bosworth Borough Council as the Local planning Authority on a full application for the change of use from a car sales showroom to a martial arts gym (Class E(d)) at Unit 2, Nutts Lane Industrial Estate, Nutts Lane, Hinckley. The LPA has also advised that the previous application description stated the car showroom use as B8 use as opposed to Sui Generis use. The description of the application has therefore been changed.

The LHA previously advised within its observations dated 5<sup>th</sup> June 2026 that additional information was required in respect of car parking. The Applicant has subsequently submitted the following documents with the view to resolving the LHA's comments:

- Supporting Statement clarifying parking arrangements received by the LPA on 9<sup>th</sup> June 2026.

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide](#) (LHDG) within this report. These are identified in bold, underlined and in blue text.

### **Site Access**

As advised previously, no amendments are proposed to the existing access arrangements, which is accepted by the LHA.

### **Highway Safety**

LHA previously advised there are no pre-existing highway safety concerns or patterns in the vicinity of the site access.

### **Internal Layout**

The LHA previously advised it had calculated the internal floorspace of the building to be approximately 260 sqm excluding the toilets and office area. Based on [Figure 29\(c\)](#) of the LHDG, for an E(d) use class with an internal floorspace of up to 1,000 sqm, one parking space per 5sqm is required. This would result in 52 parking spaces being required for the site. Based on [Table 29\(a\)](#) of the LHDG, the current B8 use would require one space per 100sqm.

The LHA advised it was unclear how many people could be on-site at any one time and suggested the Applicant should confirm the maximum number of people (including staff and participants) which would be on-site, along with how the tandem parking area would operate.

There are no specific parking space requirements within the LHDG for the existing car showroom (suri generis) use.

The submitted information details that there would be four members of staff at the site with two of these living at the same address and two living locally and likely to walk. Staff parking would be at the rear/ side of the building leaving space to the front/ side of the building. In terms of participants, it is stated there are currently 20 active members across adults and juniors. Start times would be staggered with a 10-minute time slot to allow for changeovers in sessions. The maximum peak accumulation of people onsite at any single given time is therefore stated to be 24.

In addition to the above, the Applicant has highlighted that the core operating hours fall outside of the standard operating hours typical of the wider industrial estate as peak times do not coincide with neighbouring premises. During the morning and early afternoon weekday periods, site activity would be lower and restricted to one to one personal training and single client sports therapy sessions. The peak hours of the business are from 15:00 onwards, this is due to the finishing of school and work hours for members.

It is stated that currently approximately 50% of members are local residents who walk, cycle or use public transport. In addition, several members car share. The Applicant has also stated that they have built up a good relationship with the business opposite the site and that both are satisfied neither will cause disruption to daily business functions.

Overall, given the above, the LHA is satisfied the proposals are unlikely to result in parking on the adopted highway. Furthermore, on the basis peak activity is likely to happen outside of normal business hours for the remaining industrial estate, there may be some parking available at the end of the non-adopted carriageway to the east of the site. The LHA does however advise that secure, undercover cycle parking is provided within the site as this does not currently appear to be available. This could be secured by an appropriately worded condition.

## **Conditions**

1. The development hereby permitted shall not be occupied until such time as the facilities have been implemented in accordance with the Proposed Floor Plans drawing received by the Local Planning Authority on 7<sup>th</sup> May 2026. Thereafter the onsite parking provision shall be kept available for such use in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

2. The development hereby permitted shall not be occupied until such time as secure cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such use in perpetuity.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2024).

**Date Received**  
**9 June 2026**

**Case Officer**  
**Ben Dutton**

**Reviewer**  
**DH**

**Date issued**  
**23 June 2026**