

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



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

APPLICATION DETAILS

Planning Application Number: 25/00627/FUL

Highway Reference Number: 2025/0627/04/H

Application Address: Former Factory Works Upper Bond Street Hinckley Leicestershire

Application Type: Full

Description of Application: Conversion of former hosiery factory into 25 one bedroom apartments

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Miles Stephenson

County Councillor: Cllr Michael Mullaney

Parish:

Road Classification: Class B

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

The Local Highway Authority advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 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 consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Conversion of former hosiery factory into 25 one-bedroom apartments.'

The proposals are at the Former Factory Works, Upper Bond Street, Hinckley, Leicestershire.

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.

It should be noted the application description states the proposals are for 25 x one-bedroom flats. However, the floor plans show this to be 21 x one-bedroom flats and 4 x two-bedroom flats. This however, is a matter for the LPA.

The LHA have reviewed the following documents as part of these observations.

- Application Form;
- Site Location Plan;
- Transport, Highways and Parking statement dated 14 March 2025;
- Design and Access Statement;
- Plans as Proposed 01, drawing number 25-09-P-05 Rev B; and
- Plans as Proposed 02, drawing number 25-09-P-06.

Proposals

The Applicant is not proposing any off-street parking for the scheme which is contrary to LHDG standards. However, the LHA notes that the submitted documents states that the sites former use was as a hosiery factory which the LHA considers to be 'Use Class B'. The 'Application Form' states that the 'Gross Internal Floorspace' is 1300sqm. [Table 29\(a\)](#) of the LHDG indicates that the extant use of the building would typically have required 26 off-street parking spaces, whilst it is noted the proposals of 25 apartments would normally require 25 off-street parking spaces when compared to the LHDG.

The LHA have also taken the following into consideration:

- The town centre location with all the amenities it has to offer;
- The Well Lane bus stop is a three-minute walk from the property which is served by the bus route 158 to Leicester or Nuneaton every 20 minutes;
- The main bus station is a 12-minute walk away with services further afield;
- The train station is an 18-minute walk with frequent services to both Leicester and Birmingham;
- On street parking already in evidence;
- No reported PICs or parking concerns; and
- Nearby pay and display car park.

Given the above, the site is considered to be in a highly sustainable location in terms of travel.

The LHA also note there are several Traffic Regulation Orders (TROs) in a around the area in the form of both double and single yellow lines. These are considered to deter inconsiderate parking on junctions within the vicinity of the site and limits the length of time vehicles can park within the area.

The LHA also notes there are several car-parks within the area should there be visitors to the site.

There is a small yard at the site, within this site the Applicants are proposing 25 x cycle spaces as demonstrated on the drawing titled 'Plans as Proposed 01', drawing number 25-09-P-05 Rev B. Whilst this is welcomed by the LHA these should be secure and undercover and be of a Sheffield type or similar. This can be secured via condition.

Given the extant use of the site would allow for the building to be brought back into B2 use at any time without being afforded off-street parking, it would be difficult for the LHA to sustain this as a reason for refusal of the planning application.

The LHA notes the Applicant has stated within their Design and Access Statement (DAS) that storage of materials will be within the site, this is welcomed by the LHA.

The DAS also states that there would be no more than 15 people on the site at any one time. As previously alluded to there are a raft of TROs in a around the area in the form of both double and single yellow lines. These are considered to deter inconsiderate parking on junctions within the vicinity of the site and limits the length of time vehicles can park within the area, and several car-parks within the area. As such the LHA would request as part of a 'Construction Traffic Management Plan (CTMP)' where vehicle associated with the site will park or how workers will travel to the site.

The LHA notes the Applicant is proposing to access the site via Druid Street. The LHA notes there are several routes to Druid Street, however, there are a number of narrow one-way streets with the location. As such, the Applicant will need to confirm the wider route to the site and the size of the vehicles expected to be utilised. This can be via a CMTP, the LHA reserves the right to request swept path analysis drawings dependent on the route and size of vehicles proposed.

Given the busy town centre location pre-school within the area, the LHA would request the Applicant avoids deliveries to the site in the AM /PM peaks and school drop-off and pick-up times. The Applicant should confirm how deliveries to the site are to be manged within the CTMP.

Public Right of Way (PRoW) U96

The application site lies between Upper Bond Street and Druid Street. Linking these two roads is public right of way Footpath U96 which comprises the southwestern boundary of this site. The eastern 16 metres of Footpath U96 is inside the land parcel. However, noting the proposed work the LHA is satisfied that the use of Public Footpath U96 will not be significantly affected.

As such, for the reasons set out above, the LHA finds the proposals acceptable in these site-specific circumstances subject to the following condition and contributions.

Conditions

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

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

2. 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, parking for vehicles associated with the site, a timetable for their provision and delivery management details to the site 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 on-street parking problems in the area, suitable roads are used to and from the site outside of the AM / PM peaks.

Contributions

Please note that the exact monetary values will need to be agreed prior to the signing of the Section 106 agreement and may be subject to indexation.

To comply with Government guidance in NPPF and commensurate with Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:

1. Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack per plot). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

Justification: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area.

Suggested trigger point: Prior to the occupation of the first dwelling.

2. Six-month bus passes, two per dwelling (two application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at an average of £605 per pass for an Arriva service).

Justification: To encourage new residents to use bus services as an alternative to the private car to establish changes in travel behaviour from first occupation.

Suggested trigger point: Payment of 25% of total obligated contribution paid prior to the occupation of the first dwelling. Remaining 75% of total obligated contribution paid prior to occupation of 25% of total dwellings, except payment may be deferred by agreement with the County Council.

Informatives

- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.

- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
9 July 2025

Case Officer
Neal Chantrill

Reviewer
DH

Date issued
30 July 2025