

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: 26/00624/FUL

Highway Reference Number: 2026/0624/04/H

Application Address: 102 Rugby Road Hinckley Leicestershire LE10 0QE

Application Type: Full

Description of Application: Change of use from first floor flat (Use Class C3) to community centre (Use Class F2), together with a first-floor extension, ground-floor extension, and alterations at ground and first level to improve the facilities

GENERAL DETAILS

Planning Case Officer: Sophie Iliffe

Applicant: Mr Mamun Choudhury

County Councillor: St Marys ED - Cllr Stuart Bray

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 consulted by the Local Planning Authority (LPA) on an application seeking the change of use from first floor flat (Use Class C3) to community centre (Use Class F2), together with a first-floor extension, ground-floor extension, and alterations at ground and first level to improve the facilities. The site is located at 102 Rugby Road, Hinckley, Leicestershire, LE10 0QE.

The LHA has produced these highway observations having reviewed the following accompanying documents:

- Application Forms;
- Floor Plans Existing, drawing number B26/07/E01;
- Elevations as Existing, drawing number B26/07/E02;
- Plans & Elevations as Proposed, drawing number B26/07/P01;
- Elevations as Proposed, drawing number B26/07/P02;

- Site Plan as Proposed, drawing number B26/07/S01;
- Site Plans Indicating Car Parking, drawing number B26/07/SP01;
- Car Parking Capacity Assessment;
- Design & Access Statement; and
- Planning Statement.

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. The LHDG is available for reference at the following link:
<https://www.leicestershirehighwaydesignguide.uk/highway-development-management>.

Site Access

The site address is located on Rugby Road, however, the vehicular access is on Willowbank Road which is an adopted, unclassified cul-de-sac road subject to a 30mph speed limit. The Applicant is not proposing any changes to the existing access arrangements which currently measures 5 metres in width.

The LHA conducted a site visit on Friday 24 July between 12:15pm and 1:30pm. Visibility splays of 2.4 metres by 81 metres were recorded to the east and 2.4 metres by 21 metres to the junction with Rugby Road to the west. Whilst the visibility to the west is below the 43 metres required within **Table 6** of the LHDG, given this is up to the junction of Rugby Road and vehicles would be travelling at low speeds around the junction, this is accepted by the LHA.

The LHA is also satisfied that pedestrian visibility splays of 1 metre by 1 metre is achievable.

The Applicant is proposing boundary walls either side of the access point and the removal of some of the existing hedgerow to the west of the access. The LHA is satisfied that these will not interfere with the visibility splays.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been no recorded collisions along the length of Willowbank Road. Therefore, the LHA has no pre-existing highway safety concerns at this location.

Trip Generation / Internal Layout/ Transport Sustainability

The Applicant is proposing to change the use of the one-bed flat on the first floor from C3 use class to F2 use class to extend the currently community centre located on the ground floor.

The Applicant has stated withing the Design & Access Statement:

‘There would be no further significant intensification in use of the site. The existing use of the site as a place for public worship and teaching would be retained, whilst the proposed extension at first floor level would provide much needed space for ancillary uses. The purpose of the proposed extension and alterations is to provide residents and children who use the facility a better quality of experience and flow through the building. This proposal does not include any further uses which would intensify the use of the site at any given time to what is already provided by the Centre.’

The LHA are satisfied the additional trips associated with the proposed development will not lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would not be severe.

The Applicant has stated on the Planning Statement that Friday prayer has the largest congregation at the centre, with two services taking place: one at 12:30pm and one at 1:30pm.

There are six existing parking spaces and as demonstrated on the '*Site Plans Indicating Car Parking*', drawing number B26/07/SP01 the car park could accommodate an additional six parking spaces. Although these would be parked in front of the existing parking spaces blocking their exit, the Applicant has stated on the Planning Statement that there will be a car parking warden to oversee the parking on Fridays.

During the LHA's site visit on Friday 24 July 2026, it was noted that only six cars were parked in the car park during the Friday prayer services and there was also on-street parking available on Willowbank Road.

The Applicant has stated on the Application Form that the total gross floorspace is 108.2sqm. With the addition of an extension, this takes the total floorspace to 146.53sqm. It is unclear if the existing and proposed floorspace measurements includes the flat on the first floor as it would appear from the plans that the existing measurements should almost double with the proposed first floor conversion and extension. Therefore, the LHA will assess the proposals based on a total gross floorspace of 216sqm.

In accordance with [Table 29\(d\)](#) of the LHDG the existing floorspace would require 22 parking spaces (one parking space per 5sqm) plus two parking spaces for the first floor flat in accordance with [Table 28](#) of the LHDG. The existing shortfall of parking spaces is 18. Under the proposals and based on a gross floorspace of 216sqm, the proposed parking requirement is 43 with a shortfall of 37 spaces.

The site is located in Hinckley town centre with the nearest bus stop within 200 metres on Hawley Road with the Arriva 7 bus providing an hourly service in the surrounding area, including stopping at The Crescent Bus Station in Hinckley.

The Applicant has stated that the community centre is used by local people who live and work nearby. The Applicant has also stated within the Planning Statement:

'The Centre will announce and encourage members of the congregation to use other modes of transport besides the car such as walking, using public transport and cycling. Car sharing would be positively encouraged.'

There is on-street parking on Willowbank Road, Rugby Road and also on the surrounding roads. Parts of Willowbank Road and Rugby Road have Traffic Regulation Orders (such as double and single yellow lines) and also on the surrounding roads that would discourage inconsiderate parking.

Conclusion

The LHA has considered the above and although there is a shortfall in parking provision, this is an existing situation and the site is located in a sustainable travel location. The LHA is not aware of any current on-street parking issues and there are Traffic Regulation Orders (such as double and single yellow lines) on the surrounding roads that would discourage inconsiderate parking. It would therefore be unreasonable for the LHA to seek to resist the application on this basis.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking (and turning facilities) have been implemented in accordance with 'Site Plans Indicating Car Parking, drawing number B26/07/SP01'. 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 (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

2. No part of the development hereby permitted shall be occupied until such time as 1.0 metre by 1.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

REASON: In the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2024).

Date Received
21 July 2026

Case Officer
Emma Peacock

Reviewer
BD

Date issued
7 August 2026