

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: 25/00621/FUL

Highway Reference Number: 2025/0621/04/H

Application Address: 29A Regent Street Hinckley Leicestershire LE10 0BA

Application Type: Full

Description of Application: Change of use from commercial (Class E) to four residential units (C3) including external alterations to the existing buildings

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Alexandra Fidoe

County Councillor: St Marys ED - Cllr Stuart Bray

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).

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on an application for '*Change of use from commercial (Class E) to four residential units (C3) including external alterations to the existing buildings*) at 29A Regent Street, Hinckley, Leicestershire, LE10 0BA.

The LHA have reviewed the accompanying documents to form the following observations:

- Application form
- Location plan
- Hayward Architects drawing number 05 (Proposed site plan)

Site Access

The site is located on Regent Street, which is an unclassified road subject to a 20mph speed limit, located in the town centre of Hinckley. The Applicant is not proposing any alterations to the existing access arrangements to the site.

Given the Applicants specific development proposal, the LHA is satisfied the proposals would still be afforded a safe and suitable access.

Highway Safety

There has been 27 recorded Personal Injury Collisions (PICs) within 500m in either direction of the site access, this has been formulated in the table below:

Severity	2020	2021	2022	2023	2024	2025
Slight	2	1	1	8	6	1
Serious	0	2	2	2	1	1
Fatal	0	0	0	0	0	0

Following a thorough review of the above-mentioned PICs, it is acknowledged that no PICs which were recorded as in direct connection with the existing site access and the site-specific town centre location is noted whereby Regent Street and surrounding roads are subject to high levels of traffic therefore, higher levels of PICs are to be expected.

Given the specific nature of the proposal of this application which the LHA do not consider would significantly intensify the use of the site access, the LHA therefore advise it considers the proposal is unlikely to exacerbate the existing situation therefore, no further assessment is required.

Internal Layout

The Applicant has proposed 6 cycle parking places, as shown in the submitted proposed site layout drawing noted above, as opposed to car parking spaces. Given the site specific location, the LHA welcomes the proposal of cycle spaces.

Notwithstanding this, the LHA note that the proposed development lies within Hinckley town centre where sustainable transport modes are available. In addition, there are public car parks available within a 300m walkable distance from the site and the nearest bus stops are located along the length of Regent Street.

Given the presence of waiting and parking restrictions surrounding the site, the LHA is satisfied that the proposals would not lead to unacceptable or undesirable parking on the public highway and would therefore not seek to resist the application on this basis.

Condition

The development hereby permitted shall not be occupied until such time as secure cycle parking is provided in accordance with Hayward Architects drawing number 05. 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
1 August 2025

Case Officer
Taron Aujla

Reviewer
BD

Date issued
20 August 2025