



PROPOSED RESIDENTIAL CONVERSION TO 36 FLATS FORMER TRINITY LANE CINEMA, HINCKLEY

On behalf of Wigston Estates Ltd

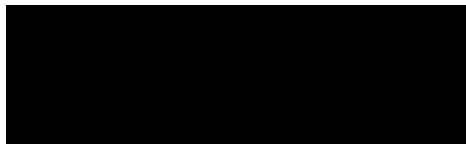
HIGHWAY IMPACT ASSESSMENT

DECEMBER 2023

REPORT REF: HAS/23-071/HIA REV A

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1.0 INTRODUCTION

Overview

- 1.1 Highway Access Solutions [HAS] have been commissioned by Wigston Estates Ltd to provide Transport Planning consultancy advice in relation to the residential conversion of the former Trinity Lane Cinema in Hinckley. The former cinema is located to the western side of the signalised junction between Trinity Lane, Hollycroft and Bond Street.
- 1.2 The site is located towards the western side of Hinckley Town Centre. The location of the site is shown at **Figures 1 and 2** and can also be viewed online at: <https://maps.app.goo.gl/kHLrTmvvQXGDCHdU6>
- 1.3 The overall proposal is to convert the majority of the existing building from entertainment use into residential flats. A small section of the northeastern elevation (which essentially comprises a solid brick wall) would be demolished, retaining a four-storey building with a footprint of slightly less than 850sqm. A total of 36 one-bedroom flats would be created within this. Copies of the architectural drawings for the proposal prepared by Storm Design are included at **Appendix A** and **B**, respectively.
- 1.4 The proposed development would feature limited on-site car parking provision, with a total of 17 car parking spaces provided (thus providing slightly less than one space for every two flats). In proposing limited on-site parking provision, Wigston Estates Ltd rely upon the sustainable location of the site, and seek to encourage the use of sustainable forms of travel.
- 1.5 The proposed level of parking would be broadly comparable to the consented level of parking provision for conversion of the former Hinckley Police Station (opposite the site) into residential flats. The consent for the Police Station site (HBBC ref: 15/00942/FUL) allowed the provision of 16 spaces for 30 flats (over half of which were relatively large, two-bedroom units).
- 1.6 A planning application for the proposed development was made to Hinckley & Bosworth Borough Council [HBBC] in early December 2023. The provision of a Highways / Transport Planning report is not normally a validation requirement for applications for of less than 50 residential dwellings. Notwithstanding this, Wigston Estates Ltd have commissioned HAS to prepare this report in the interests of ensuring a detailed application and in order to assist with its timely determination.
- 1.7 In the interests of brevity, and noting that IMcH Planning and Development Consultancy have already submitted a full 'Planning Statement' in support of the application made by Wigston Estates Ltd, this report does not include a formal policy review. Reference will be made to other specific policies and guidance within the

report text (where applicable). It should be noted that a revised National Planning Policy Framework [NPPF] was published on 19th December 2023. However, for consistency, noting that Wigston Estates Ltd made their submission to HBBC before this date, HAS continue to refer to the version of the NPPF which was in force at the start of December 2023.

1.8 In addition to the NPPF, it should be noted that this report has been prepared with due regard to numerous other Highways-related and general guidance/ policy documents issued at both the local and national level, including but not limited to:

- The BBC Local Development Framework 'Core Strategy' [HBBC, adopted 2009]
- The interim Leicestershire Highways Design Guide (LHDG) [LCC, 2022]
- 'Residential Car Parking Research' [DCLG, 2007]
- Manual for Streets [DfT, 2007] / Manual for Streets 2 [CIHT *et al*, 2010]
- The Design Manual for Roads & Bridges (DMRB) [DfT, various dates]

1.9 At the highest level, it should be noted that Paragraph 111 of the relevant NPPF clearly set out the criteria required to justify any Local Highway Authority [LHA] recommending refusal of a development proposal (or, by extension, seeking contributions to mitigate its impact). That Paragraph stated that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." [Emphasis added]

This statement is considered "key to the assessment of any development proposal.

1.10 This report is structured as follows:

- **Chapters 2 through 4** provide context as to the existing conditions at the site, with regard to the following:
 - Chapter 2 details the existing development and layout of the site, as well as its current access arrangements;
 - Chapter 3 provides contextual information about the local highway network, including a preliminary Personal Injury Collison [PIC] review;
 - Chapter 4 considers the various sustainable travel opportunities afforded by the site and within Hinckley as a whole;
- **Chapter 5** details the proposed development, with commentary on the proposed site access arrangements, parking provision and refuse collection arrangements;
- **Chapter 6** considers the trip generation and likely highway impacts of the proposed development; and,
- **Chapter 7** concludes the report.

2.0 EXISTING CONDITIONS – DEVELOPMENT SITE

Site Location / Context

2.1 As detailed in the Introduction to this report (and shown at **Figures 1, 2 and 3**), the site is located on the western side of Hinckley Town Centre. The boundaries of the site can be defined as follows It is bound by multiple sections of public highway, including:

- the public highway of ‘Hollycroft’ (to its northeast);
- the public highway of Trinity Lane (to its southeast); and,
- existing residential development and gardens accessed via Mason Street (to its southwest and northwest)

To its east, Hollycroft and Trinity Lane form two arms of a large, signalised junction complex also connecting to Lower Bond Street and Upper Bond Street.

2.2 The general surroundings are characterised by a mixture of development types, with more commercial development to the south and east, and more residential development to the north and west. The eastern corner of Hollycroft Park is also located around 100m to the northwest of the site.

2.3 Existing site drawings prepared by Storm Design (included at **Appendix A**) include a public highway layer supplied by HAS showing the layout public highway network as it immediately abuts the development site. A larger section of this is also shown on **Drawing Number HAS/23-071/01A** and on subsequent HAS drawings.

Existing Development

2.4 The site is occupied by as relatively large, four-storey building. This is understood to have been built and operated as a cinema during the 20th century, and subsequently as a sports bar / nightclub for a relatively short period in the early 21st century. Internally, the floorplan is reflective of the former cinema use, with a multi-storey foyer and a main hall / screen taking up all four storeys.

2.5 No definitive floor area has been provided to HAS, however, we note that the footprint of the building is currently just over 940sqm. Allowing for a limited amount of space on the upper storeys of the building, we estimate the usable floorspace within the existing building to be around 1,100sqm.

2.6 The layout of the existing structure is somewhat irregularly-shaped. However, the main entrance to the building is located at the eastern corner of the building, with pedestrian access via an original ‘quarter-dome’ lobby. Multiple ancillary / emergency pedestrian accesses are provided on the northwestern and southeastern sides of the building. Two large stairwells are located and southern and western corners. Internally, two staircases are provided within the southeastern frontage.

- 2.7 A small (fenced off) car parking area is located to the west of the building. Utilising historic parking standards, HAS estimate that this might have been suitable to accommodate around 8 to 10 vehicles during the 20th century.
- 2.8 It is also noted that the eastern and southern frontages are paved with tarmac. It is therefore possible for small number of vehicles to park to the rear of the frontage footway on an informal basis (although HAS note that, in doing so, vehicles must drive over a full height kerb, making such parking potentially dangerous and illegal).

Vehicular Access

- 2.9 The only formal vehicular access to the site is at Trinity Lane, and serves the small car park to the southeast of the building. An extensive dropped kerb (around 10m in length) allows access to this across the frontage footway. The car park is currently fenced off with metal post-and-rail fencing to the rear of the footway, although a gate of around 5m width is located around the midpoint of the dropped kerb.
- 2.10 HAS note that visibility to the east for vehicles departing the car park is restricted by the corner of the dwelling at Number 18 Trinity Lane. Noting the presence of the frontage fence and gates, visibility from the access to the west is likely limited to a splay of approximately 2.0m x 21m at the present time (as shown at **Drawing Number HAS/23-071/02A**). No splay to the east has been considered, owing to the one-way nature of the Trinity Lane carriageway.

Public Rights-of-Way

- 2.11 No Public Rights of Way [PRoW] are believed to pass through the site.

3.0 EXISTING CONDITIONS – LOCAL HIGHWAY NETWORK

Overview

- 3.1 This chapter provides a high-level qualitative review, focusing on key features relevant to the proposed development. Many of these can be seen on the Drawings provided by HAS, including **Drawing Number HAS/23-071/01A**.

Local Highway Network

- 3.2 As detailed above, the site is bound by and located in close proximity to surrounded by multiple different roads. All of these are subject to 30mph speed limits and are street-lit, with most having wide footways on both sides. To the immediate east of the site is a large, signal-controlled junction. 'Pelican' crossings with central islands are provided at all arms of the junction.

- 3.3 At the southern site frontage, Trinity Lane permits one-way traffic in a westbound direction only. Notwithstanding this, it is relatively wide, with a carriageway width of between 5m and 5.5m in the immediate vicinity of the site. The footway along Trinity Lane is of variable width, but at its narrowest point (such as the corner of Number 18 Trinity Lane) is around 1.8m wide.
- 3.4 Noting the one-way nature of Trinity Lane, vehicles arriving at the site will generally use routes via Mansion St (if arriving from the south) or via Hollycroft, Shakespeare Drive and Canning Street (if arriving from the north). On departure, vehicles can only turn left from Trinity Lane onto Hollycroft, with drivers thereafter likely to utilise Shakespeare Drive or Factory Road if they wish to turn back towards the town centre.
- 3.5 Hollycroft has a very wide, two-way carriageway, having a width of between 7.5m and 10m wide in the immediate vicinity of the site. This width is partially used to accommodate an 'on-street bus stop 'cage' marking on the opposite side of the road from the site. Its footways are generally wide, although these narrow to a width of around 1.8m to the northwest of the site.
- 3.6 A set of three traffic calming 'cushions' are positioned at Hollycroft, just over 25m to the northwest of the site. These are around 45m in advance of the Hollycroft signalised stop line of the Trinity Lane / Hollycroft / Bond Street junction.
- 3.7 Almost all of the highway frontages in the immediate vicinity of the site are subject to double yellow lines 'No Parking' restrictions. In most cases, these appear to permit loading. To the southwest of the site, unrestricted on-street parking is permitted on the far side of Trinity Lane.
- 3.8 To the rear of the site, Manor Street is accessed from Trinity Lane. It has two separate 'dead ends' to the southwest and northeast of a central T-junction. On-street parking is permitted along almost the entirety of Manor Street, although this appears to be extensively used by the residents of local residential dwellings (which also entirely lack off-street parking provision)

Public Highway Boundary

- 3.9 **Appendix C** includes a copy of the local public highway boundary plan for the highways fronting the site. Unusually, this seems not to show an adequately wide publicly-adopted footway at the site frontage between Trinity Lane and Hollycroft.
- 3.10 Noting that significant street furniture (including traffic signals, road signs and tactile paving) is located immediately outside the main entrance to the former cinema, HAS consider it possible (but unlikely) that the plan supplied may in error (as these installations otherwise rest on land controlled by Wigston Estates Ltd). Nonetheless, **Drawing Number HAS/23-071/03A** shows an overlay of the declared boundary.

- 3.11 In the first instance, it is requested that Leicestershire County Council [LCC] check their records and confirm the accuracy of the plan. Should the plan be in error, HAS and Wigston Estates request that a revised plan be issued. Otherwise, it may be necessary for LCC to discuss the positioning of their street furniture and the highway boundary with Wigston Estates Ltd in further detail.
- 3.12 For the avoidance of doubt, Wigston Estates Ltd are content to ensure that (wherever possible), a footway of at least 2m width is provided at the site frontage. HAS further recommend that this width is increased to at least 3m immediately adjacent to the main entrance to the existing building (and the adjacent pedestrian crossing).
- 3.13 Notwithstanding the above, if LCC infrastructure has already encroached on their site, Wigston Estates Ltd would reasonably expect that any costs associated with any additional highway adoption allowing for this be borne by LCC (with Wigston Estates Ltd permitting such an adoption in good faith).

Local Off-Street Parking Provision

- 3.14 In addition to the local on-street parking, the following off-street parking facilities are located within 200m of the site:
- Lower Bond Street car park (97 spaces)
 - Mansion Street car park (17 spaces)
 - Hollier's Walk car park (33 spaces)

These locations are all 'Pay & Display' facilities (with varying charges during the daytime from Monday to Saturday). However, they all allow free evening, overnight and Sunday parking.

- 3.15 Around 300m to the southeast of the site, the Britannia Centre multi-a storey car park provides s250 secure car parking spaces, on a 24-hour 'Pay & Display' basis.
- 3.16 The locations of additional car parking facilities within Hinckley Town Centre can be found online at:
<https://www.hinckley-bosworth.gov.uk/info/200072/parking>
- 3.17 Overall, HAS consider that there is significant parking provision that could reasonably be utilised by visitors to the proposed development. This includes significant amounts of local on-street and off-street parking, which would be free for use during evening and overnight periods. These would support the limited provision of on-site car parking proposed by Wigston Estates Ltd.

Personal Injury Collision Study [PIC]

- 3.18 HAS have undertaken an initial PIC study examining the immediate area surrounding the site, as shown at **Figure 3**. The study area effectively comprises all public highways with approximately 150m of the site. It is intended to examine the area of Hinckley within which journeys to and from the site might comprise a reasonable proportion of all movements.
- 3.19 The initial study was undertaken using the CrashMap website (based upon the relevant DfT PIC database). A period from 2016 through mid-2022 (inclusive) was examined (ensuring consideration of 5 years of 'normal' data plus that from the COVID-19 pandemic). Copies of the relevant CrashMap PIC reports are included at **Appendix D**.
- 3.20 The study area was examined for large clusters of PIC (where several collisions have occurred within the 6+ year period examined), any clusters of PIC resulting in serious injuries, or any fatal PIC. As shown at **Figure 3**, the vast majority of PIC recorded during the study period are fairly widely dispersed., with no fatal PIC being identified
- 3.21 It is noted that three 'slight' PIC have occurred at the large signal-controlled junction immediately to the east of the site. These all involved collisions between two light vehicles where one vehicle was turning right. Such collisions typically occur when a right-turning driver proceeds through a green signal, but then fails to 'give way' to oncoming traffic traveling in the opposite direction. Alternatively, they can occur during busy periods where a vehicle is 'stuck' in the mid-junction carriageway after signals change stage / phase.
- 3.22 Overall, an average of one such collisions every two years at a relatively busy, multi-arm signal junction is fairly typical. Given the low severity of the collisions (and the fact that vehicles must turn left from Trinity Lane to Hollycroft at this junction), HAS do not consider that these PIC represent a significant safety concern.
- 3.23 Two other loose clusters of only three 'slight' PIC are noted around 120m to the southwest and 180m to the northeast of the of the site. These involved a variety of collision modalities and conditions, and do not appear indicative of any specific issues other than those typical of dense urban areas.
- 3.24 Two severe collisions are noted to the northwest of the site, at Hollycroft and at Shakespeare Drive. It is also noted that a third severe collision occurred further along Hollycroft. While the serious PIC form a very loose cluster, their severity is notable (especially in comparison to the wider study area examined. HAS have therefore examined these in further detail, and have summarised them as follows:

- **Tuesday 13th November 2018 (at 1500 hours)** – A Light Goods Vehicle [LGV] turning right in the vicinity of the Hollycroft / Shakespeare Drive / Factory Road junction collided with a pedestrian crossing the road (causing them a serious injury. The collision occurred during the daytime but under wet conditions.
 - **Tuesday 19th October 2019 (at 1047 hours)** – A private car travelling along Hollycroft overtook another vehicle, then the young driver seemingly lost control, colliding with a permanent roadside object (causing serious injury to a passenger inside the car). The collision occurred during the daytime but under wet conditions.
 - **Thursday 22nd June 2022 (at 2100 hours)** – A private car collided with two parked cars at Shakespear Drive (causing serious injury to a passenger inside the car). The collision occurred during the daytime under dry conditions.
- 3.25 On examination, it is apparent that the serious PIC lack any clear unifying factors. Two occurred in wet conditions, and at least two involved some loss-of-control of the vehicle involved. However, the locations, whilst close together are all different, and the overall nature of the collisions varies. HAS therefore do not consider that these PIC indicate the presence of any specific local safety concern.
- 3.26 Having due regard to **Figure 3**, the data included at **Appendix D**, and the above review, it does not appear that there any significant PIC-evidence road safety concerns in the vicinity of the site which require further investigation.

4.0 EXISTING CONDITIONS – POTENTIAL FOR SUSTAINABLE TRAVEL

Sustainable Travel Opportunities

Potential for Journeys on Foot

- 4.1 Guidance on walking distances between residential developments and local amenities is commonly drawn from the document ‘Providing for Journeys on Foot’ (IHT, 2000). While somewhat dated, evidence suggests that the distances people are prepared to walk have not varied significantly since the late-20th Century. More recent guidance typically focuses on improvements to the pedestrian environment, rather than promoting changes to typical walking distances.
- 4.2 ‘Providing for Journeys on Foot’ suggests that a walking distance of 1000m (1km) is acceptable for trips to work (and/or educational facilities), with 2000m (2km) being stated to be the preferred maximum walking distance. A 1km walk is equivalent to approximately 12½ minutes, while a 2km walk is equivalent to approximately 25 minutes.

- 4.3 The Manual for Streets [MfS] reinforces the above advice, stating at Paragraph 4.4.1 that walking “...offers the greatest potential to replace short car trips, particularly those under 2km”. The MfS also indicates that the propensity to walk is influenced not only by distance but also the quality of the walking experience, as influenced by the overall environment, interesting settings, the perception of safety, etc.
- 4.4 Given the location of the proposed development site (on the edge of Hinckley Town Centre) it is readily apparent that residents would benefit from living in a sustainable location. Combined with an interesting, active local environment and the provision of pedestrian crossings serving all routes immediately adjacent to the site, residents are highly likely to travel to and from the site on foot on a regular basis.
- 4.5 **Figure 4** shows indicative 1km and 2km pedestrian catchment areas centred at the site. These are based on an 800m and 1.6km radii, respectively (allowing for variation between the ‘crow flies’ distance, and that actually walked). This clearly demonstrates that the entire Town Centre would be within comfortable walking distance, with many outlying areas also being accessible on foot.
- 4.6 HBBC have not raised any concerns about the sustainability of the development site during pre-application discussion of the site, which it is understood they wish to see redeveloped. Therefore, given its location, a full listing of the available facilities in the town is not considered necessary on this occasion. In the context of Hinckley, HAS consider that there are excellent opportunities for trips to and from the site on foot, for a wide variety of purposes.

Potential for Cycle Journeys

- 4.7 The National Statistics fact sheet ‘Cycling in Great Britain’ (DfT, 2003) stated that the average length of a cycle stage was 2.4 miles (3.9km) and that around 90% of cycle trips were under 5 miles (8km) in length. These distances are consistent with preceding PPG13 guidance, which stated that cycling offered strong potential to substitute for car trips for those journeys under 5km (especially those made as part of a multi-modal trip that includes cycling and public transport).
- 4.8 A 5km distance is equivalent to a typical cycling time of 15 to 20 minutes. **Figure 8** shows an indicative 5km cycle catchment area centred at the site (this based on a 4km radius, allowing for variation between the ‘crow flies’ distance and that actually cycled).
- 4.9 In practical terms, such a cycle distance might allow for trips to and from the site and any location in Hinckley Town Centre, as well as access to other outlying areas including parts of Stoke Golding, Barwell, Burbage and the eastern-most parts of Nuneaton.

- 4.10 LCC publish a detailed cycle map of Hinckley, showing the infrastructure available throughout the town. The resolution of the file is unsuited to inclusion within this report, but can be downloaded for free at:
<https://www.choosehowyoumove.co.uk/wp-content/uploads/2021/05/Hinckley-and-Burbage-scaled.jpg>
- 4.11 It is noted that the published LCC map identifies Trinity Lane, Hollycroft and both section of Bond Street as 'Quieter' Routes' suitable for cycling. These would allow relatively easy connection to formalised section of various town centre cycle routes
- 4.12 It is also notable that Hinckley Railway Station is located less than 1km from the development site, and therefore that cycle journeys could form a key part of longer, multi-modal journeys by rail.
- 4.13 Overall, HAS consider that the development site benefits from meaningful opportunities for local cycle travel, which could be further supported by the provision of suitable cycle parking within the proposed development.

Existing Local Bus Routes & Facilities

- 4.14 In general, it is accepted that, in densely developed urban areas, it is preferable for bus routes to be accessible within a 400m walk. However, longer access distances are usually acceptable where they provide access to a major interchange(s) with a variety of regular, high-quality services.
- 4.15 **Appendix E** includes guides published by LCC showing the location of local bus stops throughout the town centre. This also includes information regarding the main bus services that currently serve the town.
- 4.16 The bus stops closest to the site are located on Hollycroft, directly opposite the site (for inbound services) and around 30m to the northwest (for outbound services). These are basic 'flan-on-pole' stops (although the inbound stop does benefit from a dedicated bus stop 'cage' marking). These stops allow access to the Number 7 / 7A service, which travels between Nuneaton, Hollycroft, Hinckley and Burbage every hour during daytime periods from Monday to Saturday.
- 4.17 It also is noted that all of the bus services serving the town centre serve at bus stops located between the site and 'The Crescent' at Waterloo road (around 500m to the south). On this basis, noting the high-level of pedestrian connectivity within the town centre, HAS consider that all local bus services could be accessed on foot by persons resident within the proposed development.
- 4.18 Up-to-date timetables for all of the buses serving Hinckley can be found online at: <https://www.choosehowyoumove.co.uk/public-transport/bus-routes-and-timetables/> As well as the Number 7 / & as noted above, HAS specifically note the 'X6' service, which provides services between Coventry, Hinckley and Leicester.

- 4.19 It is not expected that residents of the site would generate a high demand for travel by bus, as they would already live within a comfortable walking distance of Hinckley Town Centre. Nonetheless, the proximity of local bus stops would allow residents of the site to access a wide variety of services, and thereby to travel by public transport to most locations in the town (as well as onward to other major conurbations throughout the Midlands).

Potential for Rail Journeys

- 4.20 Hinckley Railway Station is located approximately 1km to the of the site (within a walk of around 12½ minutes, or a cycle ride of around 5 minutes). The station has a manned ticket office (open 5-days-a-week plus Saturday mornings), ticket machines, toilets, waiting areas and other miscellaneous services. Full station details can be found online at: <https://www.nationalrail.co.uk/stations/hinckley-leics/>
- 4.21 The station has provision for both cycle parking (16 spaces) and car parking (63 spaces). Almost all service stopping at the station also allow carriage of bicycles onboard.
- 4.22 The station lies on the CrossCountry Birmingham to Peterborough line (although, oddly, it is managed by East Midlands Railways [EMR], who not operate services at the station). Key destinations on the ECML include:
- Nuneaton (approx. 8-10 minutes)
 - Leicester (approx. 30-35 minutes)
 - Birmingham New Street (approx. 35-40 minutes)
- 4.23 It is noted that both Leicester and Birmingham New Street provide significant potential for changes enabling access to other nationwide rail services.
- 4.24 The exact routing and frequency of the local services vary. However, in general, during weekday and Saturday daytimes, Hinckley station allows access to around one train per hour in each direction of travel (with some minor increases in provision at peak times). Current Timetables for current CrossCountry train services can be found at: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>
- 4.25 The town railway station is reasonably accessible from the development site, and provides links to several other towns cities throughout the region and beyond (as well as onward public transport links from these locations). As such, HAS consider that the local / national rail network offers significant opportunities for sustainable travel to and from the proposed development site.

Local Census Data

Limitations on Local Car Ownership

- 4.26 HAS have examined 2021 Census data for the Output Area within which the site lies (E00131171), for the Ward of 'Hinckley Castle' and the authority of Hinckley & Bosworth as a whole. This data can be summarised as follows:

	O/Area	Ward	LPA
▪ No cars / vans in household	29.9%	23.8%	12.7%
▪ 1 car / van in household	47.0%	44.3%	39.8%
▪ 2 cars / vans in household	18.8%	25.3%	34.4%
▪ 3 or more cars / vans in household	4.2%	6.5%	13.0%

Note: Data may not always sum to exactly 100.0% due to rounding

- 4.27 It is immediately apparent that the site location has some of the lowest levels of car ownership in the town and within the borders of Hinckley & Bosworth as a whole. Almost 30% of local residential dwellings do not have access to a personal car or van (a much higher level than in broader local areas).

- 4.28 It is commonly accepted that car / van ownership is correlated with the size of a residential dwelling. Within the local Output Area of the site, only 6.0% of all dwellings are one-bedroom dwellings. Around 34.2% are two-bedroom dwellings, with the remaining quantum (of slightly less than 60%) of local housing comprising dwellings with three-or-more bedrooms. On this basis, it is reasonable to assume that car ownership within the proposed development is likely to be low.

Method of Travel to Work

- 4.29 In addition to car ownership data, HAS have also considered data detailing the usual mode of travel to work for the local areas detailed above. The data for the local Output Area can be summarised as follows:

	Of all who Work	Of those who Travel to Work
▪ Work-from-Home [WfH]	19.7%	n/a
▪ Public Transport	1.5%	1.8%
▪ Taxi	1.5%	1.8%
▪ Motorcycle	1.5%	1.8%
▪ Car (as driver)	43.8%	54.5%
▪ Car (as passenger)	7.3%	9.1%
▪ Bicycle	4.4%	5.5%
▪ On foot	2.9%	3.6%

Note: Data may not always sum to exactly 100.0% due to rounding

- 4.30 The above data demonstrates that less than half of all adult persons in employment (or studying on a full-time basis) travel to work by car. Allowing for the size and nature of the proposed dwellings, it is likely that this proportion would be even lower for future residents of the site.

5.0 PROPOSED DEVELOPMENT

Overview

- 5.1 The proposed development is shown on plans prepared by Storm Design and included at **Appendix B**. The ground floor level is also shown on **Drawing Number HAS/23-071/04A**, which shows the overall layout of the proposed development
- 5.2 The bulk of the existing building would be retained, with minimal visual alterations to allow for conversion to residential use (primarily the fitting of additional windows to the existing Trinity Lane elevation).
- 5.3 A section of the existing Hollycroft (with a footprint about 95sqm) would be removed. HAS understand that this is an extension to the building, which was constructed at a later date than most of the main structure. Additionally, a small brick-built outbuilding in the rear car parking area would be removed.
- 5.4 A total of 36 residential flats would be created, all of which would be one-bedroom units. Each flat would comprise a double-bedroom, a full bathroom and a multi-use lounge/dining space. The size of the flats would vary from 37sqm to 53sqm (with the majority being either 45sqm or 53sqm).
- 5.5 There would be 6 flats on the ground floor, part of which would also be used for undercroft parking. The existing 'quarter dome' cinema lobby would be retained as the main entrance to the building, and could potentially include postal racks, etc, as required. The three upper floors would feature 10 flats each.
- 5.6 Internal access to the proposed flats would be via an open-air atrium in the centre of the building and via a rear balcony (connecting to the existing stairwells at the rear of the building). The atrium and exterior balconies would be joined internally by a corridor on each level, allow.

Parking Provision

Cycle Parking

- 5.7 Cycle parking would primarily be provided in two secure cycle stores located in the base of each of the existing stairwells. These are estimated to provide space for around 17 cycles.

- 5.8 Additionally, a total of at least 19 cycle parking spaces would be provided in the atrium (below the upper balconies). Noting that the atrium would be open-air in nature, these could either be simple cycle rails or could be enclosed cycle lockers. The exact cycle parking provision for the site could be secured by Condition.

Car Parking

- 5.9 A total of 17 car parking spaces would be provided across the development site. These would be broken down as follows:
- 5 spaces in the existing external car park accessed from Trinity Lane;
 - 8 spaces within an undercroft parking area located under the northwestern (rear) side of the existing building (these also accessed via Trinity Lane);
 - 4 spaces located on the Hollycroft frontage.
- 5.10 All car parking spaces would measure 2.5m x 5.5m (minimum), and would be located adjacent to aisles of at least 6m width. Two spaces would be explicitly suitable for use by disabled drivers, with additional clearance margins.
- 5.11 Access to the undercroft parking area would be via a gated access of around 2.75m, with additional 0.3m clearance margins on both sides. No details of the access gate have been provided to HAS, and it understood that the exact construction and arrangement of the gate would be confirmed as a matter of detailed design
- 5.12 Vehicles entering the undercroft parking area would need to 'give way' to existing vehicles. If necessary, such movements could be controlled by priority-signage or by use of an automated stop / go signal. Vehicles waiting to enter the undercroft would have ample space to wait within the external car park, without causing obstruction to the public highway.
- 5.13 In accordance with Requirement S2 of the current Building Regulations, all of the proposed car parking spaces would be provided with a suitable Electric Vehicle [EV] charge point.
- 5.14 It is anticipated that the car parking spaces that site will most likely be unallocated, and therefore available to both residents and visitors (although allocated spaces may potentially be assigned to disabled residents).
- 5.15 Alternatively, residents could be given the option of purchasing a car parking permit for the site when taking up residence. If a permit system were to be used, accommodation contracts would expressly bar persons resident on site from keeping a vehicle on site without a permit. However, in this instance, HAS recommend that a largely unallocated approach is likely to result in greater overall use of the car park, thereby any likelihood of impact upon local on-street parking demand.

- 5.16 In order to prevent unsafe, informal parking to the rear of the frontage footway (as currently takes place), suitable landscaping would be undertaken at the Trinity Lane frontage. The form of such landscaping should physically prevent such parking.

Comparison with local Car Parking Standards

- 5.17 HAS note that the current HBBC Local Plan does not explicitly define car parking provision standards. On this basis, it is considered that the any standards set out in the 'Leicestershire Highways Design Guide' [LHDG] should apply in the first instance.
- 5.18 The LHDG, in turn, does not define parking standards for residential developments of greater than 5 dwellings. It refers instead to the calculation methodology 'Residential Car Parking Research' [RCPR] research paper prepared by the Department of Communities & Local Government in 2007.
- 5.19 The RCPR methodology is quite complex. However, for a development comprising only a single type of dwelling and providing unallocated parking, it can be summarised quite briefly. In RCPR terms, the proposed development comprises 36 two-room flats (bathrooms being excluded from the calculation).
- 5.20 The development is located in an area that most closely matches the definition of a 'City Centre' (as set out by the RCPR terms-of reference). Table 3 of the paper estimates that, by 2026, such flats would require 0.5 to 0.7 unallocated car parking spaces. As such, the RCPR (and, by extension, the LHDG) recommends 18 to 25 spaces for the proposed development.
- 5.21 Noting the above, the proposed development is only one space short of meeting the RCPR recommendation. Noting the historic approach taken by HBBC at this location, and the availability of appropriate visitor parking within the town centre, HAS therefore consider the provision of 17 spaces appropriate in this instance.

Site Accesses

Pedestrian Access

- 5.22 The main pedestrian access would continue to be via the 'quarter dome' lobby facing the junction between Trinity Lane, Hollycroft and Bond Street. Additionally, pedestrian access to the building would be achievable via the undercroft car park and rear stairwells, with these reached via the site car park fronting Trinity Lane.

Cycle Access

- 5.23 Cycle access would be via the site Trinity Lane car park, with the layout allowing cyclists to ride directly onto the site before accessing the under-stair cycle stores or atrium as necessary.

Vehicle Access – Trinity Lane

- 5.24 **Drawing Number HAS/23-071/05A** shows the layout of the retained/ improved access to and from Trinity Lane. The existing metal fence at the site frontage would be removed, and the access centreline revised to accommodate the new car parking layout detailed above). If necessary, the position and extents of the existing dropped kerb would be extended as necessary.
- 5.25 Based on the new centreline and absence of the metal fence, **Drawing /05A** shows that the visibility splay at the existing access would be enhanced from 2.0m x 21m (as existing) to around 2.4m x 25m (with the revised centreline). Any new boundary features would be set back behind the splays shown, or be limited to <0.6m in height.
- 5.26 HAS note that a 25m splay is typically only suitable for vehicle speeds of up to 20mph. However, we also note the existing nature of Trinity Lane (which features extensive on-street parking). Additionally, traffic approaching the site would likely slow in advance of the junction between Trinity Lane, Hollycroft and Bond Street, and the associated left-hand bend they must negotiate (due to all other movements being prevented by the layout of the junction).
- 5.27 Noting the above, HAS consider it unlikely that wet-weather design speeds for vehicles approaching the site along Trinity Lane would significantly exceed 20mph. As such, the achievable splay appears adequate in the context of the site.
- 5.28 Given the alignment of Trinity Lane and the constraints imposed by adjoining residential properties, the proposed development (and any similar regeneration proposal) will depend on upon a pragmatic assessment of the potential for site access from Trinity Lane. It should be noted that, absent consent for a residential redevelopment of the site, the existing car park could potentially be brought back into use without any improvement to the existing splay.

Vehicle Access – Hollycroft

- 5.29 **Drawing Number HAS/23-071/06A** shows the layout of the small, proposed car park at the Hollycroft site frontage. This would be served by a new dropped kerb, likely around 5.5m in width. The centreline of the access would be positioned around 8m in advance of the Stop line of the nearby signal junction, allowing an adequate manoeuvring envelope for departing vehicles (which would give way to traffic on Hollycroft itself).
- 5.30 **Drawing /06A** shows the visibility splays achievable at the new access. To the north, a splay of 2.4m x 33m would be achieved. To the south, splays of at least 25m would be achieved to Trinity Lane and vehicles turning right from Upper Bond Street. A splay of 33m would be achieved to vehicles proceeding from Lower Bond Street.

- 5.31 HAS note that 25m splays are typically only suitable for vehicle speeds of up to 20mph, with 33m splays suited to speeds up to 25mph. However, we also note the signalised nature of the Trinity Lane / Hollycroft / Bond Street junction, and the presence of traffic-calming features at Hollycroft.
- 5.32 For vehicles making turning manoeuvres at the junction, HAS consider a wet-weather design speed of 20mph reasonable. For vehicles proceeding directly ahead (i.e. those northbound on Lower Bond Street HAS consider a wet-weather design speed of 25pmh reasonable. We note that it is usually impractical to conduct speed surveys within the confines of a signalised junction (either by radar or tube counter), and therefore suggest that a pragmatic and reasonable assumptions regarding approach speeds are both necessary and appropriate in this instance.

Proposed Highway Boundary Amendments

- 5.33 As noted in Chapter 3 (above), the declared highway boundary at the site frontage seemingly fails to accommodate a footway of reasonable width, and also fails to accommodate significant tactile paving, signal installations and other street furniture.
- 5.34 Wigston Estates Ltd recognise the need for a suitable footway and the existing signal installations, etc, at their frontage. (not least in order to serve their proposed development itself). On this basis, they are willing to agree an amended highway boundary, permitting (wherever possible a 2m wide footway). An additional metre of boundary width would also be permitted outside the main entrance, in order to accommodate the existing highway layout.
- 5.35 On the above basis, **Drawing Number HAS/23-071/07A** shows how the local highway boundary could be realigned (in good faith and to the benefit of LCC). As noted above, Wigston Estates Ltd would support any such adoption, but would reasonably expect that any cost associated with this are met by LCC. In particular, HAS and Wigston Estates Ltd note that the construction depths, etc, of the existing footway Should already be known to LCC, and would not expect to have to pay for surveys of these in support of any additional adoption.
- 5.36 HAS and Wigston Estates Ltd trust that HBBC and LCC will appreciate the need to address any irregularity regarding the highway boundary, and that both authorities will welcome a proposal to address this in good faith and in the interest of securing the existing infrastructure and an appropriate footway width.

Based Refuse Storage / Collection

- 5.37 Based on typical levels of waste storage provision, HAS and Storm Design have estimated the need for general refuse storage, dry recyclable storage and food waste storage within the proposed residential development.
- 5.38 It is estimated that stood that one-bedroom units require 110L of storage for general waste and dry recyclables (each), with 20L of food waste storage (giving 240L in total). It is assumed that standard 1,100L wheeled containers would be used for general waste and dry recyclables, with these being collected fortnightly (on alternating weeks). Food waste would be stored in 240L wheeled containers, and this would be collected weekly.
- 5.39 Based on the proposal for 36 one-bedroom units, it has been calculated that the proposed development requires 3,960L of general waste storage, 3,960L of dry recyclables storage and 720L of food waste storage. Rounding up as necessary, this would require 8x 1,100L containers (with 4 for each waste type) and 3x 240L containers. An additional 3x 240L containers could also be provided for WEEE (Electronics).
- 5.40 Wigston Estates Ltd and Storm Design have indicated to HAS that refuse containers for the proposed development would be stored to the rear of the site, parallel to the rearmost pedestrian access (via the undercroft car park), and therefore readily accessible to residents. HAS note that the containers would therefore be secured inside any gate at the car park entrance.
- 5.41 The existing site layout and car park size make it impractical for a Refuse Collection Vehicle [RCV] to enter and turn around within the site itself. Therefore, it is assumed that refuse would be collected from the Trinity Lane frontage by a RCVs waiting on-street (this servicing strategy being essentially identical to that which was likely used by the former Cinema).
- 5.42 **Drawing Number HAS/23-071/08A** shows that, given its one-way nature, Trinity Lane would remain passable by other vehicles during servicing of the site by a large, 4-axle RCV.
- 5.43 At least half of the refuse containers at the site could be placed out within 5m of the public highway boundary by custodial staff. This would facilitate alternating weekly collections of general and recyclable waste from the proposed development. Alternatively, if a private refuse contractor were to be retained, their operatives could fetch the containers from their storage location to the rear of the development itself.

6.0 TRIP GENERATION, HIGHWAY IMPACTS & CONCLUSION

Existing Use

Overview

- 6.1 In considering the existing site, it is unclear if the extant use is considered to be that of a cinema, or that of a bar / nightclub. For most of its history the site operated as a cinema, and it still retained the essential layout of such a land use. However, the planning application submitted to HBBC list the existing use as a bar / nightclub, although under a *sui generis* land use classification.
- 6.2 In the interests of a thorough trip generation estimate, HAS have opted to examine both of the historic land uses. Data to support this has been taken from the national TRICS database, as set out below.

Use as a Cinema

- 6.3 The TRICS database was searched by HAS with a view to obtaining suitable vehicle trip rates for the existing development if retained as a cinema (the quantity of multi-modal surveys in the database for cinema uses being very limited).
- 6.4 It is noted that the only category in the database is for 'Multiplex Cinemas', but that this includes a number of relatively smaller sites (reflective of more 'traditional' town centre cinemas). Ultimately, the available data is limited, and the intent was thereafter to identify a reasonable match and small but statistically valid dataset. The final criteria used for comparable site selection were as follows:
- Category 07/A – Multiplex Cinema
 - All Regions / Area
 - Weekday Surveys only (*with COVID-19 impacted surveys excluded*)
 - Extended survey-age cut-off (from 2007 onwards)
 - Floor area of <2,500 sqm
 - Town Centre / Edge of Town Centre
- 6.5 The above criteria resulted in a selection of six sites, as detailed in the abridged TRICS reports included at **Appendix F**. On examination, no one site is directly comparable to the proposed development, HAS have opted to use the mean average trip rates from the resultant dataset in this instance (this being a robust approach when considering an existing land use).
- 6.6 Based on the trip rates for the 07-A Multiplex Cinema TRICS data detailed above, vehicle trip rates for the existing development have therefore been assumed to be as follows (per 100sqm Gross Floor Area [GFA]):

Vehicle Trip Rates	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	-	-	-
▪ Evening Peak (1700 to 1800 hours)	1.371	1.016	2.387
▪ Daily (average, various time periods)	16.004	16.549	32.553

- 6.7 Using the above trip rates, and an assumed floor area of 1,100sqm GFA for the existing building (across all floors), a cinema at the site could reasonably be expected to generate the following numbers of vehicle trips:

Vehicle Trips	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	-	-	-
▪ Evening Peak (1700 to 1800 hours)	15	11	26
▪ Daily (from 0900 to 0200 hours)	176	182	358

- 6.8 It is noted that the above trip generation suggests a levels of vehicular movement greater than could likely be supported by the historic car park at the cinema site. However, it is assumed that some patrons would park on-street in the local area, or within town centre car parks. The above trip generation is therefore reasonable reflective of the traffic flows that might be generated within the local area were the site to reopen as a cinema.

Use as a Bar / Nightclub

- 6.9 The TRICS database was searched by HAS with a view to obtaining suitable vehicle trip rates for the existing development if retained as a bar / cinema. However, no such land use categories are listed. The closest comparable category identified as for 'Public House - without Restaurant'. Examination of that dataset quickly demonstrated a severe shortage of sites, and that the site listed had significant evening peak hour traffic generation that would be typical of many venues.
- 6.10 The level of vehicular trip generation at a bar / nightclub can vary significantly based on its exact location, the availability of car parking, its opening hours and so forth. In some city centre locations there may be almost no vehicular traffic, while at club with parking there can be significant levels of movement.
- 6.11 It is understood that the site was last open for business in around 2004. Estimating the trip generation that may arise from a bar / nightclub use if the site were to be refurbished in coming years is therefore difficult, as no data about the previous operation is available to HAS nor to Wigston Estates Ltd.

Assumed Existing Use Trip Generation

- 6.12 Ultimately, given the relatively brief use of the site for such a venue, and lack of available data, HAS cannot reasonably define a robust trip generation for it previous (and relatively brief) the bar / nightclub use.
- 6.13 It is reasonable to assume that the bar / nightclub use would have generated some vehicular traffic, with patrons using either using the site car park, on-street parking or town centre car parks. Additionally, it is noted that such a venue would likely have a higher capacity than an all-seater cinema.
- 6.14 With both historic land uses providing evening / late-night entertainment, HAS consider it reasonable to state that the bar / nightclub use could have generated at least the level of trip generation as the former cinema use. Noting that the cinema data presented above is also based on mean (rather than 85th percentile) trip rates, it is therefore considered reasonable to utilise the trip generation of the cinema land use as a proxy for the trip generation of the existing development on this occasion.

Proposed Use – Residential [36 Flats]

- 6.15 In relation to the proposed development, HAS have examined typical person trip rates for the TRICS Category 03/C ‘Residential Flats – Privately Owned’. It is noted that the proposed flats will likely be available on a tenanted / rental basis, but that the only other category relates to Local Authority controlled flats. Therefore, 03/C is considered the most-comparable category. The search criteria used were as follows:
- Category 03/C – Residential Flat (Privately Owned)
 - All English / Welsh Regions except Greater London
 - Weekday Surveys only (*with COVID-19 impacted surveys excluded*)
 - Extended survey-age cut-off (from 2003 onwards)
 - Developments of 12 to 49 units
 - Town Centre / Edge of Town Centre
- 6.16 The above filters aimed to identify similarly sized schemes to the proposed development (excluding very small site, and large sites that might provide significant on-site amenities). Sites of 50 or more dwellings would also be the subject of a Transport Statement / Assessment.
- 6.17 Sites in Greater London were removed as these were considered to benefit from significantly greater levels of public transport than the development site (which, although sustainably located, does not benefit from access to night busses, multiple underground and rail lines, etc). The survey age cut-off was extended to ensure a reasonable number of results allowing for these search criteria.

- 6.18 The above criteria resulted in a selection of six sites, as detailed in the abridged TRICS reports included at **Appendix G**. However, it was immediately noted that five of the six had car parking provision of at least 1 space per dwelling, with most sites featuring at least some two- or three-bedroom flats.
- 6.19 Consideration was therefore given to selection of the single site (GM-03-C-03, in Manchester). However, this generated no trips at all in the evening peak hour, which is not considered credible for assessment purposes. The removal of London sites was therefore reconsidered. On checking, almost all of the London sites in the database also benefit from significant parking provision (despite their highly sustainable locations).
- 6.20 Noting all of the above, HAS consider that selection of the mean average trip rates for the originally generated dataset to be a removable course of action.
- 6.21 On average, the six sites provided 0.93 spaces per dwelling, which is still significantly higher than the proposed development. The sites also included at least some larger flats. Both of these factors will likely result in higher levels of trip generation than might be typical of the proposed development, thereby making use of even average rates associated with them a robust choice.
- 6.22 Based on the trip rates for the 03-C Residential Flats TRICS data detailed above, trip rates for the proposed development have therefore been assumed to be as follows (calculated per flat):

Vehicle Trip Rates	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	0.096	0.217	0.313
▪ Evening Peak (1700 to 1800 hours)	0.120	0.127	0.247
▪ Daily (0700 to 1900 hours)	1.312	1.431	2.743

Person Trip Rates	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	0.235	0.681	0.916
▪ Evening Peak (1700 to 1800 hours)	0.512	0.325	0.837
▪ Daily (0700 to 1900 hours)	4.125	4.422	8.547

- 6.23 Using the above trip rates, and assuming a development of 36 flats, the proposed could reasonably be expected to generate the following numbers of trips:

Vehicle Trip Rates	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	3	8	11
▪ Evening Peak (1700 to 1800 hours)	4	5	9
▪ Daily (0700 to 1900 hours)	47	51	98

<i>Person Trips</i>	<i>Arrive</i>	<i>Depart</i>	<i>Total</i>
▪ Morning Peak (0800 to 0900 hours)	8	25	33
▪ Evening Peak (1700 to 1800 hours)	18	12	30
▪ Daily (0700 to 1900 hours)	149	159	308

Note: All vehicle trip data is a subset of Person trip data, i.e. the vehicle trip data is included within the person trip data. Around 5.8 trips per flat, per day would be made as by sustainable modes.

- 6.24 The above vehicle trip generation is considered highly robust in the context of the proposed development and its car parking provision. This might be reflective of two vehicle journeys per car kept on site, per day (i.e. four trips per car per day), plus some visitor trips, deliveries etc.
- 6.25 It is noted that around one-third of all trips would be by vehicle, which is slightly below the recorded Census data for the local Output, but reflective of the low car ownership likely among persons resident in small rental dwellings.
- 6.26 The person trip generation is reasonably reflective of two persons per flat making two journeys (i.e. four trips) per day (potentially one to work and one for other purposes). This is considered a reasonable (yet robust) in the context of a development providing flats with double bedrooms.

Net Trip Generation

- 6.27 The above trip generation data provides robust estimations for both the existing and proposed land uses. These are, respectively, a plausible underestimate and overestimate for the vehicle trip generations that might historically have occurred at the site, or which could occur in the future.
- 6.28 By consideration of the estimated existing and proposed trip generations for the site, HAS estimate that the net vehicle trip generation of the proposed development would be as follows:

Vehicle Trips	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	+3	+8	+11
▪ Evening Peak (1700 to 1800 hours)	-11	-6	-17
▪ Daily (0700 to 1900 hours)	-129	-131	-260

- 6.29 Overall, the proposed development would generate a slight increase in morning peak hour movements (of approximately one additional movement every five-to-six minutes). In practice, this would average out at less than one additional movement per signal cycle at the local junction, and thereby have negligible impact.

- 6.30 Considering the evening peak hour and daily periods, it is apparent that the proposed development would likely result in modest reduction in overall vehicle traffic generation as compared to the previously consented uses.

Overall Highway Impact

- 6.31 The proposed development would likely generate lesser levels of vehicular movement in the town centre than the former use of the site. It is therefore expected that the proposed development should not have to provide off-site mitigation of any highway network impacts, nor make any significant contributions towards local highway improvement schemes. The development would, however, enable rationalisation of the local highway boundary at the site frontage, to the public benefit.
- 6.32 It is accepted that the visibility splays achievable at the proposed site accesses (including the new access at Hollycroft) would fall short of those normally recommended in areas with 30mph speed limits. However, given the presence of a local signal junction, local traffic calming features, and the alignment and nature of the site frontages, it is considered that the design speeds of the frontage roads can reasonably be assumed to fall below 30mph.
- 6.33 It is also noted that many (if not most) of the private accesses throughout Hinckley town centre have restricted splays, due to the historic positioning of building and use of 1.8m footways in many areas. The layouts of the proposed development accesses are therefore comparable with accesses found throughout the local area. The achievable splays are thus considered to be acceptable in context, and should not present any significant concern.
- 6.34 HAS also specifically note the importance of retaining the historic structure of the former cinema, and the need to provide (some) on-site parking. Given the constraints of the site and local highway network, it is therefore apparent that a reasonable and pragmatic approach is necessary in this instance.
- 6.35 HAS and Wigston Estates Ltd have sought to balance the provision of access(es) which improve / provide balanced visibility splays of the greatest possible length, whilst also facilitating a deliverable and functional site layout. The elimination of informal parking at the site frontage (to the rear of the existing footway) also represents a significant safety benefit.
- 6.36 Based on the above analysis, HAS consider that the proposal is unlikely to give rise to significant local highway capacity or unacceptable safety concerns.

7.0 SUMMARY & CONCLUSION

7.1 Highway Access Solutions [HAS] have been commissioned by Wigston Estates Ltd to provide Transport Planning consultancy advice in relation to the residential conversion of the former Trinity Lane Cinema in Hinckley. The overall proposal is to convert the majority of the existing building from entertainment use into residential flats. A total of 36 one-bedroom flats would be created in a highly sustainable town centre location.

7.2 The proposed development would likely generate lesser levels of vehicular movement in the town centre than the former use of the site. HAS estimate that the net vehicle trip generation of the proposed development would be as follows:

Vehicle Trips	Arrive	Depart	Total
▪ Morning Peak (0800 to 0900 hours)	+3	+8	+11
▪ Evening Peak (1700 to 1800 hours)	-11	-6	-17
▪ Daily (0700 to 1900 hours)	-129	-131	-260

7.3 HBBC policies support the re-use of existing buildings and the delivery of new, reasonably-priced residential accommodation. HAS specifically note the importance of retaining the historic structure of the former cinema, and the need to provide (some) on-site parking.

7.4 The level of parking provision proposed for the site makes good use of the available space, whilst preserving (as far as possible) the historic façade and general appearance of the cinema. A total of 17 spaces would be provided for 36 flats. Based on local Census data, such provision is considered appropriate. It is also noted that this level of provision is broadly comparable to that previously consented for 'The Old Police Station' development, opposite the site and that it falls only very slightly below the level of provision supported by RCPR calculations.

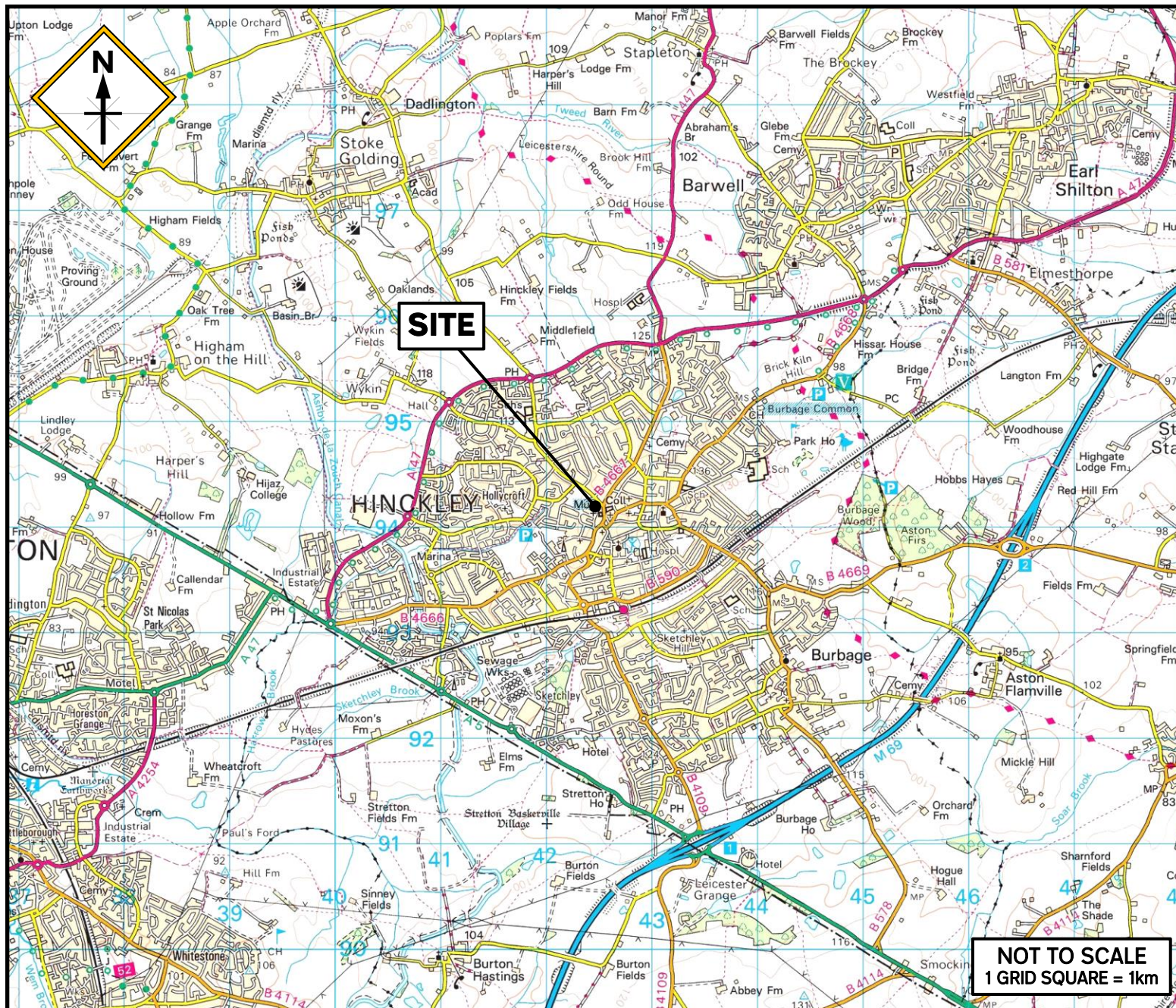
7.5 The layout and achievable visibility splays at the proposed site accesses are based on assumptions as to the likely design speeds for the frontage roads (which would likely be reduced by the local traffic signal junction and other traffic calming features). The accesses considered to be acceptable in context, and should not present any significant concern.

7.6 The development would, enable rationalisation of the local highway boundary at the site frontage, to the public benefit. It would also eliminate informal frontage parking which currently presents a potential danger to pedestrians.

7.7 A preliminary Personal Injury Collision [PIC] study has identified no significant pre-existing safety concerns on the public highway network in the vicinity of the proposed development which could be exacerbated by the proposed conversion.

- 7.8 Ultimately, Paragraph 111 of the applicable NPPF is very clear that development should only be refused on highways grounds where there is a clear, detrimental impact on network capacity or an unacceptable road safety impact. Based on the findings of this report, it is apparent that no such impacts should occur as a result of the proposed development.
- 7.9 On the basis of this report, HAS therefore ask that HBBC and LCC give their 'in-principle' support to the proposed development (subject to suitable conditions).

FIGURES & DRAWINGS



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HAS

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Email: office@highwayaccess.co.uk

CLIENT:

Wigston Estates Ltd

FIGURE TITLE:

GENERAL TOWN
LOCATION PLAN

PROJECT TITLE:

PROPOSED RESIDNTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

FIGURE #:

FIGURE 1

PROJECT #:

HAS/23-071

DATE:

20/12/2023

PREPARED:

ACD

CHECKED:

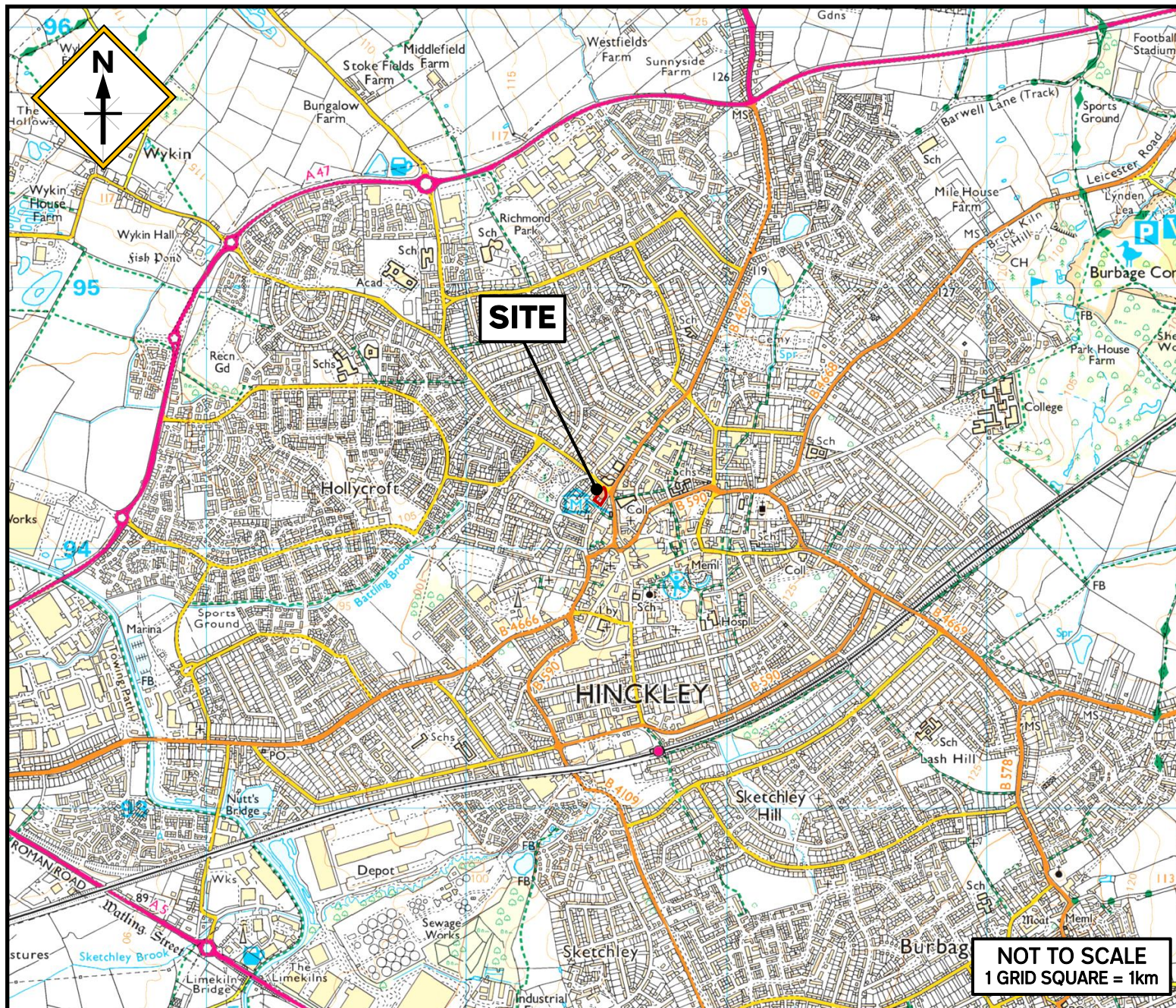
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NOT TO SCALE
1 GRID SQUARE = 1km



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CLIENT:

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FIGURE TITLE:

DETAILED TOWN CENTRE
LOCATION PLAN

PROJECT TITLE:

PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

FIGURE #:

FIGURE 2

PROJECT #:

HAS/23-071

DATE:

20/12/2023

PREPARED:

ACD

CHECKED:

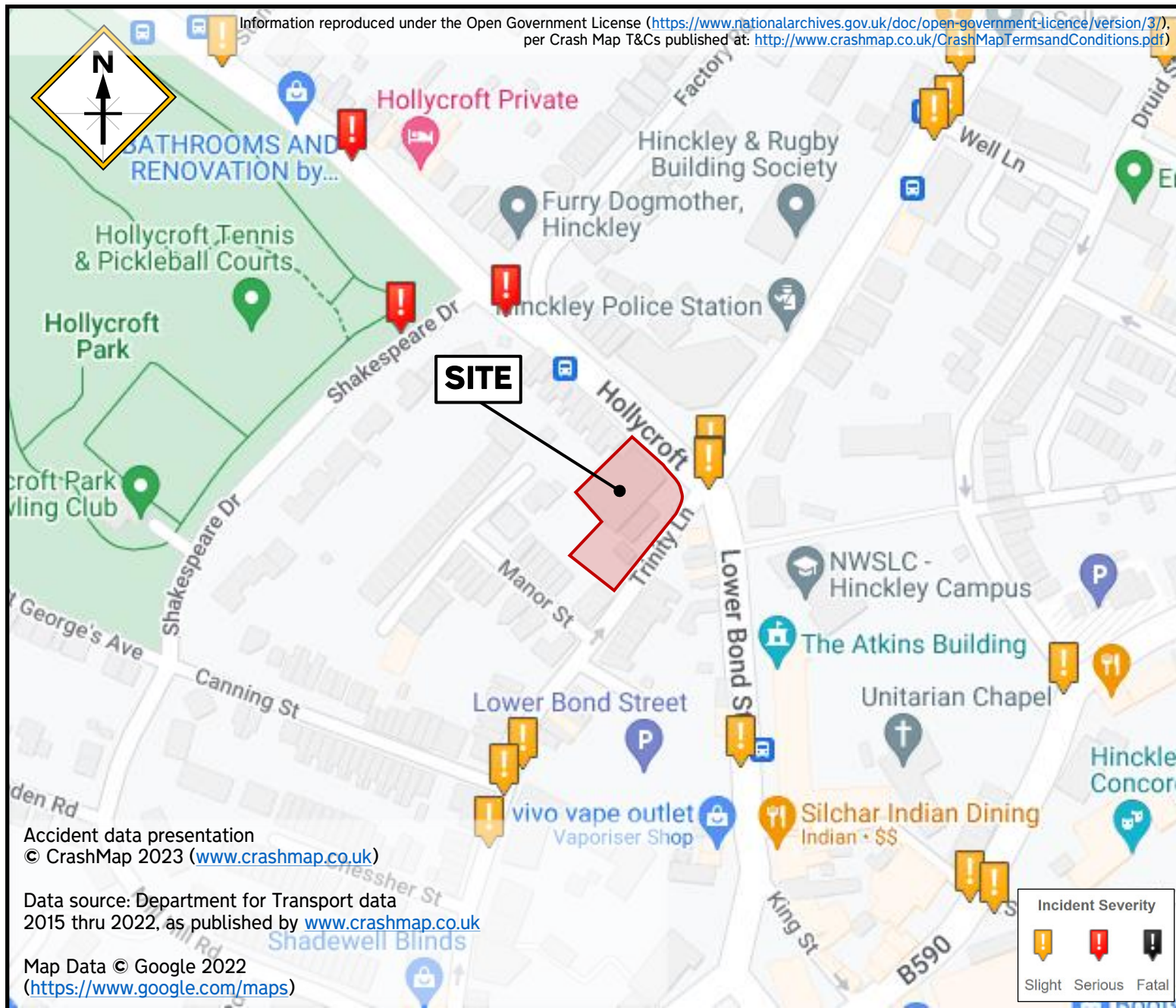
ACD

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1 GRID SQUARE = 1km



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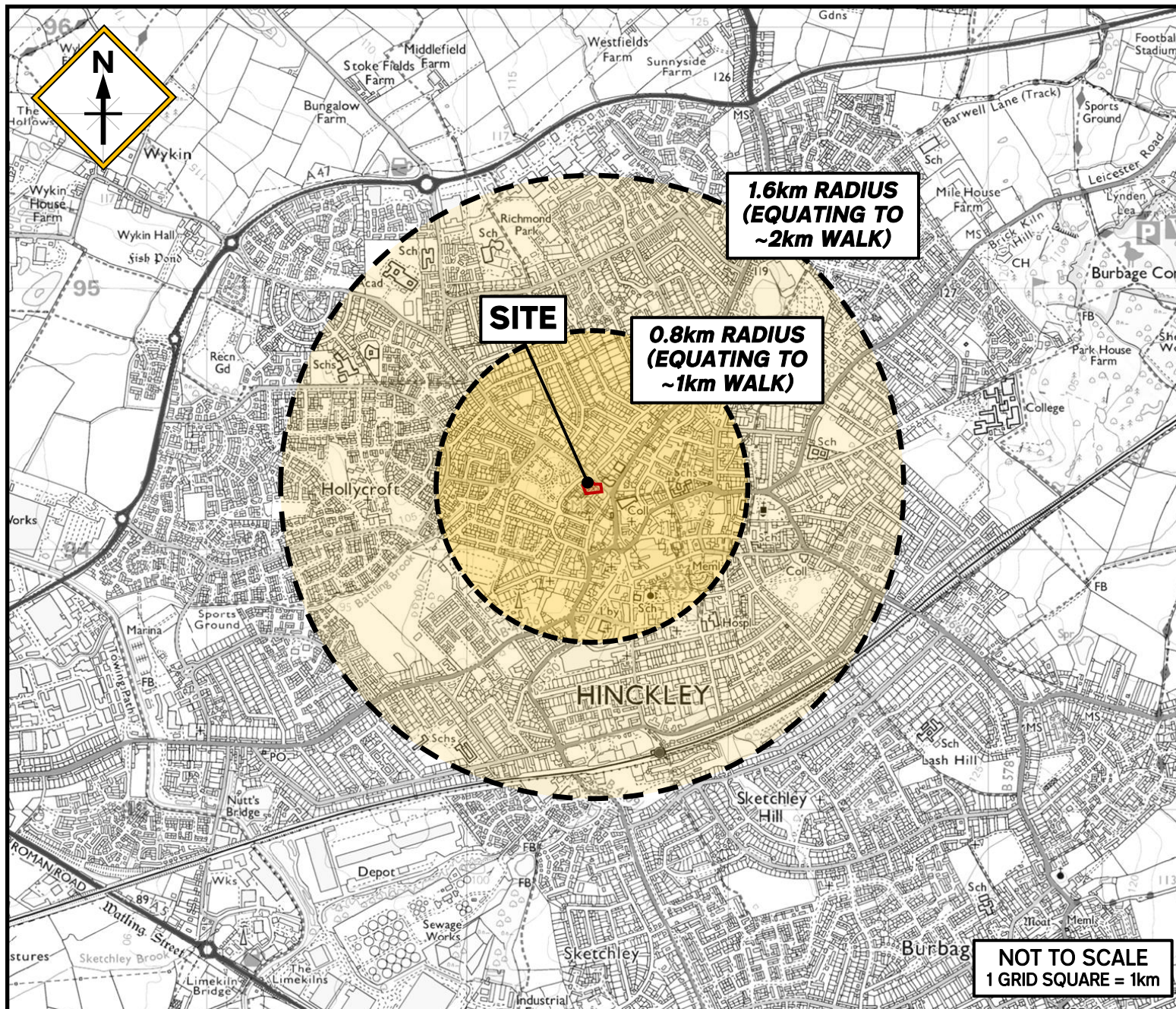
FIGURE TITLE:
**PEDESTRIAN PIC LOACTION PLAN
(2016 to MID-2022 INCLUSIVE)**

PROJECT TITLE:
**PROPOSED RESIDNTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

FIGURE #: PROJECT #:
FIGURE 3 HAS/23-071

DATE: PREPARED: CHECKED:
20/12/2023 ACD ACD

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FIGURE TITLE:

INDICATIVE PEDESTRIAN
CATCHMENT RADII

PROJECT TITLE:

PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

FIGURE #:

FIGURE 4

PROJECT #:

HAS/23-071

DATE:

20/12/2023

PREPARED:

ACD

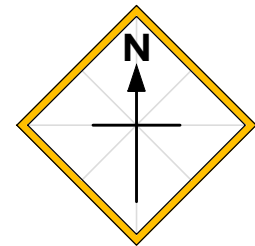
CHECKED:

ACD

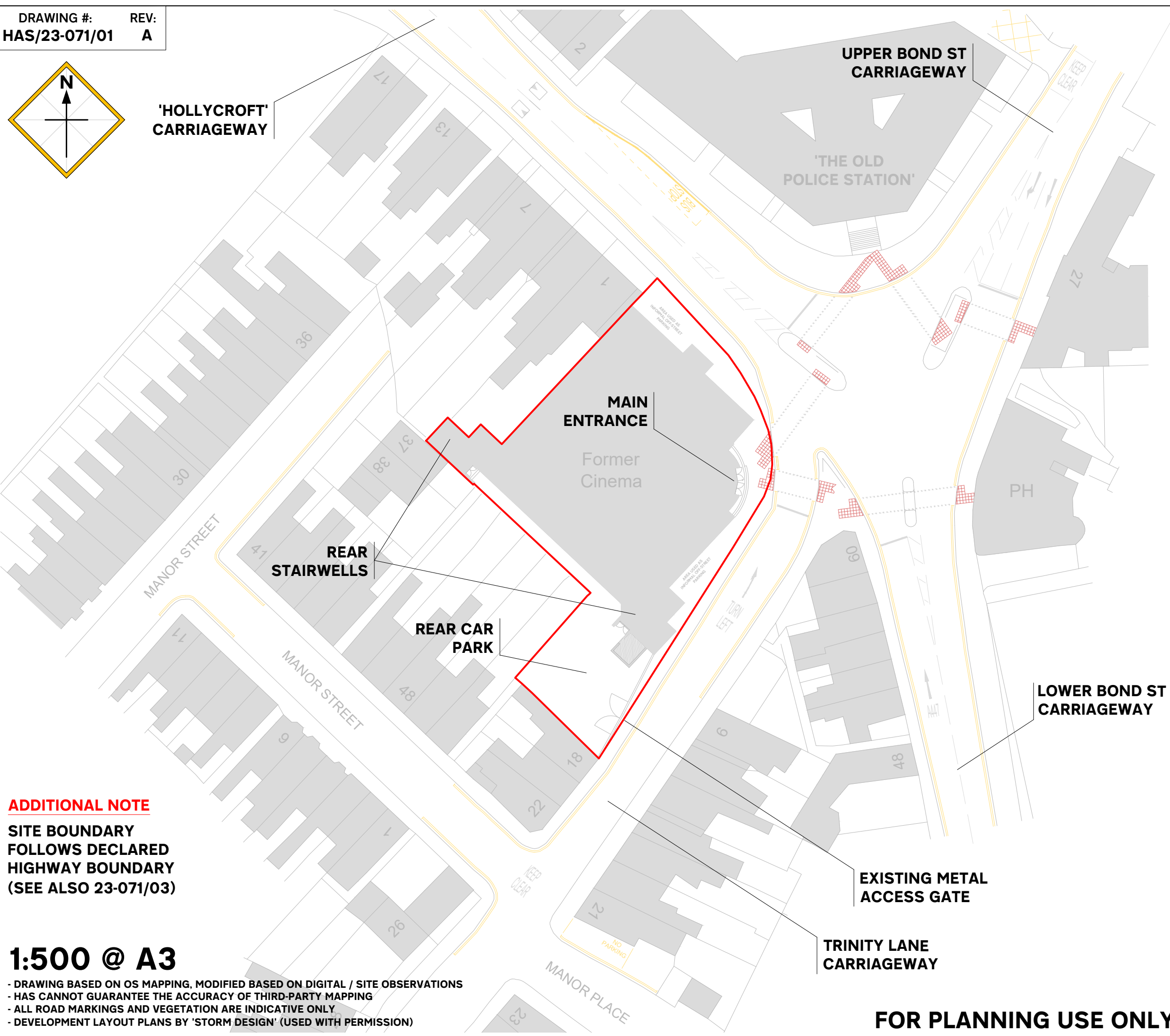
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'HOLLYCROFT'
CARRIAGEWAY



ADDITIONAL NOTE
SITE BOUNDARY
FOLLOWS DECLARED
HIGHWAY BOUNDARY
(SEE ALSO 23-071/03)

1:500 @ A3
- DRAWING BASED ON OS MAPPING, MODIFIED BASED ON DIGITAL / SITE OBSERVATIONS
- HAS CANNOT GUARANTEE THE ACCURACY OF THIRD-PARTY MAPPING
- ALL ROAD MARKINGS AND VEGETATION ARE INDICATIVE ONLY
- DEVELOPMENT LAYOUT PLANS BY 'STORM DESIGN' (USED WITH PERMISSION)

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DRAWING TITLE:
**EXISTING
SITE CONTEXT**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS	ACD	ACD

DRAWING #:

HAS/23-071/01

REV:

A

DATE:

27/12/2023

PREPARED BY:

ACD

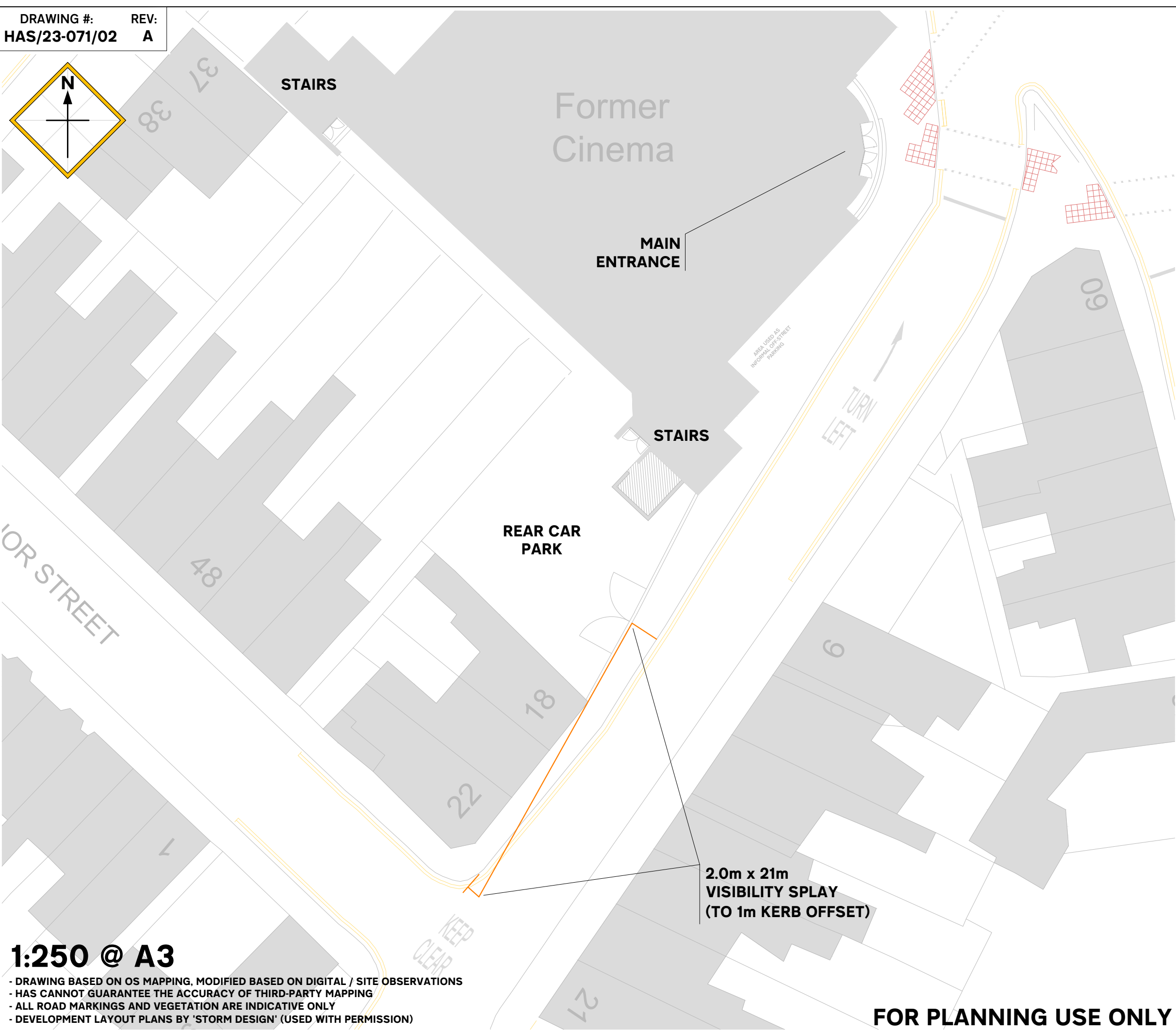
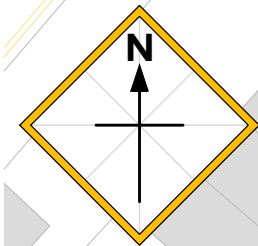
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REV: A



1:250 @ A3

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DRAWING TITLE:
EXISTING SITE ACCESS
VISIBILITY ASSESSMENT

PROJECT TITLE:
PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS	ACD	ACD

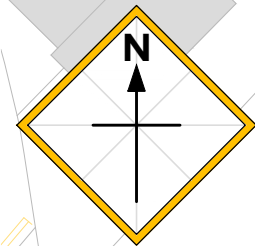
DRAWING #: HAS/23-071/02
REV: A

DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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REV: A



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NOTE APPARENT
ENCROACHMENT OF
HIGHWAY SURFACES,
FURNITURE, ETC,
ONTO CLIENT LAND

Former
Cinema

ADDITIONAL NOTE

HIGHWAY BOUNDARY
REPRODUCED BASED ON
LCC-SUPPLIED HIGHWAY
BOUNDARY PLAN

HIGHWAY
BOUNDARY

1:250 @ A3
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CLIENT:
Wigston Estates Ltd

DRAWING TITLE:
EXISTING SITE
(WITH HIGHWAY
BOUNDARY OVERLAY)

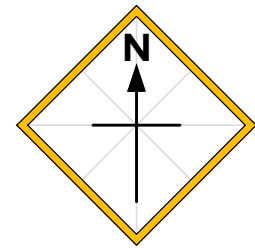
PROJECT TITLE:
PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & NOTATIONS	ACD	ACD

DRAWING #: HAS/23-071/03	REV: A	
DATE: 27/12/2023	PREPARED BY: ACD	CHECKED BY: ACD

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DRAWING #: HAS/23-071/04
REV: A



'HOLLYCROFT' CARRIAGEWAY

DEMOLISHED SECTION OF 'HOLLYCROFT' FRONTAGE

UPPER BOND ST CARRIAGEWAY

'THE OLD POLICE STATION'

BRICK OUTBUILDING REMOVED

LOWER BOND ST CARRIAGEWAY

METAL ACCESS GATE REMOVED

TRINITY LANE CARRIAGEWAY

1:500 @ A3

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CLIENT:
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DRAWING TITLE:
PROPOSED
SITE LAYOUT (WITH
CLEARANCE UNDERLAY)

PROJECT TITLE:
PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

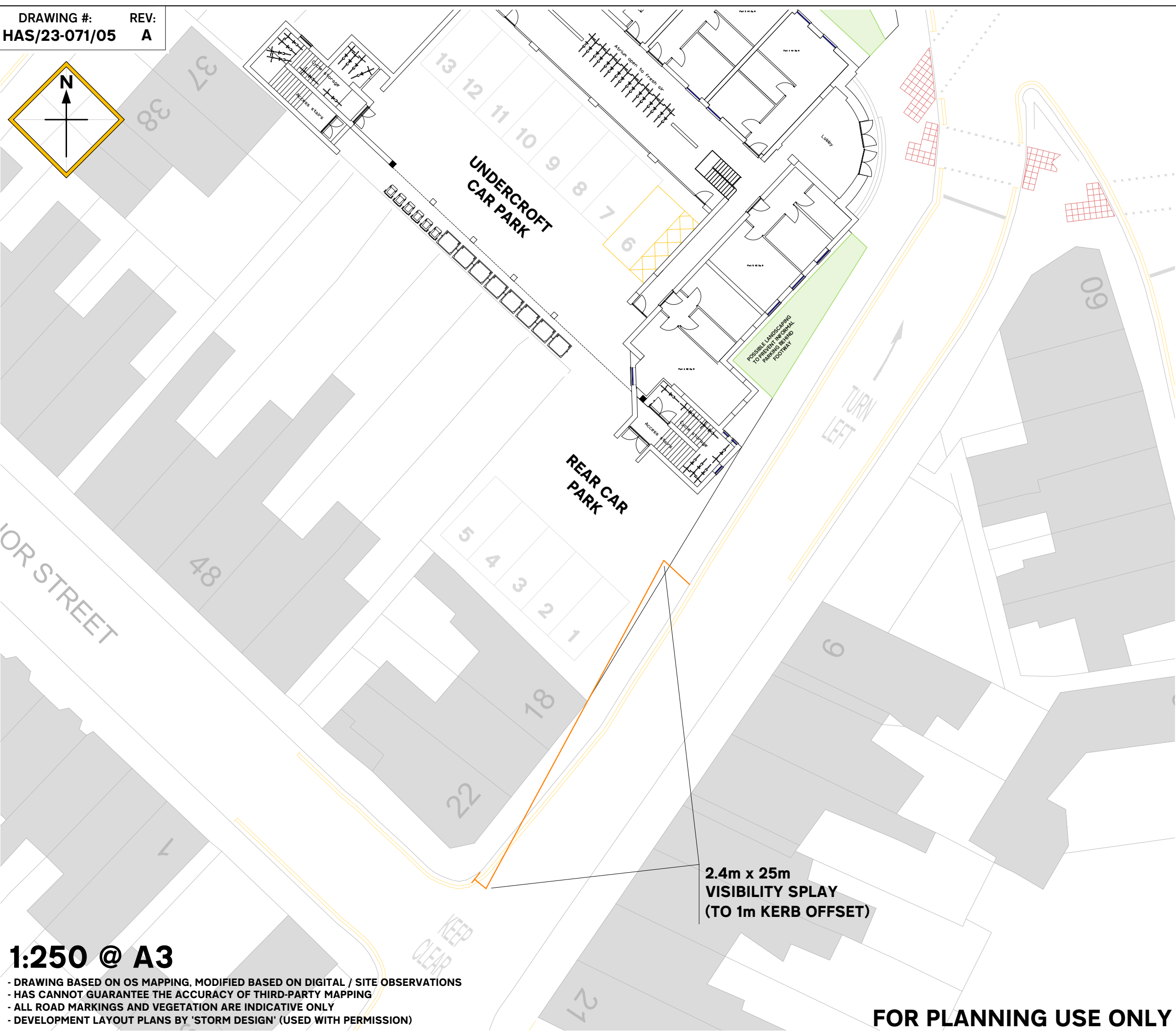
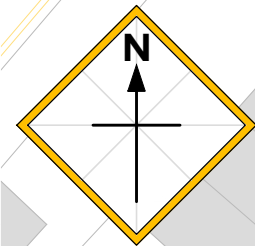
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD

DRAWING #: HAS/23-071/04
REV: A
DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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REV: A



1:250 @ A3

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CLIENT:
Wigston Estates Ltd

DRAWING TITLE:
PROPOSED SITE ACCESS
VISIBILITY ASSESSMENT
(TRINITY LANE)

PROJECT TITLE:
PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

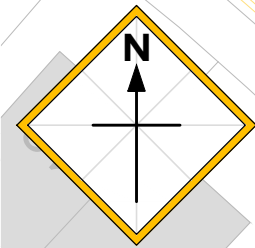
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD

DRAWING #: HAS/23-071/05
REV: A
DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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DRAWING #: HAS/23-071/06
REV: A



2.4m x 33m
VISIBILITY SPLAY
(TO 1m KERB OFFSET)

- DRAWING BASED ON OS MAPPING, MODIFIED BASED ON DIGITAL / SITE OBSERVATIONS
- HAS CANNOT GUARANTEE THE ACCURACY OF THIRD-PARTY MAPPING
- ALL ROAD MARKINGS AND VEGETATION ARE INDICATIVE ONLY
- DEVELOPMENT LAYOUT PLANS BY 'STORM DESIGN' (USED WITH PERMISSION)

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CLIENT:
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DRAWING TITLE:
**PROPOSED SITE ACCESS
VISIBILITY ASSESSMENT
('HOLLYCROFT')**

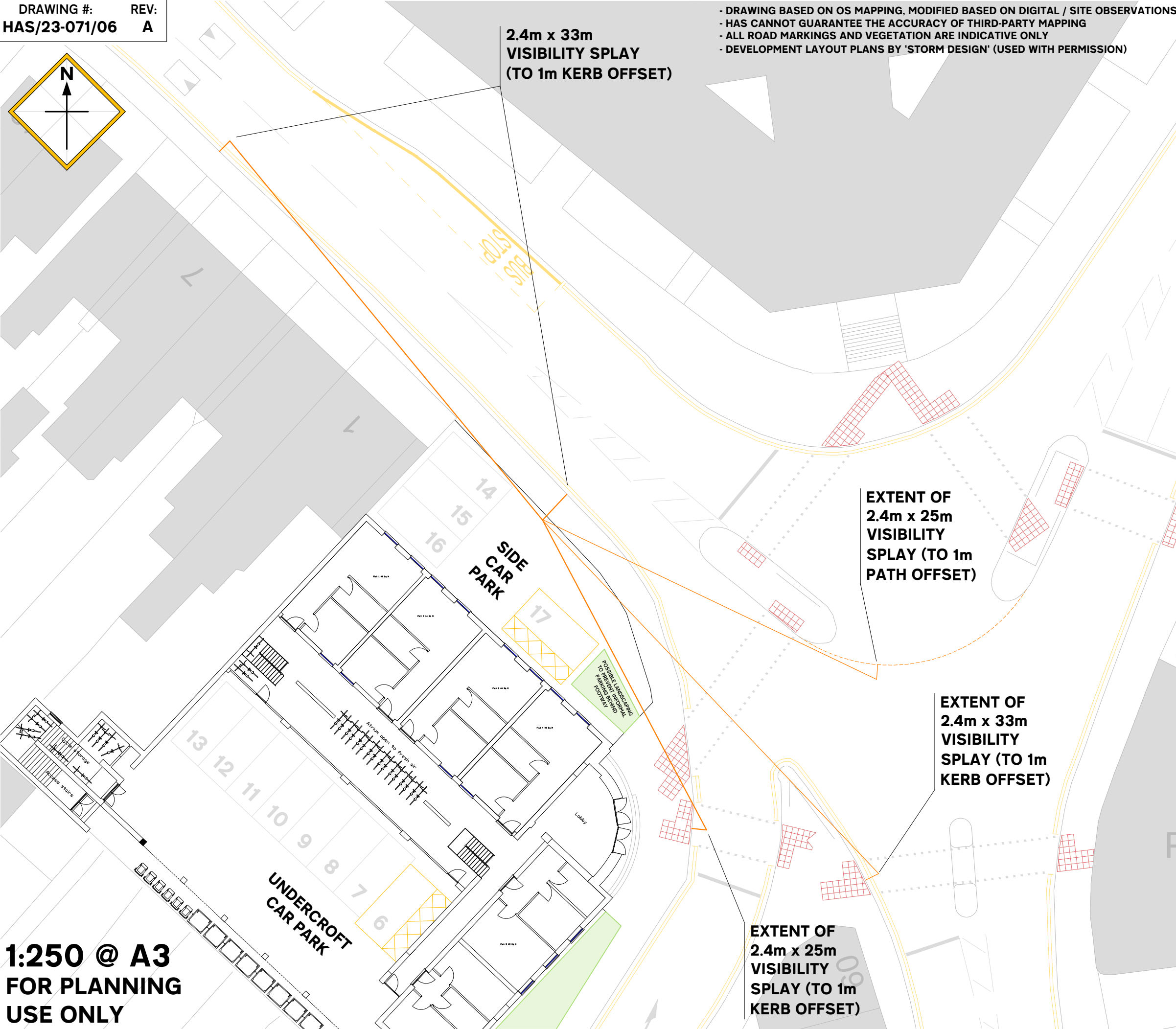
PROJECT TITLE:
**PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

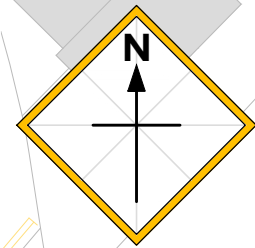
DRAWING #: HAS/23-071/06
REV: A
DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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USE ONLY



DRAWING #: HAS/23-071/07
REV: A



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- ALL ROAD MARKINGS AND VEGETATION ARE INDICATIVE ONLY
- DEVELOPMENT LAYOUT PLANS BY 'STORM DESIGN' (USED WITH PERMISSION)

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HAS

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CLIENT:
Wigston Estates Ltd

DRAWING TITLE:
**PROPOSED SITE
(WITH POTENTIAL HIGHWAY
BOUNDARY REVISION)**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY**

REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD

DRAWING #: **HAS/23-071/07**

DATE: **27/12/2023**

REV: **A**

PREPARED BY: **ACD**

CHECKED BY: **ACD**

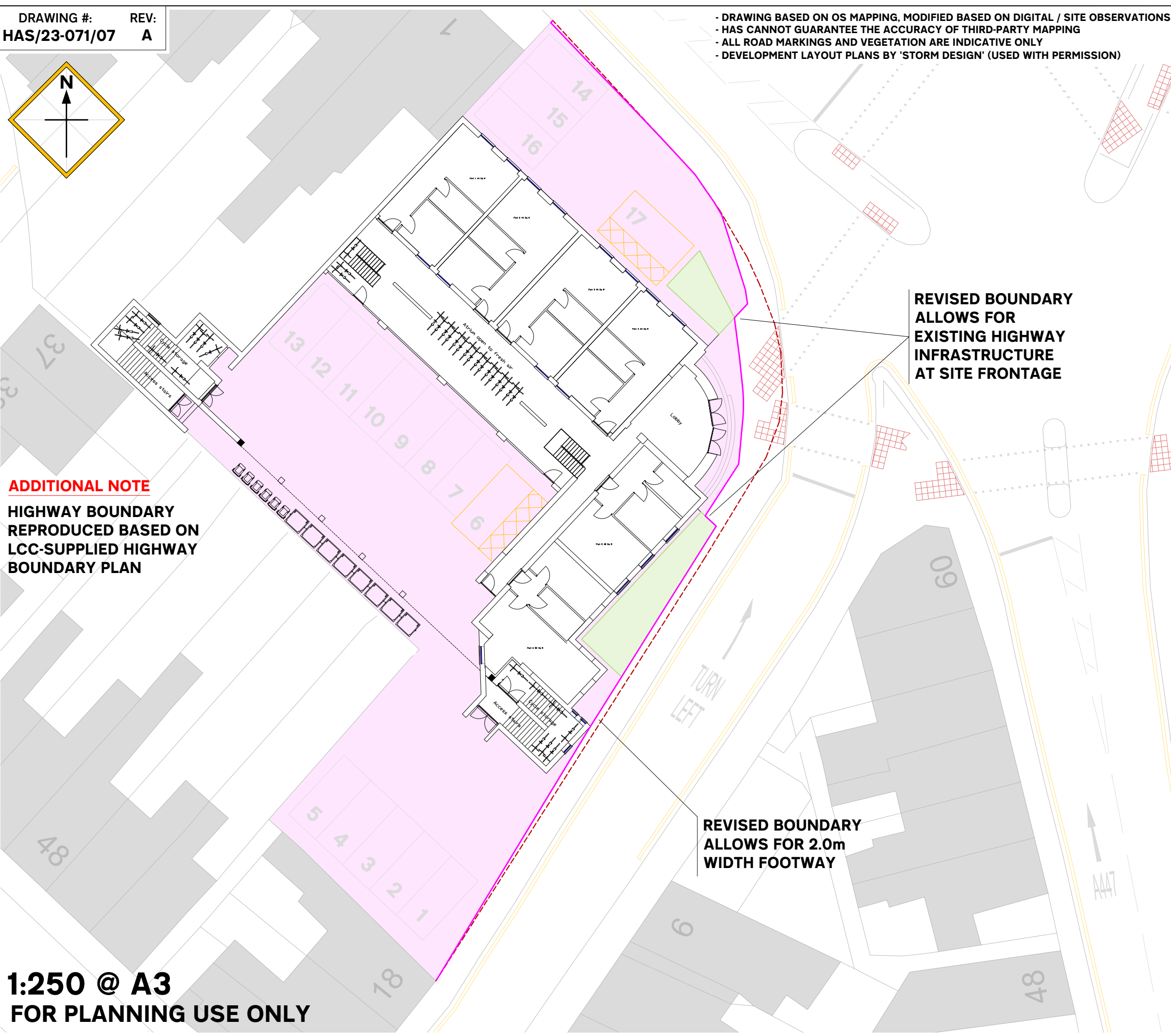
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ADDITIONAL NOTE
HIGHWAY BOUNDARY
REPRODUCED BASED ON
LCC-SUPPLIED HIGHWAY
BOUNDARY PLAN

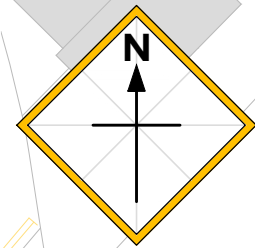
**1:250 @ A3
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**REVISED BOUNDARY
ALLOWS FOR
EXISTING HIGHWAY
INFRASTRUCTURE
AT SITE FRONTAGE**

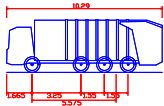
**REVISED BOUNDARY
ALLOWS FOR 2.0m
WIDTH FOOTWAY**



DRAWING #: HAS/23-071/08
REV: A



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4-Axle Refuse Vehicle
Overall Length 10.25m
Overall Width 2.50m
Overall Body Height 3.50m
Min Body Ground Clearance 0.25m
Track Width 2.50m
Lock to lock time 4.50s
Wall to wall Turning Radius 11.400m

10.250m
2.500m
3.500m
0.250m
2.500m
4.50s
11.400m

REFUSE CONTAINERS
WASTE OR RECYCLING
READY FOR COLLECTION

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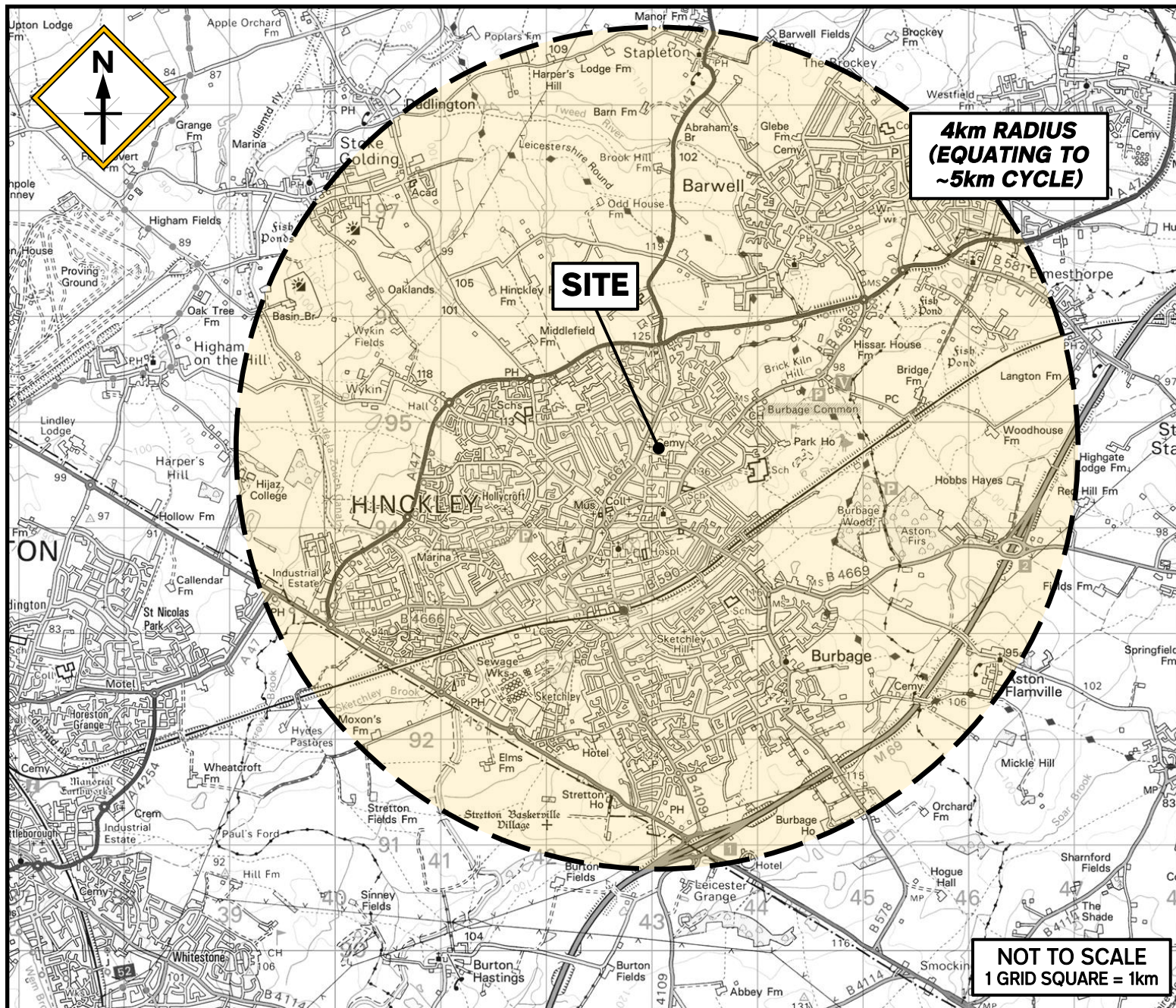
DRAWING TITLE:
DIAGRAM SHOWING
ON-STREET REFUSE
COLLECTION

PROJECT TITLE:
PROPOSED RESIDENTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
A	28/12/23	MINOR AMENDMENTS TO HIGHWAY MARKINGS & GROUND FLOOR LAYOUT	ACD	ACD

DRAWING #: HAS/23-071/08
REV: A
DATE: 27/12/2023
PREPARED BY: ACD
CHECKED BY: ACD

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HAS

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CLIENT:

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FIGURE TITLE:

INDICATIVE CYCLE
CATCHMENT RADII

PROJECT TITLE:

PROPOSED RESIDNTIAL
CONVERSION TO 36 FLATS,
FORMER TRINITY LANE
CINEMA, HINCKLEY

FIGURE #:

FIGURE 5

PROJECT #:

HAS/23-039

DATE:

20/12/2023

PREPARED:

ACD

CHECKED:

ACD

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*Listed in the Transport
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[#51722048]*