

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: 25/00461/FUL

Highway Reference Number: 2025/0461/04/H

Application Address: Hinckley And District General Hospital Mount Road Hinckley Leicestershire LE10 1AE

Application Type: Full

Description of Application: Demolition of former Cottage Hospital and development of new day case surgery building with associated landscaping and parking

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: Raeburn

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), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

Leicestershire County Council as the Local Highway Authority (LHA) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the demolition of the former Cottage Hospital and development of new day case surgery building with associated landscaping and parking. The site is located at Hinckley and District General Hospital, Mount Road, Hinckley.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Amended Application Form;
- Paragon drawing titled *4 Way Traffic Light System, 100m Barrier & 100m Heras Fencing*;
- Paragon drawing titled *Road Closure & Diversion, 110m Barrier*;
- Darwin Group drawing number 180769 DG 02 XX DR A 1203 Rev. P03 (Proposed Site Logistics Plan);

- Darwin Group drawing number 180769 DG 02 XX DR A 1202 Rev. P3 (Proposed Site Plan);
- Several drawings by Markides Associates under the description *Pages from 25095-MA-DR-TS01 - REV E COMP (66_73) 1* on the LPAs planning portal and published on 7th May 2025;
- Markides Associates drawing number 25095-MA-XX-XX-DR-C-7004 Rev. P03 (Swept Path Analysis – Ambulance);
- Markides Associates drawing number 25095-MA-XX-XX-DR-C-7003 Rev. P03 (Swept Path Analysis – Large Car);
- Markides Associates drawing number 25095-MA-XX-XX-DR-C-7001 Rev. P03 (Swept Path Analysis – Fire Tender);
- Markides Associates drawing number 25095-MA-XX-XX-DR-C-7000 Rev. P03 (Swept Path Analysis – Refuse);
- Markides Associates drawing number 25095-MA-XX-XX-DR-C-0100 Rev. P03 (General Arrangement); and
- Transport Statement (TS) authored by Markides Associates and dated 1st May 2025.
- Construction Environmental Management Plan authored by Darwin Group (project reference 180769 Rev. P04).

The LHA is aware of application references 23/00851/OUT and 24/00277/REM within the wider site for a Community Diagnostics Centre (CDC) and Endoscopy Clinic, with associated revisions to access and parking. That development formed Phase 1 of the redevelopment of the overall site, with the current proposals forming Phase 2.

Based on the submitted application form, the proposals would reduce the overall internal floorspace with a use class of E(e) from 1655sqm to 925sqm. Based on the [planning application requirements](#) section of the [Leicestershire Highway Design Guide](#), a Transport Statement (TS) is considered the most appropriate supporting document to consider the highways impact of the proposals.

Site Access

The development site has several existing access points to the public highway located off Hill Street, Mount Road or Argents Mead.

Hill Street and Mount Road are both unclassified roads subject to a 30mph speed limit, whilst Argents Mead is not adopted by Leicestershire County Council. The Applicant has detailed the following changes to the site access arrangements within the TS:

Access	Location	Existing Use	Phase 1 Use	Proposed Phase 2
1	Argent's Mead	Staff Car Park and Service Access	Staff Car Park and Service Access (sole Access)	As per Phase 1 with new scope for through access to Hill Street.
2	Mount Road service access	Staff parking x 4 bays, drop-off	No change	Fully removed.
-	Small Entry Mount Road	Not a formal access, some ad-hoc egress	No change	Widened and enabled inbound access only (north) for ambulance and fire vehicles only.
3	Mount Road Car Park	Staff and visitor parking	No Change	No Change
4	Hill Street Service Access	Staff and disabled parking. Delivery and servicing	No Change	Through access to parking area for Phase 2 and through to Phase 1 for access to Argent's Mead.
5	Main Access Hill Street	Main customer parking	No Change	No Change

Further details of the routes available to pedestrians, vehicles and cyclists are shown on Darwin Group drawing number 180769 DG 02 XX DR A 1410 within Appendix D of the TS. The LHA understand the un-numbered small entry on Mount Road which would be used as an ingress only access for ambulances would be controlled by a barrier as detailed in Paragraph 3.4.3 of the TS.

The Applicant has not provided any drawing detailing re-instatement of access 2 with full height kerbs, or the widening of the un-numbered access. However, the widening of the un-numbered access appears to be within the site due to the demolition of the existing building, rather than the dropped kerbs within the highway. The permanent closure of access 2 could be conditioned.

Overall, the LHA accept the proposed site access arrangements, which make use of existing access points to the highway.

Highway Safety

The Applicant has identified two Personal Injury Collisions (PICs) which have occurred within the vicinity of the site using Crashmap. However, it is unclear on the timescales which have been considered by the Applicant. One PIC occurred on Hill Street in 2021 and one occurred on Mount Road in 2020. Both were recorded as slight in severity.

Based on available records to the LHA, no further PICs have occurred on either road within the last five years. One of the PICs involved a vehicle and a pedestrian, while the other involved a vehicle and a parked vehicle.

The LHA accept there appears to be no clear pattern or cluster sites of PICs which could be exacerbated by the proposals and no PIC's appear to have occurred at the existing site access points. Therefore, the LHA would not seek to resist the proposals based on the collision data.

Trip Generation

The Applicant has compared the anticipated trip generation of the proposed development with the existing uses on the site within Part 4 of the TS.

The Applicant has taken a first principles approach to trip generation as per the Phase 1 development. Traffic surveys of each access were undertaken on Thursday 14th March 2024. These included:

- The closure of the physio unit (not to be replaced);
- Introduction of new parking controls within the land ownership;
- Introduction of new waiting and stopping controls in Hinckley town centre, including on Hill Street and Mount Road; and
- Improved enforcement, which means that all previously recorded 'overspill' or ad hoc parking within the wider site is now precluded.

The results of the survey have been provided within Table 4.1 of the TS. The Applicants analysis then considers the level of traffic which would be generated by the Phase 1 development, given that the area was vacant at the time of the survey and considers the difference in traffic which could be generated by the current use of the Phase 2 site in comparison to the proposed use.

The results of the Applicants analysis details that there would be an overall reduction in vehicle trips to/ from the site because of the proposals, with 187 fewer two-way movements per day. The Applicant states this is largely due to the relocation of services into Phase 1 and reduction in overall floorspace due to modernisation, as well as changes to operations requiring fewer staff and shorter operational hours.

The LHA accepts the Applicants analysis within Part 4 of the TS.

Junction Capacity Assessments

Given the proposals are likely to result in a reduction in trips to / from the site, the LHA would not require junction capacity assessments of the site access points/ surrounding highway network.

Internal Layout

The Applicant has stated there would be 15 full time staff on-site at any one time, along with a maximum of 20 patients.

The Applicant undertook a parking survey of the site on Thursday 14th March 2025, like that undertaken in 2019 as part of the previous application. The Applicant has highlighted that there has been an improvement in the efficiency and capacity of the car park since 2019, which could partly be due to enforcement. The Phase 2 development would however result in an additional 18 car parking spaces being provided within the site. Given the proposals would result in a reduction in floorspace compared to the existing site, this is welcomed by the LHA.

The Applicant has also stated that 22 cycle parking spaces would be provided within the site. These will need to be secure and undercover. No increases in motorcycle parking are proposed due to the parking surveys in both 2019 and 2025 indicating little demand. No additional accessible parking spaces are proposed given parking surveys indicate that these are currently under used and it is stated parking spaces would be equipped with electric vehicle charging provision. This is accepted by the LHA.

Construction Environmental Management Plan

The LHA has reviewed the submitted Construction Environmental Management Plan (CEMP). This provides details of construction traffic routing, which would use the classified road network up until close to the site. This is accepted by the LHA.

It is stated that unloading and loading of vehicles will always take place within the site compound and not on the public highway and that contractor parking will all be located within the confines of the site.

The document states that a jet wash will be available to all vehicles on site, to prevent the deposition of mud on the highway, as and when required. In addition to this a road sweeper and wheel wash station will be utilised as necessary if debris off site is significant. In addition, a site supervisor will undertake daily inspections of the wheel wash facility. This is welcomed by the LHA, however it should be noted that the wheel wash facility must be located at least 10m from the highway boundary.

A timetable of provision for the above is also included within the CEMP, which is accepted by the LHA.

Overall, the LHA considers the CEMP to be acceptable.

Traffic Management

The LHA notes in order to undertake and maintain module installation, the Applicant intends to close Mount Road and a temporary parking suspension would need to be implemented along both Mount Road and Hill Street to facilitate module unit deliveries and craning operations. In addition, temporary four-way traffic signals are proposed at the Mount Road/ Hurst Road/ Argents Mead junction.

The LHA advise that these measures have not been reviewed in detail at this stage given that construction is not a material consideration of the planning process. It is strongly advised the Applicant contacts networkmanagement@leics.gov.uk at the earliest opportunity to plan any necessary road closures in the event the proposals are granted planning permission.

Conditions

1. The construction of the development shall be carried out in accordance with the Construction Environmental Management Plan authored by Darwin Group (project reference 180769 Rev. P04).

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. The development hereby permitted shall not be first used until such time as the parking (and turning facilities) have been implemented in accordance with Darwin Group drawing number 180769 DG 02 XX DR A 1202 Rev. P3. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) 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).

3. Within one month of the development hereby permitted being first used, the existing vehicular access on Mount Road that becomes redundant as a result of this proposal shall have been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

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

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

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

Informative

- The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

Date Received
15 May 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
13 June 2025