

**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.

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**APPLICATION DETAILS**

Planning Application Number: 25/01192/FUL

Highway Reference Number: 2025/1192/04/H

Application Address: E M E B Sports And Social Club Nutts Lane Hinckley Leicestershire LE10 0NT

Application Type: Full

Description of Application: Erection of an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) with associated landscaping, yard, parking, access and other supporting infrastructure.

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**GENERAL DETAILS**

Planning Case Officer: Laura Ashton

Applicant: C/O Agent

County Councillor: Hollycroft ED - Ann Pendlebury CC

Road Classification: Adopted Unclassified

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**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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

**Advice to Local Planning Authority**

**Background**

The Local Highway Authority (LHA) has been consulted on a full planning application for the Erection of an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) with associated landscaping, yard, parking, access and other supporting infrastructure. The proposed industrial unit has a gross internal area of 8825.79sqm and is located off Hammonds Way, Hinckley.

These highway comments are in response to the following documents which have been submitted to the Local Planning Authority (LPA) in this instance Hinckley and Bosworth Borough Council and are available to view on their planning website.

- Site Location Plan, drawing no. Ex 1001 Rev PL02;
- Existing Site Plan, drawing no. Rev PL02;
- Proposed Site Plan B2 Parking, drawing no. PL-3010, Rev PL04;
- Proposed Site Plan B8 Parking, drawing no. PL-3011, Rev PL04;

- Framework Travel Plan (FTP) prepared by DTA dated 30 October 2025; and
- Transport Assessment (TA) prepared by DTA dated 27 October 2025

### **Site Access**

The proposed new vehicle site access is located off Hammonds Way is a C classified road, subject to a 30mph speed limit.

The LHA note that a Road Safety Audit (RSA) Brief has been submitted for the LHA to sign off on prior to the Applicant undertaking a Stage 1 RSA of the site access. The LHA have reviewed the brief and have the following comments.

The design standards should include the Leicestershire Highway Design Guide (LHDG) available at <https://www.leicestershirehighwaydesignguide.uk/using-design-guide/leicestershire-highway-design-guide-pdf-version>. The brief should also include the most recently available five-year PIC data obtained from the LHA as mentioned below. CVs for the Audit team should also be submitted for review.

The LHA have reviewed the submitted drawings 27339-01 and 02 and make the following comments.

- Regarding the access design, the access width should be 7.3m to be in accordance with Part 3a and 3b, Table 4 - General geometry of employment and commercial roads of the LHDG, rather than the 7.0m proposed;
- A 16m radii is shown, however this should be changed to 15m with 1 in 10 tapers as per Figure 9 of the LHDG;
- A curve radius of 55m minimum on the centre line is also required as per Table 4, part 3 of the LHDG;
- Vehicle visibility splays of 4.5m x 47m are shown on drawing 27339-02. These should however be in accordance with Table 4, part 3 of the LHDG meaning splays of 70m are required unless it can be demonstrated recorded speeds are lower; and
- A vehicle speed of 15kph should be used for the submitted swept path analysis drawing no. 27339-01. A note should be added to the drawing once this has been amended.

### **Comments which can be addressed during the S78 detailed design stage**

- Adoption lines, the pedestrian crossing and give way lines are beyond the current adopted highway, these will need to be within the adopted highway and land may be required to be offered up for adoption;
- Existing street lighting may need upgrading / design;
- The existing carriageway on Hammonds Way will require resurfacing dependant on carriageway cores information; and
- The existing drainage on Hammonds Way will require investigations.

### **Highway Safety**

The LHA understand that Personal Injury Collision (PIC) data appears to have been obtained from Crashmap for the most recently available five-year period for Hammonds Way and the A5, approximately 350m in each direction from the A5 / Hammond Way junction.

Notwithstanding the above, the LHA would request for the Applicant to obtain the most recently available data from the LHA's Network, Data and Intelligence team at [ndi@leics.gov.uk](mailto:ndi@leics.gov.uk) as the data obtained does not have any details of the incident, date occurred etc.

## **Trip Generation**

The proposed trip rates have been obtained from the TRICS database. The database was interrogated for multimodal vehicular surveys for 'Land Use 02 – Employment/D – Industrial Estate', with sites in London, Scotland, Ireland and Wales manually excluded.

The trip rates are summarised in Table 6 below which has been extracted from the TA.

**Table 6** - TRICS Trip Rates (B2)

|             | Total Vehicles |            |       | OGVs     |            |       |
|-------------|----------------|------------|-------|----------|------------|-------|
|             | Arrivals       | Departures | Total | Arrivals | Departures | Total |
| 08:00-09:00 | 0.406          | 0.16       | 0.566 | 0.026    | 0.021      | 0.047 |
| 17:00-18:00 | 0.123          | 0.369      | 0.492 | 0.012    | 0.011      | 0.023 |
| 07:00-19:00 | 2.878          | 2.874      | 5.752 | 0.27     | 0.258      | 0.528 |

The proposed industrial unit has a GIA of 8825.79sqm, therefore the trip generation is shown in Table 7 below which has been extracted from the TA.

**Table 7** - Proposed Traffic Generation

|             | Total Vehicles |            |       | OGVs     |            |       |
|-------------|----------------|------------|-------|----------|------------|-------|
|             | Arrivals       | Departures | Total | Arrivals | Departures | Total |
| 08:00-09:00 | 36             | 14         | 50    | 2        | 2          | 4     |
| 17:00-18:00 | 11             | 33         | 43    | 1        | 1          | 2     |
| 07:00-19:00 | 254            | 254        | 508   | 24       | 23         | 47    |

Table 7 demonstrates that the proposed development is forecast to generate 50 two-way vehicles movements in the AM peak and 43 two-way vehicle movements in the PM peak.

The LHA consider the trip rates and subsequent trip generation to be acceptable.

## **Trip Distribution and Assignment**

### **Light Vehicles**

Census Journey to Work data (2011) for the Hinckley and Bosworth 011 Middle Super Output Area (MSOA) has been used to distribute the forecast traffic. Table 8 below which has been extracted from the TA shows the journey to work data for each area and the percentage.

**Table 8** - Journey to Work Data for Hinckley and Bosworth 011 MSOA

| Residence                                         | Proportion   |
|---------------------------------------------------|--------------|
| Hinckley and Bosworth (Hinckley and Bosworth 011) | 44.9% (8.8%) |
| Nuneaton and Bedworth                             | 19.6%        |
| Blaby                                             | 5.0%         |
| Coventry                                          | 4.3%         |
| North Warwickshire                                | 3.3%         |
| Leicester                                         | 2.2%         |
| Harborough                                        | 2.2%         |
| Rugby                                             | 2.1%         |
| Tamworth                                          | 1.7%         |
| North West Leicestershire                         | 1.7%         |
| Charnwood                                         | 1.5%         |
| Birmingham                                        | 1.1%         |
| Other                                             | 10.5%        |

The assignment of traffic onto the local highway network shows that around 80% of traffic will route towards the A5 from the site with approximately 39% routeing east along the A5 and 41% routeing west along the A5.

The LHA consider the distribution of light vehicles to be considered acceptable.

### Heavy Vehicles

It has been assumed that the HGVs will split evenly east and west along the A5. Again, the LHA consider this acceptable due to the location of the site.

### Junction Capacity Assessments

Table 9 below which has been extracted from the TA demonstrates the results of the A5 / Hammonds Way junction capacity assessment.

The LHA have reviewed the submitted junction model and highlight the following corrections should be made.

1. Entry width for A5 east should be reduced to 7.4m (see screen shot overleaf).
2. The A5 approach lanes are clearly marked with a dedicated left turn on A5 west and dedicated right turn on A5 east. These turning flows are significantly lower than the A5 flows, therefore capacity corrections should be made as per JCT/Barbra Chard "Arcady Health Warning" recommendations. Alternatively, lane simulation could be used.

The LHA note that National Highways (NH) should also review the model and provide any relevant comments where necessary as Watling Street/A5 is maintained by NH



### **Off-Site Implications**

There is an existing shared footway/ cycle provision on the A5 island. The LHA would request that the Applicant develop proposals extend the footway/cycleway into Hammond's way and to the development site, as the layout drawing 27339-01 shows a cycle provisions being made within the development.

### **Internal Layout**

The B2 plan shows a total of 150 car parking spaces, 21 HGV parking spaces and 24 spaces for cycle parking.

The B8 plan shows a total of 85 car parking spaces, 27 HGV parking spaces and 24 spaces for cycle parking.

The above parking proposals are in line with the LHDG. The Applicant has undertaken a vehicle accumulation exercise using their proposed trip rates to confirm if the proposed car parking spaces are appropriate for the development as per the parking standards in Table 29(a): Non-residential parking standards Class B and Table 30: Minimum Provision for Accessible Parking Spaces of the LHDG.

The accumulation exercise demonstrates that the parking for that sufficient parking will be provided for both the B2 and B8 proposals.

## **Transport Sustainability**

The LHA have reviewed the submitted FTP and make the following comments.

It is noted that the closest served bus stops to the proposed site entrance are approximately 800m walking distance away on Coventry Road. As this is double the DfT recommended walking distance of 400m, the LHA would request for the anticipated number of employees proposed at the development.

2011 Census data from MSOA Hinckley & Bosworth 011 has been used to present expected modal share. From this, a 10% reduction in single occupancy car driver trips is proposed as a target. The baseline modal split will be updated once baseline travel surveys are undertaken. The Applicant plans to appoint a Travel Plan Coordinator prior to the opening of the site and conduct an initial travel survey within 12 months of first occupation, followed by annual surveys for a period of five years.

The Applicant will encourage cycling to work by providing showers, changing facilities, lockers, pool umbrellas and basic cycle-maintenance equipment. Staff Travel Information Packs will be produced and displayed within units where appropriate. LCC can supply employee Welcome Packs at £52.85 each, or the Applicant may commission their own for review by LCC's Sustainable Travel Team at a cost of £500. Additional measures include bicycle user groups, bike-buddy schemes and bikers' breakfasts. The Applicant will also offer cycle training and promote the Cycle to Work scheme. To support car sharing, the Applicant will join a car-share database and has allocated dedicated bays. Further initiatives include promoting home/remote working and delivering events and incentives to encourage sustainable travel behaviour.

The LHA are satisfied with the monitoring process proposed by the Applicant. Notwithstanding this, the LHA ask that initial travel surveys are undertaken within three months of first occupation. A suitable action plan has been provided.

Whilst the FTP has some good initiatives, the LHA would advise for the following points to be addressed before it is considered acceptable.

- Please include information on what amenities and facilities are in the area, for this the Applicant can use CIHT's guidelines on acceptable walking and cycling distances.
- Please provide more information on how journeys will be made by foot and cycle. I.e. how long would it take to walk/cycle from the train station or nearest bus stop.
- The LHA requires the Applicant to provide a free six-month bus pass per employee. As this site has no current bus provision, estimates of fees for these passes can be given once an operator is in place.
- The LHA requests that the Applicant completes the first travel survey within three months of first occupation of the site. Monitoring would then be completed annually for five years.

Once this travel plan has been resubmitted and approved, the LHA will require a monitoring fee of £11,377.00 for the site.

**Date Received**  
**22 December 2025**

**Case Officer**  
**Suraj Dave**

**Reviewer**  
**AW**

**Date issued**  
**07 February 2026**