

Transport, Highways and Parking statement

25nr dwellings
at
127 Upper Bond St. Hinckley LE10 1RT

for
Fortress Eight Limited

14 March 2025

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1.0 introduction

1.1 background

- Planning permission to convert the existing factory and former GYM into 25 nr apartments has been applied for.
- The property is not Listed, but is considered a building of architectural value and it is situated within the eastern end of the Druid Street Conservation Area.

1.2 aim

- The purpose of this Transport, Highways and Parking statement is to demonstrate the philosophy that has been adopted in developing the proposals for the site and will explain the reasoning behind it.

1.3 parameters

- This report will constitute part of an application for Full Planning approval.

2.0 site analysis

2.1 site location

- The complex is made up of the former Puffer's Unique Hosiery Works and the Ghia Hosiery Factory .
- The factory falls within the boundary of the Druid Street Conservation Area and are Unlisted Buildings of Local Historic or Architectural Importance.



2.2 context

- The Factory is located at the northern boundary of the Druid St Conservation Area.
- The historic property is in very poor condition with the council wanting its redevelopment.

- Online Road Traffic Collision (RTC) data has been reviewed for the most recent ten-year period for which data is available. It is apparent that no RTCs have occurred along Upper St junctions during the ten-year period reviewed. There is a 30mph limit in place on Upper St and a 20mph limit on Druid Street.

3.0 planning considerations

3.1 transportation policy Hinckley

- The NPPF national policy guidance, emphasizes the promotion of sustainable transport through supporting development that facilitates the use of sustainable modes of transport. One of the key findings was that whilst car parking is initially perceived to be a key component in the transport equation, on closer scrutiny, it is actually good accessibility, by whatever mode, that is the key issue in terms of the site selection process. Accordingly in locations where a suitable level of accessibility is available by non-car modes, the presence of limited parking is easier to bear. Further consideration has been given to the local Planning policies, in particular, to the 'Hinckley Site Allocation and Development Management Policies 2016'.
- DM 17 states that the transport vision is:
 "Seek to make the best use of existing public transport services and, and where appropriate, provide opportunities for improving and sustaining the viability of those services."
- It notes it will support projects "That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximized".
- This translates into more people and residents walking or cycling the shorter journeys in and around the town, and using the bus or trains for longer journeys, instead of using a car.
- DM 18 Vehicle Parking Standards refers to parking for commercial and residential uses and refers to the Leicestershire Highway Design Guide which sets out in DG11: Normal maximum parking standards. Commercial use is relevant, as currently the complex has commercial use as a GYM use class D (assembly and Leisure) and industrial complex use class B (general industrial).

The current car parking usage for the complex given the approved use as a GYM is 1 space per 22sqm. There is over 400sqm used as a GYM. This is equivalent to having approval for 18 car spaces. The remainder of the property is B1 (non office) and B2 general industry which if the property is classed as town centre equates to 1 space per 130sqm. This is equivalent to having approval for 7 car spaces This totals 25 car spaces that the property generates under the current planning approvals.

Leicestershire Highway Design Guide guide states where car ownership may be low, such as town centres and other locations where services can easily be reached by walking, cycling or public transport residential developments would require 1 space per dwelling. However, these standards incorrectly treat one bedroom flats as family homes which typically have higher levels of car ownership. As a result, this condition may not comply with paragraph 105 of the National Planning Policy Framework which advises that in setting parking standards such matters should be taken into account. Using the guide would equate to 25 car spaces. However taking into consideration Census data which from 2021 that showed that 30% of households had no car nor van in this micro location this would equate to 17 carspaces.

- Fortress Eight creates properties for the build to rent sector and therefore the apartments will be rented out and will not be occupied by owner occupiers. This is relevant because renters generally own fewer cars per household than owner occupiers
- From the above, the current Use, once reactivated would produce a requirement for 25nr car spaces. The proposed use produces a requirement for circa 17nr car spaces.

4.0 scheme design

4.1 philosophy

- The 25nr apartments do not have the ability to support residential car parking onsite whilst retaining the existing historic building.
- There is an existing yard area for refuse storage that can be created to meet the requirements of domestic Waste Storage and Collection.
- Covered bike storage will be added for 25 bicycles in line when compared to the design guide requirement of 5 spaces.
- It is intended that the whole of the development will fall within the guidelines, being fully sustainable living, without any motorised vehicles.
- It is deemed that residents will live and work in the surrounding area, without the need for motorised vehicles, with longer journeys further afield being taken by public transport.

5.0 movement

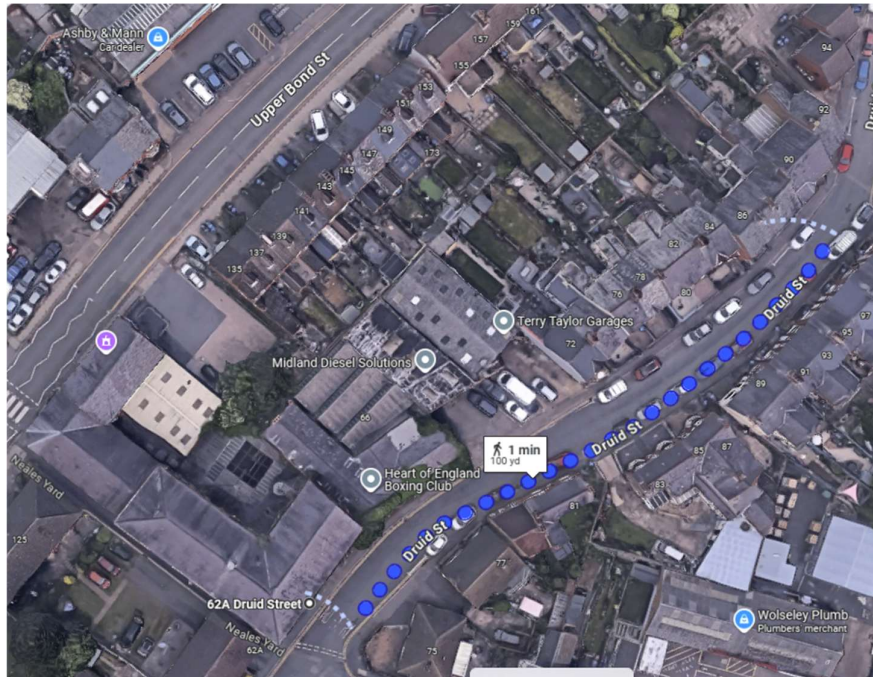
5.1 foot and cycle

- All movement to and from the building will be by foot or by bicycle. Individual spaces have been created to allow for one bicycle per apartment within the development.

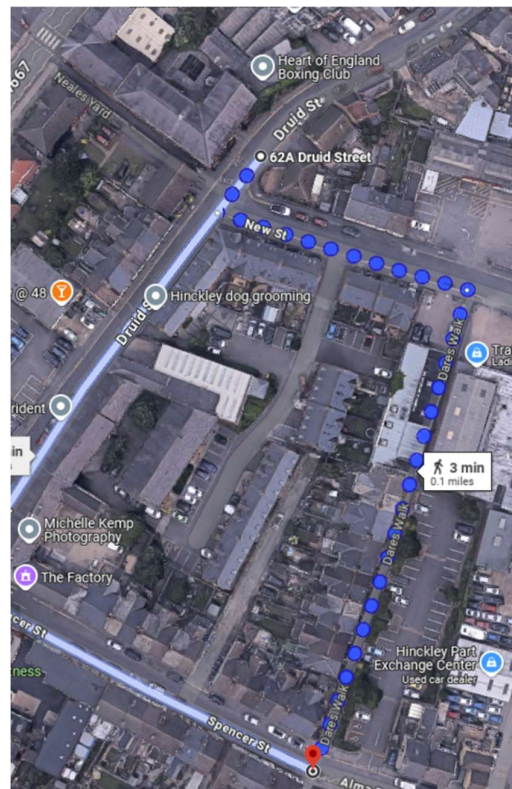
5.2 vehicular

- Although it is proposed that residents are not car owners, it is conceivable that visitors and some residents may arrive by car.
- We have taken note of the Lambeth Council Parking Survey Guidance Note, as most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. A parking survey to cover the area where residents of a proposed development may want to park is carried out and that generally covers an area of 200m (or a 2 minute walk) from the site. Our review shows that early in the morning and in the evening, when most local residents are likely to be at home, sufficient on road parking capacity exists to accommodate any overspill parking from the proposed development.
- During the day parking pressures occur due to the nearby business uses. However, such pressures are short lived.

- The Druid Street carpark is a 1 minute walk which can also be used by visitors.



- The alma road carpark is 3 minutes walk away.

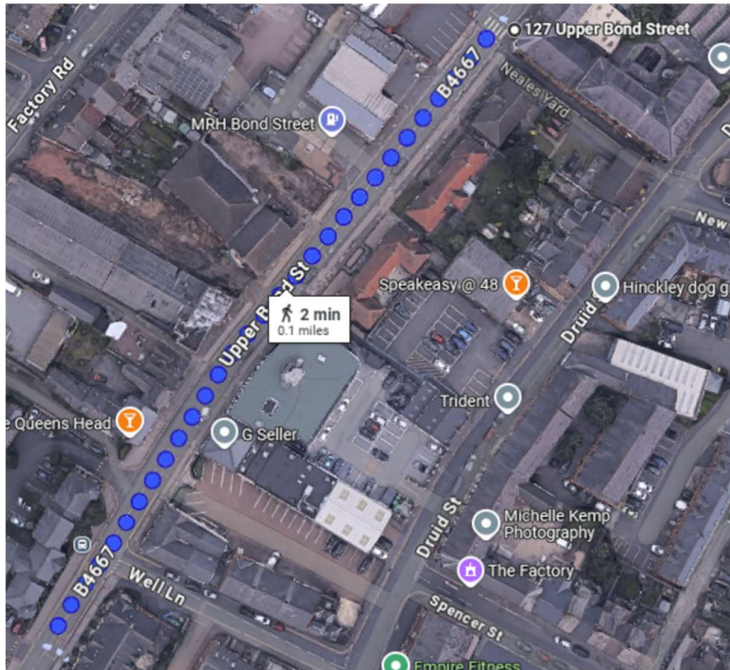


5.3 deliveries

- It is intended that the entrance on Upper St and the entrance from Druid street will be used for deliveries. Waste management is detailed in the waste strategy document.

5.4 public transport

- The proposal is situated just outside Hinckley town centre but within the Urban Area Cycle Network according to the Hinckley Town Centre Action Plan and therefore is within easy walking distance of transport services. The Well Lane bus stop is a 3 minute walk from the property and from there one can take bus route 158 to Leicester or Nuneaton every 20 minutes. The main bus station is 12 minutes walk away with services further afield and the train station is 18 minutes walk with frequent services to both Leicester and Birmingham.



6.0 Conclusion

- The site is highly accessible by non-car travel modes, with full integration with pedestrian and cycle networks and good access to regular bus and rail services.
- Further to the above, the site is located within short walking and cycling distances of many opportunities located in and around the town centre.
- It is highly likely that people choosing to reside in a location such as that of the proposed development site would work and/or study within the town centre or immediate surrounding area. Therefore, residents would likely commute by walking, cycling and/or public transport.
- The proposed use creates no more parking than the current approved use.
- A historic building needs to find a sustainable use and this use is the best sustainable use that generates the least amount of parking stress.

7.1 Bike Racks

We propose an angled bike rack along the interior wall on the internal yard.



7.2 Bus Services

Hinckley Bus map & guide

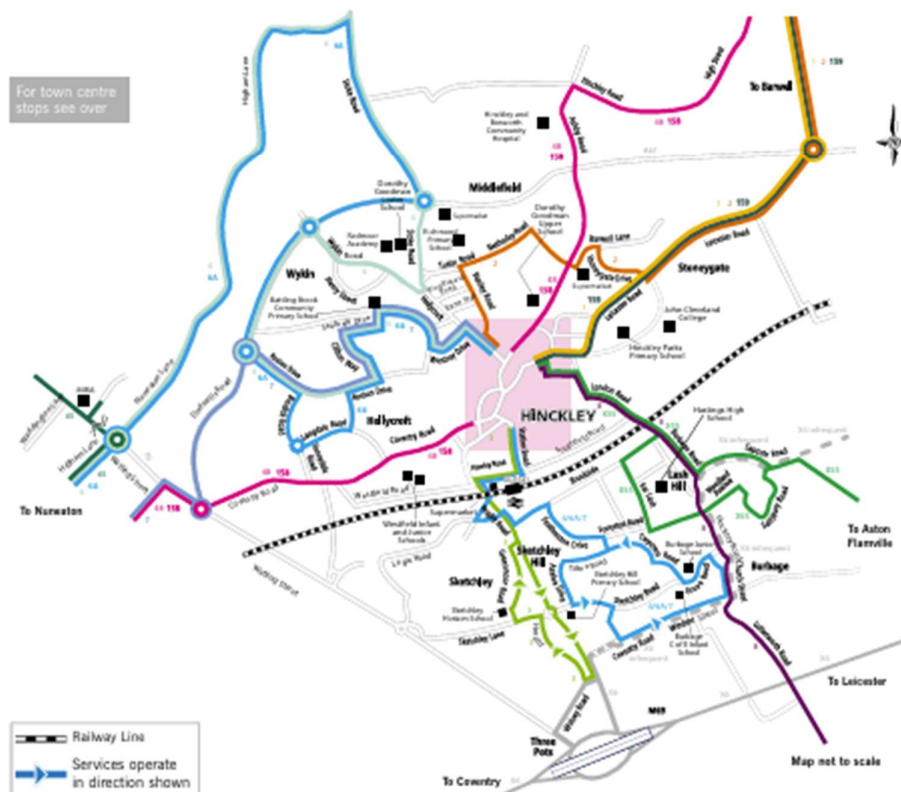
January 2021



Service	Operator(s)	Route	FREQUENCY		
			Monday - Saturday Daytime	Monday - Saturday Evenings	Sunday and Bank Holidays
1	Amica	East Shilton - HINCKLEY	infrequent	no service	no service
2	Amica	Burwell - HINCKLEY	infrequent	no service	no service
3	Amica	HINCKLEY - Burbage (Three Pits)	infrequent	no service	no service
6/6A/7	Amica	Burbage - HINCKLEY - Hollycroft - Nuneaton	hourly	no service	no service
8	Amica	HINCKLEY - Lutterworth	hourly	no service	no service
48L	Stagecoach	Leicester - HINCKLEY - Nuneaton	20 mins	varying frequency check timetable/Stratford for details	hourly Leicester - Nuneaton
65	Amica	Tamworth - Polesworth - Ashendon - MIRA Technology Park - Nuneaton	hourly	no service	no service
158	Amica	Leicester - HINCKLEY - Nuneaton	20 mins	hourly	hourly
159	Roberts Coaches	HINCKLEY - Market Bosworth - Coalville	60 mins / 90 mins	no service	no service
X5	Amica	Coventry - Burbage (Three Pits) - Leicester (Limited Stop)	90 mins (via Hinckley Road infrequent)	90 mins	infrequent
X55	Amica	HINCKLEY - Fosse Park - Leicester	infrequent	no service	no service

Underlined services are supported by Leicestershire County Council.

During the COVID-19 pandemic service frequencies may be subject to short notice alteration. Please check the operator's website for the most up to date bus timetables.



7.3 Train Services

