The Planning Inspectorate

Questionnaire (s78) & (s20)

Received

Planning, Listed Building Consent and Conservation Area consent

Appeal ref: APP/K2420/A/08/2080060

Appeal by: Sycamore Developments__

Grid ref: 442331 (e) 293942(n)

Site address: 3 Cleveland Road, Hinckley_

Postcode: LE10 0AJ

When you have completed this questionnaire you must send a copy, with attachments, to the appellant/agent and to our case officer, **within 2 weeks** of the 'starting date'. You can send it to us by e-mail. The start date and case officer's details and e-mail address are in our letter.

1	**a**	Despite our initial letter, do you consider that this appeal can be dealt with by the written representation procedure?	YES ☒ NO ☐
	b	Or do you wish to be heard by an Inspector at;	
		(i) a hearing? or	YES ☐ NO ☒
		(ii) an inquiry?	YES ☐ NO ☒
	c	How long do you expect an inquiry would last?	___ days
2	**a**	If the written procedure is agreed, can the relevant part of the appeal site be seen from a road, public footpath, bridleway or other public land?	YES ☒ NO ☐
	b	Is it *essential* for the Inspector to enter the site to assess the impact of the proposal?	YES ☐ NO ☒
		If YES, please explain; _____	
	c	Are there any known health and safety issues that would affect the conduct of the site inspection?	YES ☐ NO ☒
		If YES, please describe; _____	
3		Please provide the name, telephone number and e-mail address of the officer we can contact to make arrangements for the site visit, hearing or inquiry. Name: Alison White Tel No: 01455 2555777 E-mail address: alison.white@hinckley-bosworth.gov.uk	
4		Does the appeal relate to an application for approval of reserved matters?	YES ☐ NO ☒
5		Was a GDPO 1995 Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?	YES ☒ NO ☐

6		Did you give publicity to the application in accordance with either Article 8 of the GDPO 1995, Section 67/73 of the Planning (Listed Buildings and Conservation Areas) act 1990 or Regulation 5 of the Planning Listed Buildings and Conservation Areas) Regulations 1990?	YES ☒ NO ☐
		If YES, please attach;	
	a	a copy of the notice published;	☒ Attached
	b	any representations received as a result of that notice;	No of docs 17
7		Is the appeal site within;	
	a	A Green Belt?	YES ☐ NO ☒
	b	An Area of Outstanding Natural Beauty?	YES ☐ NO ☒
8		Is there a known surface or underground mineral interest at or within 400 metres of the appeal site which is likely to be a material consideration in determining the appeal?	YES ☐ NO ☒
		If YES, please attach details.	☐ Attached
9	**a**	Are there any other appeals or matters relating to the same site still being considered by us or the Secretary of State?	YES ☐ NO ☒
		If YES, please give our reference numbers and if necessary attach details.	
		Refs: _____	☐ Attached
	b	Are there any other appeals or matters adjacent or close to the site still being considered by us or the Secretary of State?	YES ☐ NO ☒
		If YES, please give our reference numbers and if necessary attach details.	
		Refs: _____	☐ Attached
10		Would the development require the stopping up or diverting of a public right of way?	YES ☐ NO ☒
		If YES, please attach an extract from the Definitive Map and Statement for the area, and any other details.	☒ Attached
11	**a**	Is the site in a Conservation Area?	YES ☒ NO ☒
		If YES, please attach a plan of the Conservation Area	☐ Attached
	b	Does the appeal relate to an application for conservation area consent?	YES ☐ NO ☒
12	**a**	Does the proposed development involve the demolition, alteration or extension of a listed building?	YES ☐ NO ☒
		If YES, is it a:	
		Grade 1 ☐ Grade II* ☐ Grade II ☐ Date of Listing: _____	
	b	Would the proposed development affect the setting of a listed building?	YES ☐ NO ☒
		If YES, to (a) or (b), please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest.	☐ Attached
13		Has a grant been made under s3A or s4 of the Historic Buildings and Ancient Monuments Act 1953?	YES ☐ NO ☒
14	**a**	Would the proposals affect an Ancient Monument (whether scheduled or not)?	YES ☐ NO ☒
	b	If YES, was English Heritage consulted?	YES ☐ NO ☐
		Please attach a copy of any comments.	☐ Attached

15		Is any part of the site subject to a Tree Preservation Order?	YES ☐ NO ☒
		If YES, please attach a plan showing the extent of the Order and any relevant details.	☐ Attached
16		Have you made a Local Development Order under s61A to 261C of the Town and Country Planning Act 1990 (as inserted by s40 of the Planning & Compulsory Purchase Act 2004) relating to the application site?	YES ☐ NO ☒
		If YES, please attach a copy of the relevant order.	☐ Attached
17		Does the appeal involve persons claiming Gypsy/Traveller status, whether or not this is accepted by the planning authority?	YES ☐ NO ☒
18	**a**	Is the appeal site in or adjacent to or likely to affect an SSSI and/or an Internationally designated site (ie. cSAC, SAC,pSPA, SPA Ramsar)?	YES ☐ NO ☒
		If YES, please attach the comments of Natural England.	☐ Attached
	b	Are any protected species likely to be affected by the proposals?	YES ☐ NO ☐
		If YES, please attach details.	☐ Attached
19		**Environmental Impact Assessment**	
		Schedule 1	
	a	(i) Is the proposed development Schedule 1 development as described in Schedule 1 of The Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999?	YES ☐ NO ☒
		(ii) If YES, under which description of development? (ie Nos 1-20)	_____
		Schedule 2	
	b	(i) Is the proposed development Schedule 2 development as described in Column 1, Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999?	YES ☐ NO ☒
		(ii) If YES, under which description of development in Column 1? (ie Nos 1-13)	_____
		(iii) Is the applicable threshold/criteria in Column 2 exceeded/met?	YES ☐ NO ☐
	c	Is the development within or partly within a 'sensitive area' as defined by Regulation 2 of the Town and Country planning (Environmental Impact Assessment) (England & Wales) Regulations 1999?	YES ☐ NO ☒
		If YES, please provide details: _____	
		Screening	
	d	(i) Have you issued a screening opinion (SO)?	YES ☐ NO ☒
		If YES, please attach a copy of the SO that was placed on the planning register, and any other related correspondence.	☐ Attached
		(ii) If YES, did the SO state that the proposed development is EIA development as defined by the EIA Regulations?	YES ☐ NO ☐
		If you decided that the proposed development is not EIA development as defined by the EIA Regulations, please attach brief reasons for your opinion.	☐ Attached

Environmental Statement (ES)

e	Has the appellant supplied an environmental statement?	YES ☐	NO ☒
	If YES, please supply any related correspondence from statutory consultees and others that you may have had about the adequacy of the environmental information contained in the ES, having regard to The Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999 and Circular 2/99.	☐ Attached	

Publicity

f	If applicable, please attach a copy of the site notice and local advertisement published under Article 8 of the GDPO 1995, as required for EIA development.	☒ Attached

20	Have all notifications or consultations under any Act, Order or Departmental Circular, necessary before granting permission, taken place?	YES ☒	NO ☐
	If YES, please attach copies of any comments that you received in response.	Attached ☒	
	If NO, please inform the appropriate bodies of the appeal now and ask for any comments to be sent to us within six weeks of the starting date.		

21	**Copies of the following documents must, if appropriate, be attached to this questionnaire;**		N/A	No of docs
a	a copy of the letter with which you notified people about the appeal;		☐	1
b	a list of the people you notified and the deadline you gave for their comments to be sent to us; Deadline: 26/08/2008		☐	1
c	all representations received from interested parties about the original application;		☐	18
d	the planning officer's report to committee or delegated report on the application and any other relevant documents/minutes;		☐	2
e	any representations received as a result of a GDPO 1995 Article 7 (or Regulation 6) notice;		☐	as c above
f	extracts from any relevant statutory development plan policies (even if you intend to rely more heavily on the emerging plan). You must include the front page, the title and date of approval/adoption, please give the status of the plan. Copies of the policies should include the relevant supporting text. You must provide this even if the appeal is against non-determination; List of policies: _RES5, BE1, T5, REC3,NE12_____		☐	_____
g	extracts of any relevant policies which have been 'saved' by way of a Direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004, that you consider necessary. Please attach a copy of the Direction and a copy of the letter from the Government Office which accompanied the Direction. List of policies: RES5, BE1, T5, REC3,NE12_____ Direction attached ☒ Letter attached ☒		☐	_____
h	extracts from any supplementary planning guidance, that you consider necessary, together with its status, whether it was the subject of public consultation and consequent modification, whether it was formally adopted and if so, when;		☐	1

i	extracts from any supplementary planning document, together with the date of its adoption. In the case of emerging documents, please state what stage they have reached;	☒	____
j	a list of conditions which you consider should be imposed if planning permission is granted. You need not attach this to the other questionnaire papers, but it should reach us within 6 weeks of the starting date. The list must be submitted separately from your appeal statement;	☐	____
	☐ Attached ☒ At 6 weeks		
k	any other relevant information or correspondence you consider we should know about;	No of docs	____
22	**For appeals dealt with by written representations only.**		
	Do you intend to send a 6 week statement about this appeal?	YES ☒	NO ☐
	If NO, please attach the following information now (for all appeals, whether refusal or non-determination);		
a	the relevant planning history, including a full list of the plans submitted with the application;	☐ Attached	
b	any supplementary reasons for the decision on the application or what the decision notice would have said;	☐ Attached	
c	matters which you want the Inspector to note at the site visit;	☐ Attached	
d	how the relevant development plan policies relate to the issues of this appeal;	☐ Attached	
23	**For the Mayor of London cases only**		
a	Was it necessary to notify the Mayor of London about the application?	YES ☐	NO ☒
	If YES, please attach a copy of that notification.	☐ Attached	
b	Did the Mayor of London issue a direction to refuse planning permission?	YES ☐	NO ☒
	If YES, please attach a copy of that direction	☐ Attached	

Your reference: 08/00221/FUL__

I confirm that a copy of this questionnaire and any attachments have been sent to the appellant/agent today.

Name: Philip Metcalfe__

On behalf of (LPA): Hinckley and Bosworth Borough Council _

Date: 29 July 2008

Please tell us of any changes to the information you have given on this form.

Steve Atkinson MA(Oxon) • MBA • MIoD • FRSA
Chief Executive
Please ask for: Philip Metcalfe
Direct Dial: 01455 255740
My Ref: 08/00221/FUL
Your Ref:
Date: 29 July 2008
Direct Fax: 01455 619897
Email: planning@hinckley-bosworth.gov.uk

Hinckley & Bosworth Borough Council

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3RD PARTY LETTER

Dear Sir/Madam

DESCRIPTION : DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)
LOCATION : 3 Cleveland Road Hinckley Leicestershire LE10 0AJ

An appeal has been lodged with the Secretary of State for Communities and Local Government against the Council's decision to refuse to grant planning permission for the above development. Such appeals are dealt with by a Planning Inspector appointed by the Secretary of State.

The appeal is to be dealt with by an Informal Hearing at these offices on a date yet to be notified. You may view the related documents at these offices, please contact the case Officer on 01455 255740 to arrange a convenient time.

Any representations already submitted to the Council at the original application stage (unless they are expressly confidential) will be forwarded to the Planning Inspectorate, copied to the Appellants' and will be taken into account by the Inspector in deciding the appeal. If you have submitted any such representations and wish to withdraw or modify your earlier comments, have not already submitted representations but wish to do so now, or wish to request a copy of the decision you should write directly to the Planning Inspectorate, Room: 3/22, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, within six weeks of the appeal start date (15 July 2008) quoting reference number APP/K2420/A/08/2080060/NWF. The Inspector will require 3 copies of any correspondence. Any representations received after the deadline will not normally be seen by the Inspector and will be returned. You can obtain a copy of the Planning Inspectorate's booklet "Guide to Taking Part in Planning Appeals" at http://www.planninginspectorate.gov.uk/pins/appeals/planning_appeals/making_planning_appeal.htm or free of charge from these offices.

Representations can only be taken into account if they are made known to the parties (this may include their publication online), and therefore the Planning Inspectorate will send a copy of any further representations to the Appellants and to the Council.

For your information a copy the Appellants' grounds of appeal are attached.

Yours faithfully

T. Darke

TRACY DARKE
DEVELOPMENT SERVICES AND POLICY MANAGER

Visit our website at: www.hinckley-bosworth.gov.uk

HINCKLEY & BOSWORTH BOROUGH COUNCIL

Town and Country Planning Act 1990

REFUSAL OF PLANNING PERMISSION

Name and Address of Applicant
Sycamore Developments
IOMA House
Hope Street
Douglas
Isle Of Man
IM1 1AP

Name and Address of Agent (if any)
Mr Ian Gidley
1 Thornton Close
Crick
Northamptonshire
NN6 7GE

Part I - Particulars of Application

Date of Application	**Application No.**
4 March 2008	08/00221/FUL

Particulars and location of development:

DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

3 Cleveland Road Hinckley Leicestershire LE10 0AJ

Part II - Particulars of decision

In pursuance of its powers under the Town and Country Planning Act 1990, the Hinckley and Bosworth Borough Council refuses to permit the carrying out of the development referred to in Part I hereof for the following reason(s) :-

1. In the opinion of the Local Planning Authority, the proposed development by reason of its density, mass, scale, design and overbearing nature would not compliment or enhance the character of Cleveland Road and Browning Drive and would adversely affect the occupiers of these neighbouring properties. The proposal is therefore contrary to policy BE1 of the adopted Hinckley and Bosworth Local Plan and Planning Policy Statements 1 and 3.

2. In the opinion of the Local Planning Authority, the inadequacy of parking provision will exacerbate on street parking and congestion in the surrounding road system contrary to policies BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.

3. In the opinion of the Local Planning Authority, the lack of any definitive financial contribution to address the increase in pressure placed on library facilities, waste facilities and health by the proposed development would not accord with Circular 5/05 and Policy IMP1 of the adopted Hinckley and Bosworth Local Plan.

4. In the opinion of the Local Planning Authority the lack of any financial contribution to address the increase in pressure placed on play and open space facilities in the local area by the proposed development would not accord with Circular 5/05, Policies REC3 and IMP1 of the adopted Hinckley and Bosworth Local Plan, and the Borough Council's Supplementary Planning Guidance on Play and Open Space (October 2002).

T. M Prowse

Date :13 May 2008

TREVOR PROWSE
PROPER OFFICER OF THE COUNCIL

IT IS IMPORTANT THAT YOU SHOULD READ THE NOTES ON THE REVERSE SIDE OF THIS FORM

Hinckley & Bosworth
Borough Council

A Borough to be proud of

PLANNING APPLICATION

Town and Country Planning (General Development Procedure) Order 1995

NOTICE UNDER ARTICLE 8

I hereby give notice that **Sycamore Developments** is applying to the Hinckley and Bosworth Borough Council for planning permission for **DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)** at **3 Cleveland Road Hinckley Leicestershire LE10 0AJ**

Members of the public may inspect copies of the application Ref : **08/00221/FUL,** the plans and any other documents submitted with it online at www.hinckley-bosworth.gov.uk or at The Council Offices, Argents Mead, Hinckley during all reasonable hours.

If you need further information about the application please contact **Philip Metcalfe** on Hinckley 238141, extension **5740**.

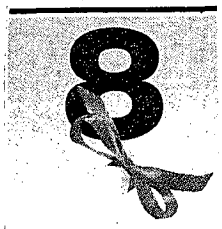
Anyone who wishes to make representations about this application should make them online at www.hinckley-bosworth.gov.uk or alternatively write to the Development Services and Policy Manager, Hinckley & Bosworth Borough Council, Argents Mead, Hinckley, Leics, LE10 1BZ within 21 days from the date of publication.

T. Darke

TRACY DARKE
DEVELOPMENT SERVICES AND POLICY MANAGER

DATE: 19.03.2008

Hinckley & Bosworth Borough Council
Council Offices
Argents Mead
Hinckley
Leicestershire LE10 1BZ



Public Notices

Public Notices

GHWAYS
NCY

ON ACT 1984
2 JUNCTION 10 TO
RE)
50 MILES PER HOUR
8

ansport hereby gives notice under sections 84(1)(a) and ection 9 to, the Road Traffic A5 Trunk Road between on in the County of

h comes into force on 31 ie –

d limit on the A5 from a its roundabout junction 10 to a point 125 metres Vicarage Close, Dordon,

d limit on the A5 from a its junction with Vicarage .96 metres east of its , Grendon.

gether with plans opy of the order to be the Secretary of State's r may be inspected during Library & Information one, CV9 1AX; Dordon , Roman Way, Dordon, be seen at or obtained by Agency, Orders Team, C4 ningham, B15 1BL.

bout this notice please 121 678 8420.

DOROTHY ETHEL BIRD (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of Hinckley Park Nursing Home 67 London Road Hinckley Leicestershire LE10 1HH, who died on 31/10/2007, are required to send particulars thereof in writing to the undersigned Solicitors on or before 06/06/2008, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

THOMAS FLAVELL & SONS SOLICITORS
Church Walk Hinckley
Leicestershire LE10 1DN
(Ref: KAM) *T223470*



Classified



You'll never believe how many good buys are packed into this one small space!

Hinckley & Bosworth Borough Council

Town & Country Planning (General Development Procedures) Order 1995 Planning (Listed Buildings and Conservation Areas) Act 1990

Notice is given that the following planning applications have been made:-

08/00221/FUL
3 Cleveland Road Hinckley
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)
Which is a Major Development

08/00220/FUL
Breconshire Hosiery Rossendale Road Earl Shilton
DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 96 DWELLINGS ASSOCIATED ACCESS AND PARKING
Which is a Major Development

08/00260/FUL
68 Mill Lane Newbold Verdon
MIXED USE DEVELOPMENT OF 12 NO. APARTMENTS OFFICE SPACE AND GARAGES
Which is a Major Development

Copies of these applications and any plans or other documents accompanying it, may be inspected online at www.hinckley-bosworth.gov.uk or at the Council Offices during normal office hours. Anyone who wishes to make representations about any of these applications should make them on line at www.hinckley-bosworth.gov.uk or write to the Development Services and Policy Manager within 21 days of the date of this notice, quoting the relevant reference number.

TRACY DARKE, DEVELOPMENT SERVICES AND POLICY MANAGER, Council Offices Argents Mead, Hinckley LE10 1BZ

THE LEICESTERSHIRE COUNTY COUNCIL

(UNCLASSIFIED ROAD, USRN NO. 17403154, UPTON, PARISH OF SHEEPY) (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER (NO. 46) 2008

NOTICE IS HEREBY GIVEN that the Leicestershire County Council has made an Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which is to allow for the closure of that length of road specified in the Schedule to this Notice.

The road is being closed to facilitate carriageway repairs. Any member of the public requiring

Hinckley & Bosworth Borough Council

A Borough to be proud of

The Borough Council of Hinckley and Bosworth

Notice of Intention to Maintain Graves

Notice is hereby given in accordance with the Local Authorities Cemetery Order 1977 that the Borough Council of Hinckley and Bosworth intends to carry out works to re-inspect, make safe, lay down, repair or remove memorials from Ashby Road Cemetery, Hinckley, Leicestershire.

Pursuant to article 3 (2b) and article 16 (1a) of the Local Authorities Cemetery Order 1977, Health and Safety at Work Act 1974, Occupiers Liability Act 1957 and on the advice of the Health and Safety Executive a programme of re-inspecting memorials within Ashby Road Cemetery is to be carried out, starting week commencing 7 April 2008.

The Council will perform safety checks on all memorials that were programmed for annual and three-yearly re-inspection in 2004, with the exception of those memorials that have been repaired in the last 3 years. Any found to be of an immediate danger will be laid down, structurally supported or cordoned off and warning signs displayed. This work will affect both new and old sections of the Cemetery.

Further particulars of the proposed work may be obtained free of charge from the Green Spaces Manager, Caroline Roffey, at the address below or inspected at the Council Offices during normal office hours. Any person wishing to object to the proposed work may do so by giving notice in writing to Caroline Roffey, Green Spaces Manager, at the Council Offices, Argents Mead, Hinckley, Leics LE10 1BZ no later than 30 June 2008. Every such notice of objection must state the grave space to which it relates and the grounds for the objection.

Hinckley and Bosworth Borough Council, Council Offices, Argents Mead, Hinckley, Leicester, LE10 1BZ.

Date: 27 March 2008.

XXX Services

TRINA available anytime in Hinckley. Text TRINA to 69996 for pics. 18+ PCT

XXX Services

NOTICE TO

Monitor Y
Date Received
Officer PM
6 MAY 2008

Mrs C Bacon,
4 Cleveland Rd,
Hinckley,
LE10 0AJ.

DEVELOPMENT SERVICES
06 MAY 2008
RECEIVED
SCANNED

04/05/08

Mr P Metcalfe,
Planning Department,
Hinckley & Bosworth Borough Council,
Argents Mead
Hinckley,
LE10 1BZ

Dear Sir,

Planning Application 08/00221/FUL

I wish to register my objections to the above planning application. In addition I believe it is essential to view ths application in the context of it's combined effect on the locality with other similar developments in the area.

The documents supporting the developers proposal discuss densities as if the maximum density allowable were in some way a desirable objective of good planning. While recommendations on the minimum densites of new housing developments are intended to prevent urban sprawl, causing green field land to be used for housing unneccessarily, maximum densities are intended to prevent the creation of slum housing conditions & control the impact of new developments on their immediate locality. The guidance given on densites is general & cannot overide the impact on the surrounding area. This proposal on it's own is for 14 dwellings. There are presently 23 houses in Cleveland road. These flats will increase the number of dwellings in the street by two thirds, in a street which already has insufficient parking for the current residents. This would be bound to have an adverse impact upon the neighbourhood. However, this is not the only development proposed for Cleveland road. At the opposite end of the road is Mill Hill Works, subject of application 08/00350/FUL for a further 24 dwellings. Taken together these two proposals would result in a total of more than two and a half times the present number of houses in the street. This cannot have anything but the most detrimental effects on the neighbourhood.

To illustrate this, Photo 1 shows the street scene on a Saturday morning at about 11 am. It can be clearly seen that the road is effectively reduced to single track along its length. This is a routine situation, not confined to weekends alone, it occurs morning & evening when residents are leaving for or returning from their daily activities. This problem is compounded by non residents who regularly make use of the street as free parking for the town centre or the Leisure centre.

The proposal attempts to make light of dependency on cars by emphasising cycling, walking & public transport. Examination of the local bus & train timetables shows that there is a much reduced service after 6 pm & no service at all to anywhere except Leicester on a Sunday. Even the Leicester service does not commence before about 10 am. No one working shifts or weekends could depend on public transport.

SCANNED

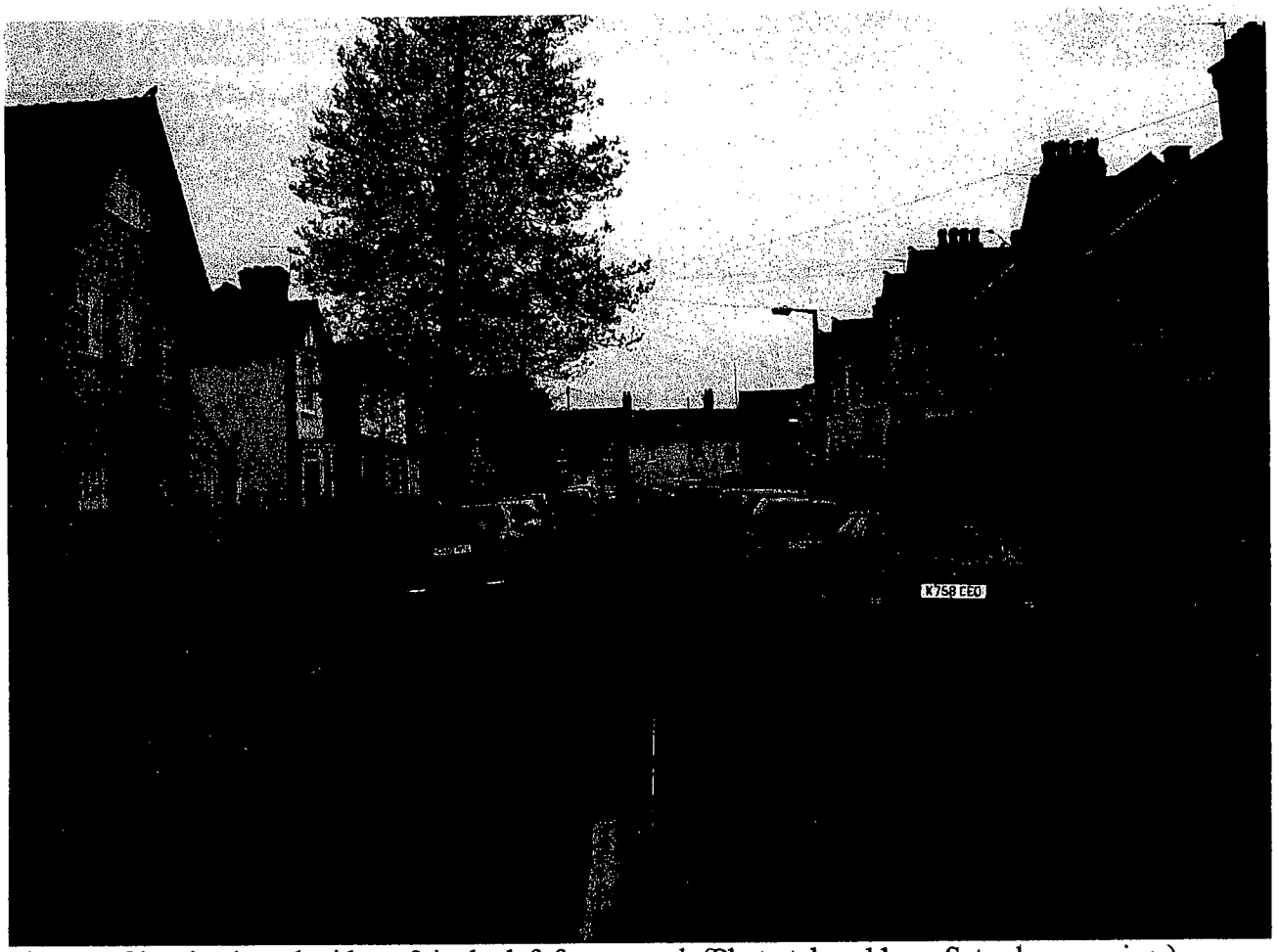


Photo 1 Cleveland road with no 3 in the left foreground. (Photo taken 11 am Saturday morning.)

A tour of the area within a radius of about a five minutes walking distance shows that there are in excess of fifty five properties of all types & sizes for sale in the locality. About ten percent of these properties are each displaying a number of different "for sale" boards per property, indicating the difficulty of selling any properties in this area. The largest single grouping of existing properties for sale (6 "for sale" boards, about 10% of the total) is a nearby block of flats, indicating a lack of demand for flats in particular. Three of the remaining boards are for blocks of flats under construction. I was unable to determine the exact number of dwellings in each block but conservative estimating would indicate at least another thirty. There are thus in the immediate area, more than twice the total number of properties in both the Cleveland road developments, empty or already under construction. There are already available and empty in the immediate area, six times the number of dwellings proposed for no. 3 Cleveland Road. It is apparent from these simple observations that there is no local shortage of housing to justify this development.

No3 is a substantial house, which the proposal claims is "too large for the neighbourhood". This seems inconsistent with the house having been relatively recently modernised & much extended by it's present owners. If the claim is true, the proposed new structure, modelled on the same lines as the existing house, surely will also be "too large for the neighbourhood". This property has provided a substantial family home for most of the past century. How has it suddenly become "too large"? My understanding of planning requirements is that use should be made, wherever possible of existing properties that are in sound condition. Could not the existing property be converted to a smaller scale multiple occupancy?

DEVELOPMENT CONTROL
06 MAY 2008
RECEIVED

SCANNED

Claims that the area is an "exceptionally high sustainable urban location" are unrealistic. All the essential services, major stores, A&E hospital, maternity unit, or places of entertainment are all in Nuneaton, Coventry or Leicester. As noted above most of these facilities would require the use of a car to access, especially in evenings or weekends..

Recent broadcast news stories report the first real drop in house prices year on year. Other news stories highlight the increasing rate of foreclosures on the mortgages of buy to let properties. Whatever the national trends that shape government guidance, it is clear that there is no local need or demand for more flats, certainly not at the high density proposed. Construction of more properties that will either cause traffic congestion & parking problems or go unsold & unoccupied will be of no benefit to the area whatsover. I request that the Council reject this proposal & put in place controls of it's own to limit the scale of development in areas like Cleveland road which are unsuitable for high density development.

yours sincerely

C. Bacon.

Christine Bacon

DEVELOPMENT SERVICES
05 MAY 2008
RECEIVED

REVISED OBSERVATIONS

PLANNING APPLICATION CONSULTATION RESPONSE

Leicestershire County Council

Report of the Director of Highways, Transportation & Waste Management to the Planning Authority relating only to the Highway aspects.

DETAILS OF APPLICATION

Planning Ref No:	2008/0221/04
CE/EN Ref:	Nil
Application Address:	3, Cleveland Road, Hinckley
Parish:	Hinckley
Applicant:	Sycamore Developments
District Planning Case Officer:	Philip Metcalfe
Brief Description of Development:	Demolition of existing dwelling and erection of 14 apartments.

OBSERVATIONS

(a) On any Improvement lines: None

(b) On Access Arrangements:

New vehicular access:	No	**New pedestrian access:**	No
Altered vehicular access:	No	**Altered pedestrian access:**	No

(c) On effect on Rights of Way: No

(d) On any new road proposal: No

(e) On application in general:

29/63 Cleveland Lane - Unclass

County Councillor John Spencer Moore & Mary Louise Sherwin

RECOMMENDATIONS

Notes to Planning Officer

These comments are made on the basis of the amended plans numbered 1019 101 C.

The amended plan shows additional parking to bring the number of formal off street parking spaces to the rear of the proposed building to a total of 18 spaces. Notwithstanding this, there is likely to be scope for an additional 4/5 vehicles to park on the site access road (providing a potential 22/23 formal and informal spaces) without compromising Highway safety at the access junction of the site with Cleveland Road. Given that pedestrian access to the majority of the proposed dwellings will be taken from the site access road, it is considered that such parking is likely to occur before drivers will contemplate parking on Cleveland Road.

Therefore, in view of the above, the Highway Authority has no objection to the development proposal subject to the following conditions: -

Conditions

If any vehicular access gates, barriers, bollards, chains or other such obstructions are to be erected they shall be set back a minimum distance of 7 metres behind the Highway boundary and shall be hung so as to open inwards only.

13

Reason: To enable a vehicle to stand clear of the highway whilst the gates are opened/closed and protect the free and safe passage of traffic, including pedestrians, in the public highway.

14 No walls, planting or fences shall be erected or allowed to grow on the Highway boundary exceeding 0.9 metres in height above the level of the adjacent carriageway.
Reason: To afford adequate visibility at the access/junction to cater for the expected volume of traffic joining the existing highway network and in the interests of general highway safety.

10 Before first use of the development hereby permitted, drainage shall be provided within the site such that surface water does not drain into the Public Highway and thereafter shall be so maintained.
Reason: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users.

7 Before first use occupation of any dwelling hereby permitted, turning facilities shall be provided within the site in order to allow vehicles to enter and leave in a forward direction. The turning area so provided shall not be obstructed and shall be available for use at all times.
Reason: To enable vehicles to enter and leave the site in a forward direction in the interests of the safety of road users.

9 The existing vehicular access shall be closed permanently within one week of the new access being brought into use and the existing vehicular crossings reinstated to the satisfaction of the LPA in consultation with the Highway Authority.
Reason: To reduce the number of vehicular accesses to the site and consequently to reduce the number of potential conflict points.

18 For the period of the construction of the development, vehicle parking facilities shall be provided within the site and all vehicles associated with the development shall be parked within the site.
Reason: To ensure that adequate off-street parking provision is made to reduce the possibilities of development of the site leading to on-street parking problems in the area during construction.

7 The car parking shown within the curtilage of the site for each individual dwelling shall be provided before that corresponding dwelling is occupied and shall thereafter permanently remain available for such use.
Reason: To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking problems in the area.

16 Before the development hereby permitted is first used, cycle parking provision shall be made to the satisfaction of the LPA and once provided shall be maintained and kept available for use in perpetuity.
Reason: In the interests of the sustainability of the development and to encourage alternative transport choice.

8 Before first use of the development hereby permitted the access drive and any turning space shall be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate) for a distance of at least 7 metres behind the Highway boundary and shall be so maintained at all times.
Reason: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.)

17 Before first use of the development hereby permitted, 2.0 metre by 2.0 metre pedestrian visibility splays shall be provided on the Highway boundary on both sides of the access with

nothing within those splays higher than 0.6 metres above ground level, in accordance with the current standards of the Highway Authority and shall be so maintained in perpetuity.
Reason: In the interests of pedestrian safety.

Before first use of the development hereby permitted, visibility splays of 2.4 metres by 33 metres shall be provided at the junction of the access with Cleveland Road. These shall be in accordance with the standards contained in the current County Council design guide and shall be so maintained in perpetuity. Nothing shall be allowed to grow above a height of 0.9 metres above ground level within the visibility splays.
Reason: To afford adequate visibility at the access/junction to cater for the expected volume of traffic joining the existing highway network and in the interests of general highway safety.

Any shared private drive serving more than 5 but no more than 25 dwellings shall be a minimum of 4.8 metres wide for at least the first 5 metres behind the Highway boundary and have 6 metres kerbed radii at its junction with the adopted road carriageway. The access drive once provided shall be so maintained at all times.
NOTE: If the access is bounded immediately on one side by a wall, fence or other structure, an additional 0.5 metre strip will be required on that side. If it is so bounded on both sides, additional 0.5 metre strips will be required on both sides.
Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway and not cause problems or dangers within the highway.

Notes to Applicant
All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager - (telephone 01455 283341).

In order to provide the vehicular access shown on the submitted plans, it would be necessary to remove a tree within the limits of the Highway but before any works to the trees are commenced you must first obtain the separate consent of the Highway Authority.
If approval is granted, you will be required to provide appropriate replacement trees.

Date Received	Date Of Inspection	Inspector	Signed Off
28/03/2008	02/05/2008	Andy Gatward	02/05/2008

Monitor
Date Received
Officer
DEVELOPMENT SERVICES
21 APR 2008
RECEIVED
INDEXED

Alison White

From: Mr. J. S. Moore [JSMoore@leics.gov.uk]
Posted At: 21 April 2008 08:39
Conversation: Planning Application 2008 0221 04
Posted To: Planning Folder

Subject: RE: Planning Application 2008 0221 04

Good morning Andrew,

I find the reasoning in support of this application difficult to understand. On one hand you appear to be telling me that it the application does not meet guidelines and then you say "but in the light of recent rulings, it would be impossible to support objections".
Those of us that know this area well are aware that parking on road parking is a significant problem to the current residents. A development that does not meet the minimum requirements is unacceptable. Indeed it is my opinion that a case could be easily made for the need of additional parking bays above the regulatory requirements. This case would not possibly meet the purist views but would be based on commonsense and the need to closely examine local conditions. There are occasions when observations of this nature will pick up issues that might not be covered in regulations. Cllr Mary Sherwin has identified a similar situation in respect of the application to extend Sketchley Grange. Observations at appropriate times and not those selected by developers would have prevented the situation residents now find themselves in.

John Moore CC
Burbage Castle Division
-----Original Message-----
From: Andrew Gatward
Sent: 18 April 2008 13:23
To: 'Philip Metcalfe'
Cc: planning@hinckley-bosworth.gov.uk; Mr. J. S. Moore; Mrs. M. L. Sherwin
Subject: Planning Application 2008 0221 04

Philip,

Please find attached Highway Authority comments relating to the above planning application. If you do not receive the attachment or require any further information please do not hesitate to contact me.

Regards,
Andy Gatward
Transport Development Control
Dept. of Highways, Transportation & Waste Management Leicestershire County Council Tel No: 0116 305 7337
Fax No: 0116 305 7133
Please note that my telephone number for external telephone calls has changed.

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these factors. You are advised to carry out your own virus checks before opening any attachment.

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Lisa Clarke

From: planning@hinckley-bosworth.gov.uk
Posted At: 23 April 2008 10:52
Conversation: PublicAccess for Planning - Application Comments (08/00221/FUL)
Posted To: Planning Application Comments

Subject: PublicAccess for Planning - Application Comments (08/00221/FUL)

PublicAccess for Planning - Application Comments (08/00221/FUL)

"stephen forbes" has used the PublicAccess for Planning website to submit their comments on a Planning Application. You have received this message because you are the Case Officer for this application or because this is a designated mailbox for PublicAccess comments submissions.

Comments were submitted at 23/04/2008 10:52:18 from IP 192.168.0.3.

Monitor
Date Received
Officer PM

Application Summary

Application Number:
08/00221/FUL

Address:
3 Cleveland Road
Hinckley
Leicestershire
LE10 0AJ

Proposal:
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

Case Officer:
Mr P Metcalfe

Customer Details

Name:
stephen forbes

Address:
5 cleveland road

Postcode:
LE10 0AJ

Email:
t.forbes@ntlworld.com

Phone Number:
01455442934

Comments

Submission Type:
Customer objects to the Planning Application.

Comments:
this application should be refused. the new plan is even worse than the old. Our bedroom faces the access road and we always sleep with open window, my wife retires no later than ten pm and the possibility of having 16 cars coming and going must be against any planning principles. Also the area for refuse bins for 16 households will be just outside my kitchen.
The applicant comments on previous permission for change of use to a care home as a positive point but the previous owners actually withdew from this sale when they heard what it was going to be used for so as not to upset neighbours they respected. Could you also inform the agent the clothing factory they continue to describe as job

opportunnity has been closed years

PublicAccess for Planning. (c) CAPS Solutions Ltd.

08/00221/FUL.

Members Room

22 APR 2008

From Cllr Stuart Bray (Hinckley Castle Ward)
Deputy Leader of the Council

Phone Number: 01455 637898
E-mail: stuart.bray@libdems.org.uk
Our Ref:
Date: Tuesday, 22 April 2008

DEVELOPMENT SERVICES
22 APR 2008
RECEIVED

Hinckley & Bosworth Borough Council

Planning Admin.

Mr Trevor Prowse
Director of community and planning services
Hinckley & Bosworth Borough Council

Monitor (Y)N
Date Received
Officer AM.

Dear Trevor,

Planning Application for 14 flats, 3 Cleveland Road, Hinckley.

I am writing on behalf of al the residents of Trinity Vicarage Road, Cleveland Road and Browning Drive who have expressed their deep concern at this proposal.

As you are aware this is the second attempt to demolish this large family house and put up flats.

In this part of Hinckley all the properties have retained their original design and features. Although it is only a stones throw from Trinity Lane it is entirely different in that commercial intrusion, multi - occupation and other developments which would detract from the good quality traditional buildings.

This particular proposal should be opposed not only because it introduces multi-occupation in to an area dominated by family homes but also because it is too dominant, and has insufficient parking even if the design were acceptable.

With the housing market already over -loaded with flats it has to be questioned whether more are needed.

Parking has always been a serious problem in the Trinity Lane area and, with other developments under consideration, this particular development proposes 16 parking places for 14 flats. This is clearly inadequate. There is no more room in either Trinity Vicarage Road or Cleveland Road for any over spill.

Many flat dwellers will have more than one car and everyone can expect visitors.

It simply will not work.

I wish all these objections to be taken into account.

Yours sincerely

Cllr Stuart Bray

SCANNED

Visit our new website at: www.hinckley-bosworth.gov.uk

Member (Y) N
Date Received
Officer PM

INTEROFFICE MEMORANDUM

TO: PHILIP METCALFE
FROM: CHRIS POCOCK
LOCATION: 3 CLEVELAND RD, HINCKLEY
SUBJECT: LANDSCAPING COMMENTS
DATE: 25/04/2008
YOUR REF: 08/00221/FUL

INDEXED

Philip,

A positive factor with the design is that the Landscape Architect has maintained existing plant subjects within the scheme. By keeping the conifer and privet hedges along the western and northern boundaries privacy will still be maintained between the new development and the existing properties in Browning Close. However, there is a small gap in the north west corner. To completely enclose the site further planting will be required. This could be achieved by a continuation of the existing conifer hedge or install a section of panel fencing.

For the trees to be retained it may be in the developer's interest if their condition be assessed.This would be recommendable to the developer in case any require maintenance or removal before any construction works commence. This would eradicate any problems that could occur in the future if they were not assessed. The existing trees will require protection from vehicles/machinery traversing across. Appropriate security fencing needs to be installed around the trees to the extent of their canopies. The retained willow tree along the southern boundary could be problematic regarding its root system affecting the foundations of the new building. It would be advisable if a root barrier be installed in between the building and the willow tree.

The subjects selected for the new hedges are all evergreen so will provide a colour interest throughout the calendar year. They will also provide constant cover for birds and small mammals so encouraging a habitat for wildlife.

Allied to the above the shrubs to be planted are predominantly evergreen with exception to Cotoneaster horizontalis. They are relatively slow/medium growing and tend to require minimum of maintenance. The Cotoneaster horizontalis can be grown as a groundcover subject or as a climber to mask a wall/fence etc. In areas 2 and 4 I assume it is to be used as a climber to hide the existing wall whereas in area 7 as a groundcover shrub. Overall, the shrubs are a good choice the subjects to be planted tend to grow in most soils and aspects.

The selection of the rowan and crab apple tree varieties to be incorporated into the scheme are ideal subjects. These are recommended where space is limited like small gardens and urban landscapes. Both are small trees as they tend to grow between 10 and 15 metres in height when mature. However, I have reservations with regard to planting Acer platanoides as they tend to grow to heights above 20 metres when mature. I would recommend substituting this with a cultivar of this, Acer platanoides 'Princeton Gold'. This is a smaller tree (10 to 15 metres in height when

mature) and it is recommended for street landscapes. A second notable feature is its' golden foliage that appears in the Spring.

At the front of the proposed building there are no plans for planting. If it is to be grassed or left as hard standing this could be broken up by incorporating small, ground cover shrubs like Pachysandra terminalis and Pachysandra terminalis variegata, Hebe pinquefolia 'Pagei' and Viburnum davidii. I would not recommend any further tree planting as problems will occur with visibility turning into Cleveland Road once the trees have matured.

The bin store is to be manufactured from timber boards. I would recommend that the store be totally enclosed by installing timber boarded gates so that the bins are hidden from view.

The plant subjects to be used and numbers required are clearly shown on the plan. However, it would be useful if sizes of material/planting densities be included as well, for example, the size of trees supplied are they standards or heavy standards etc. I would recommend heavy standards 12/14cm girth. They will provide an instant impact and will tend to survive better than standards. For the shrubs to keep costs to a minimum I would recommend that they be supplied in 3 litre pots planted at a density of 3 per m2. All of the beds to be planted with shrubs I would incorporate a bark mulch so to reduce weed growth.

All planting I would recommend that it takes place between October and March. If this is not possible irrigation will be required on a regular basis if dry weather persists. A condition should be made that if there are any fatalities with the plant stock during construction the developer should replace like for like.

Finally, who is taking responsibility of the maintenance of the site? Will it be a private management group?

Regards Chris

INDEXED

SERVICES
17 APR 2008
RECEIVED

Alison White

From: Judith E. Turner [JETurner@leics.gov.uk]
Posted At: 16 April 2008 16:20
Conversation: DEVELOPER CONTRIBUTIONS - 2008/0221/04 -SYCAMORE DEVELOPMENTS - HINCKLEY -
Posted To: Planning Folder
Subject: DEVELOPER CONTRIBUTIONS - 2008/0221/04 -SYCAMORE DEVELOPMENTS - HINCKLEY -

Monitor
Date Received
Officer PM

To: Development Control, Hinckley and Bosworth Borough Council
FAO: Mr P Metcalfe
From: Andrew Tyrer
Direct Telephone Number: 0116 305 8223
Date: 16 April 2008

NOTIFICATION PROCEDURE ON DEVELOPER CONTRIBUTIONS - 2008/0221/04
SYCAMORE DEVELOPMENTS - DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (SEE ATTACHED SCHEDULE) - 3 CLEVELAND ROAD, HINCKLEY - GRID REF: 442312 293947

I am writing further to your notification dated 19th March 2008 relating to the above proposal. I have now received the majority of the responses from the various service departments of the County Council, which are attached for your information. **Please note that Highways and Transportation observations are unavailable at this time.** If you do not receive these directly from The Leicestershire Highways Authority I would advise you to contact John Glover (0116 265 7195). Any further responses will be forwarded to you. Any requirements for service provision should be included in your negotiations with the developer(s), when you seek to secure appropriate contributions associated with the proposed development.

PLEASE NOTE that the figures set out in the attached responses represent the present situation. If there is a significant delay in determining this proposal confirmation of the contribution figures should be sought in case circumstances have changed. In particular please note that cost multipliers and formulae are subject to updates annually on 31st March.

If it transpires that the developer is unable, or unwilling, to meet all or any of the requirements set out in the attached responses, please let me know. The County Council will then, in accordance with the agreed notification procedures, determine its priorities for service provision and respond to you accordingly.

Please contact the named officer of the relevant service department for any clarification of the detailed requirements to be incorporated in any future agreements with the developer (s). In any event, I would be pleased if you would advise me of the final outcome of your negotiations and the contents of any subsequent legal agreement.

A Tyrer (Developer Contributions Officer)
Leicestershire County Council
<<Sycamore eco.doc>> <<Sycamore educ.doc>> <<Sycamore lib.doc>> <<Sycamore Waste.doc>>

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17/04/2008

Andrew Tyrer
Environment and Heritage Services
Community Services Department
LCC - County Hall
Glenfield
Leicestershire LE3 8TE

2nd April 2008
NX/INF/LOC/1408.70 (4223)
2008/0221/04
Kirsty Gamble
0116 267 0006
0116 267 7112
kgamble@leics.gov.uk

Dear Andrew,

Notification Procedure on Developer Contributions: 2008/0221/04 – Sycamore Developments – Demolition of existing dwelling and erection of 14 no. apartments with associated works – 3 Cleveland Road, HINCKLEY – Grid Ref: 442312 293947

Thank you for your letter of 28th March 2008 regarding the above planning application.

Our computer data indicates that bats have been recorded in the vicinity of the application site. We note from the application papers that demolition of built structure and works to trees may be involved. Potential bat roost sites may, therefore, be destroyed. We recommend that the developer be required to incorporate bat bricks and boxes into the design of the new properties and to plant native trees, common to the area, on site to establish feeding grounds for the bats.

We recommend that green corridors are maintained/established particularly along the boundaries of the application site as this furnishes wildlife links between habitats. In built up areas, as within the land in question, the best method of establishing these links is to plant hedgerow with standard trees with a grass strip alongside. Any such existing habitat should be retained and managed to enhance its wildlife potential.

We hope that our comments and recommendations will be of use to you. Please use the price list enclosed with previous correspondence.

Yours sincerely

Kirsty Gamble
Project Officer – Ecology
Historic and Natural Environment Team

Please note: Our information and recommendations result from our best knowledge of the site to date. It may change if further information is discovered. It remains the responsibility of the applicant to ensure that no protected species or their habitat is damaged during the works. The best method of achieving this is for a suitably experienced and licensed ecologist to conduct a full survey for protected species at the appropriate time of year in appropriate weather conditions. For instance, if there is a pond/water body within 500m of the site a survey for great crested newts will be required.

MS OUTLOOK RESPONSE TEMPLATE

Please send your response by MS Outlook to Judith Turner

or by e:mail to jeturner@leics.gov.uk

To: Director of Community Services	From: Director of Children and Young People's Service
Planning Control FAO: C J Noakes Extn: 7054/53	Date: 15/04/08

NOTIFICATION PROCEDURE ON DEVELOPER CONTRIBUTIONS

DEVELOPER/S:	Sycamore Developments
LOCATION:	3 Cleveland Rd, Hinckley
PROPOSAL:	14 apartments
REFERENCE NO:	2008/0221/04
CC OFFICER'S NAME:	Chris Page

I would advise that the above proposal would result in the following service requirements, for which contributions should be sought from the developer.

Please note this is a provisional figure and confirmation should be sought before being taken to the Committee which deals with planning decisions.

DfES Cost Multipliers are updated annually on March 31st. Accordingly, new contribution figures should be sought after that date since the amounts below will change .

This request for an education contribution is based on 10 apartments with two or more bedrooms. No claim is made on one bedroom dwellings.

At the present time there is surplus capacity in the local primary, high and upper schools. An education contribution will therefore not be requested for any sector.

However if the configuration of the site should change, or the number of dwellings with two or more bedrooms increase, we would expect to be consulted again.

Total requirement: £0

MS OUTLOOK RESPONSE TEMPLATE

Please send your response by MS Outlook to Judith Turner

or by e:mail to jeturner@leics.gov.uk

To: Head of Environment and Heritage	From: Head of Commercial &Support Services
Planning Control **FAO: Andrew Tyrer** **Extn: 7053**	**Date: 3 April 2008**

NOTIFICATION PROCEDURE ON DEVELOPER CONTRIBUTIONS

DEVELOPER/S:	Sycamore Developments
LOCATION:	3 Cleveland Road, Hinckley
PROPOSAL:	Residential
REFERENCE NO:	2008/0221/04 (formerly 2007/9003/04)
LCC OFFICER'S NAME:	Paul Love

. would advise that the above proposal would result in the following service requirements, for which contributions should be sought from the developer:

Based on the scale of this development in respect of additional users of the existing library facilities we would be looking for a contribution of £650 towards the costs of books, materials and other facilities. This would be spent over a period of 12 months.

"This request is based on the following formulae for contributions:

	1 bedroomed houses	*@ £27.18 per house*
	2 bedroomed houses	*@ £54.35 per house*
	3/4/5 bedroomed houses	*@ £63.41 per house*
4	*1 bedroomed apartments*	*@ £27.18 per apartment*
10	*2 bedroomed apartments*	*@ £54.35 per apartment*
	3/4/5 bedroomed apartments	*@ £63.41 per apartment*

(rounded to nearest £10)

If the configuration should change the requirement should be revised in accordance with the above formulae"

MS OUTLOOK RESPONSE TEMPLATE

Please send your response by MS Outlook to Judith Turner
or by e:mail to jeturner@leics.gov.uk

To: Director of Community Services	From: Director of Highway's Transportation & Waste Management
Planning Control FAO: C J Noakes Extn: 7053	Date: 31st March 2008

NOTIFICATION PROCEDURE ON DEVELOPER CONTRIBUTIONS

DEVELOPER/S:	Sycamore Developments
LOCATION:	3 Cleveland Road, Hinckley Grid Ref: 442312 293947
PROPOSAL:	Erection of 14 dwellings
REFERENCE NO:	2008/0221/04

CC OFFICER'S NAME: Samantha Wain

I would advise that the above proposal would result in the following service requirements, for which contributions should be sought from the developer:

Our Reference SHW/1205/3.2.15

We would to like to seek developer contributions towards improved Civic Amenity Site Infrastructure for the nearest site at Barwell.

A contribution is requested based on the magnitude of the development. If the total number of dwellings proposed were to increase or decrease then the contribution to be requested would be adjusted accordingly. One dwelling is considered to be equal to 1 detached house, 1 flat, 1 semi-detached house etc.

The contribution requested is to be determined based upon the number of additional residential dwellings created, using the calculated claim rate of **£45.40** per dwelling. The claim has been adjusted to reflect that one dwelling is being demolished. Thus for this scheme we have determined a contribution of **13*£45.40 = £590.00** to the nearest £. Should the number of dwellings intended increase or decrease this sum would be adjusted accordingly at that rate.

The rate is currently valid but is subject to Indexation and reviewed on at least an annual basis.

Yours sincerely,

Samantha Wain

File D. CA. 26 – 28/03/08

HINCKLEY & BOSWORTH BOROUGH COUNCIL
16 APR 2008
ARGENTS MEAD
HINCKLEY LE10 1BZ
Scanned
Date Received
Officer

AS(9)

Mr & Mrs Heard
14 Cleveland Road
Hinckley
Leicestershire
LE10 0AJ
14/04/08

Mr P Metcalf
Hinckley & Bosworth Borough Council
Planning Dept

DEVELOPMENT SERVICES
16 APR 2008
RECEIVED
SCANNED

Ref 08/00221/FUL

Dear Sir,

We have already lodged our objection to the plans to this development back in October of last year where the decision was turned down. I cannot understand the councils logic in putting local residents through the same situation again not only 6 months later for the demolition of No.3 Cleveland Road Hinckley to build yet more unwanted flats within the local vicinity.

However we feel that we must also email and hand deliver our objection to ensure it is registered within the allotted timescales. Therefore please find my original notes posted via your website below.

Lack of Parking and the volume of traffic on Cleveland Road due to insufficient spaces at the Leisure centre and close proximity to the town centre means that to take another 14 residential properties on Cleveland Road is totally unacceptable and impractical. Although Parking for 1.142 cars per flat is included in the plans, this will not be the reality with visitors and possibly two car families / couples. Extra Volume of Traffic is a risk to Children

Plans have already been submitted for apartments on the factory also joined to Cleveland Road. To build more apartments half way down the street would change the friendly family community already established here. The factory has been raised in the new plans as a reason why this development should be accepted, however we also objected to this development, however at least it is a commercial property changing to housing, rather than a beautiful family home, being demolished purely for greed and maximum financial gain.

The existing property is the largest traditional house on the road, to demolish this building and rebuild a larger more modern imposing building will ruin the character of the road, and more importantly I believe have less appeal for future buyers and a devaluing affect on our properties. These types of apartments are ideal for town / city centres not small character filled streets such as this.

Additional noise and disturbance with 14 families rather than 1 family is a major concern and a number of apartments on the front of the building will have direct view

into our lounge windows, along with car headlights at night due to the location of the proposed new roadway.

I do hope that the council yet again recognises that none of the residents want this type of development increasing the population within this small street. If the land was used to build say to luxury homes, this maybe seen as more acceptable, but the type of development currently on the table is one purely for single financial benefit and not a local community requirement.

Kind regards

Mr & Mrs J. Heard

SCANNED

Alison White

From: Day Stephen [Stephen.Day@leicestershire.pnn.police.uk]
Posted At: 15 April 2008 15:56
Conversation: NOT PROTECTIVELY MARKED:- Planning Application 08/00221/FUL 14 Apartments 3 Cleveland Road, Hinckley
Posted To: Planning Folder
Subject: NOT PROTECTIVELY MARKED:- Planning Application 08/00221/FUL 14 Apartments 3 Cleveland Road, Hinckley

Dear Mr Prowse,

Attached is my report in respect to this application.

Regards

Steve Day,
South Area Crime Reduction Officer,
Leicestershire Constabulary,
http://www.leics.police.uk
mailto:stephen.day@leicestershire.pnn.police.uk
switchboard +44 0 116 2222222
ext no. 5532, vm 1009
fax +44 0 116 2485464

DEVELOPMENT SERVICES
15 APR 2008
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Thank you for your co-operation.

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Monitor Y
Date Received
Officer pm

Our Ref: SD/CRO
Your Ref: 08/00221/FUL
Planning Ref:

Leicestershire Constabulary

Steve Day
Crime Reduction Officer

South Area Community
Safety Bureau
Wigston Police Station
Bull Head Street
Leicester
LE18 1WX

Ext. 5532
Or voicemail on 0116 248 5675
Plus voicemail number 1009
stephen.day@leicestershire.pnn.police.co.uk

16 April 2008

Dear Mr Prowse,

With regard to the Full Planning Application regarding the proposed demolition of existing dwelling and erection of 14 No. Apartments with associated works (Revised Scheme) at 3 Cleveland Road, Hinckley, Leicestershire, LE10 0AJ which I visited on Tuesday 8th April 2008.

In principle I have no objections to this planning proposal, but would like to make the following observations. Crime in the area is in line with expectations for Hinckley with property and theft offences the main crimes in relatively equal proportions including vehicle crime.

Road Layout

The development is proposed to have a single vehicle entry point positioned on Cleveland Road with the access road to the right side of the frontage. The single roadway leads in a straight line past the new buildings to a communal parking area with 16 vehicle spaces.

This layout does offer benefits to site security as there is good provision to deter unauthorised entry to the development using various methods. These include rumble strips at the point of entry which also allows the opportunity to create symbolic entries using different coloured materials. Additional lighting at the point of entry may deter potential offenders who do not wish to be witnessed.

Consideration of the use of CCTV to cover this area should be made, especially as there is a single vehicle entry point and pedestrian access. This allows consideration of a very limited system which could allow identification images of all persons entering this area without interfering with the privacy of the area. Also the use of signage to denote identity and security would support this sites security.

Lighting

Lighting around the site should include street lighting to BS 5489 with S3 as a good standard to provide residents and visitors with reasonable security and personable safety in the areas surrounding the development. In this case the single vehicle entry point should be effectively illuminated and the communal parking areas would benefit from good illumination to create a safe environment for users of this area.

Perimeter

The perimeter of this development is proposed to be enclosed by 1.8m close timber boarded fencing. Also to the west side of the perimeter effectively at the rear of the site the are existing conifers which will be retained. Other existing features may be retained such as parts of the 1.2m brick wall with ironworks.

Permeability

The proposed layout of the site creates a non permeable site as there is only one way in or out. Parking within this area is in good positions at the rear of the site with good observation along the roadway abutting the buildings.

Landscaping

The landscaping within the development should not impede the opportunity for natural surveillance and must avoid the creation of potential hiding places. As a general recommendation all shrubs should have a mature growth height of not higher than 1m. Trees should have no foliage below 2m allowing a clear 1m field of vision. Within this proposed development there are several trees which have been retained but just need trimming as per these recommendations.

Building Lines

One of the principles of crime prevention through environmental design (CPTED) is the need to identify hiding places and remove them. Where possible all recess areas should be levelled and where unavoidable improved lighting should be introduced. There are no major concerns in this respect with few recessed areas proposed as they compliment other building within this area..

Car Parking

The layout of the parking provision within this part of the site incorporates a single communal parking area with 16 spaces. The location of this area is at the rear of the development which will deter offenders from having to travel so far into the site. Also the alignment of the spaces is in line with the buildings, which allows good natural observation between the vehicles.

Windows

All ground floor and easily accessible windows must have key operated locks. Where necessary opening restrictive or similar built in mechanisms will be required. All glazing must be laminated to a thickness of 6.4mm.

Doors

All door sets must comply with PAS 24/1. The standard for all lock cylinders should be to a standard of BSEN 1303 grade 3, incorporating anti drill and pick resistance. All glazing should be laminated to a thickness of 6.4mm.

Secured By Design

The recommendations made in this report are in line with "Secured by Design" and where possible applied to this site. The Leicestershire Constabulary has a Force Architect who can advise further on how to achieve "Secured by Design" status.

CCTV

This proposed development has the potential to create a significantly safer area by the introduction of limited CCTV coverage to provide facial recognition and numberplate images of all persons and vehicles entering or leaving the development. As a result of similar areas benefiting from this format property and vehicle crime was significantly reduced.

Crime Reduction advice is given free without the intention of creating a contract. Neither does the Home Office or the Police Service take any other legal responsibility for the advice given.

The advice is based on information supplied by you and current crime trends in the area concerned. I can only give a view on what measures might reduce the risk of crime and there can be no guarantee that the measures will prevent crime and disorder.

The advice given aims not only to reduce the potential incidence of crime but may also assist in preventing the threat of terrorism. This threat should not be treated in isolation but integrated into all security planning.

A development of the scale proposed will have an impact on operational policing within the area. Therefore, when negotiating any Section 106 agreements you should note that it is the intention of Leicestershire Constabulary to seek a Developer Contribution on residential developments of 10 units and above as well as Commercial Developments of 1000 square metres and above.

Without prejudice to any other obligation imposed upon it, it shall be duty of each local authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonable can to prevent, crime and disorder in its area: Section 17(1) of the Crime and Disorder Act 1998.

If you require any further information then please do not hesitate to contact me either on the above address or on 0116 248 5532.

Yours sincerely,

Constable Steve Day
South Area Crime Reduction Officer

Leicestershire
Constabulary

PLANNING LOG

PART 1: To be completed by Police

Project No 08/00221/FUL, Plan Reg. No

Description of application: Demolition of existing dwelling and erection of 14 No. Apartments with associated works (Revised Scheme). .....

.....

Location: 3 Cleveland Road, Hinckley, Leicestershire, LE10 0AJ. .....

.....

Part 2: To be completed by Planning Authority (please delete as necessary)

Did the recommendation of the Police influence: -

The design during applicant/agent negotiations with planning authority?	YES/NO
The officers report to planning committee:	YES/NO
Was planning approval:	GIVEN/REFUSED
If given, were conditions attached that resulted From the Police recommendations:	YES/NO
If refused, did the Police recommendations have any bearing on the decision?	YES/NO

This form should be completed and returned to the Police at the address below on determination of the Planning Application

Stewart H. Bradshaw – Force Architectural Liaison Officer
Police Headquarters, St. Johns, Narborough, Leicester LE9 5BX

INDEXED

Lisa Clarke

8

From: planning@hinckley-bosworth.gov.uk
Posted At: 14 April 2008 13:23
Conversation: PublicAccess for Planning - Application Comments (08/00221/FUL)
Posted To: Planning Application Comments

Subject: PublicAccess for Planning - Application Comments (08/00221/FUL)

PublicAccess for Planning - Application Comments (08/00221/FUL)

"samantha almey" has used the PublicAccess for Planning website to submit their comments on a Planning Application. You have received this message because you are the Case Officer for this application or because this is a designated mailbox for PublicAccess comments submissions.

Comments were submitted at 14/04/2008 13:22:36 from IP 192.168.0.3

DEVELOPMENT SERVICES
14 APR 2008
RECEIVED

Application Summary

Application Number:
08/00221/FUL

Address:
3 Cleveland Road
Hinckley
Leicestershire
LE10 0AJ

Proposal:
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

Case Officer:
Mr P Metcalfe

Member
Date Received
Officer pm.

Customer Details

Name:
samantha almey

Address:
6 cleveland road

Postcode:
le10 0aj

Email:
sam.almey@lafargemiddleeast.com

Phone Number:

Comments

Submission Type:
Customer objects to the Planning Application.

Comments:
9 April 2008

6 Cleveland Road
Hinckley
Leicester
LE10 0AJ

Ref.07/01021/FUL(amended plans)

Demolition of Existing Building and Erection of 14 No. Apartments with Associated Works

Dear Metcalfe

Having viewed the viewed plans for the above application I am writing to inform you of our objections. As there seem to be negligible difference between the original plans & amended plans submitted last year, our objections remain the same.

Access: Is situated poorly and gives concern to safety when traffic is exiting the development due to limited visibility. After 5.30pm vehicles can park both sides of the road and as space is it at a premium especially with the additional parking we incur from leisure centre users, parking as close as possible to both sides of entrance is inevitable thus reducing visibility considerably. I would also point out that most evenings we have a heavy volume of traffic with people leaving and arriving at the leisure centre at the same time, this usually ends up with a backlog of traffic on both entrances of Cleveland Road and a situation where vehicles from each end try and drive down the single lane at the same time. Introducing more vehicles to the street will just compound the problem aswell as the safety issue it brings.

Appearance: The house proposed to be demolished is already very prominent (being the largest house) within the street and to replace it with a even larger new building of an overbearing (2 1/2 -3 story's) and obtrusive nature would be detrimental to the overall outlook of the street..

Activity: The developer is also suggesting that there will be similar amount of "activity" as when approval was given for the change of use of the existing building for a care home. Fourteen separate 2 bedroom/1 bedroom dwellings can not be compared comparatively with a family home that was given a "change of use status" to allow a small number of occupants to dwell within the existing building. It will bring more traffic from new residents and their visitors into the street which is already congested at certain times of the day.

Car Parking - The application of 16 parking spaces is inadequate and it is naive to think that it will be sufficient to provide enough parking . The street is already awash with leisure centre, shoppers and town workers who do not wish to pay car parking fees or cannot park because the nearest car park is full/inadequate. The development will only add to the problem of lack of parking for residents who live within close proximity of the town. As there is no plans for tackling this problem now or in the future any increase of additional cars wanting to park on the street will only increase the burden.
We feel that any changes to the street must be beneficial and favourable to all new and existing residents and ones that will bring positive elements. This application does not.

We hope our comments will be taken into consideration and that the application will be refused this time and in the future.

Yours sincerely

Samantha Almey & Andrew Garratt

PublicAccess for Planning. (c) CAPS Solutions Ltd.

Facilities Consortium
Leicester, Leicestershire and Rutland Facilities Consortium
NHS

Bridge Park Plaza
Bridge Park Road
Thurmaston
Leicester LE4 8PQ

Telephone: 0116 225 2525
Fax: 0116 225 6675

DEVELOPMENT SERVICES
14 APR 2008
RECEIVED
SCANNED

Our Ref: 017/10/04/08/ID/kd
Your Ref: 08/00221/FUL

Mr P Metcalfe
Hinckley and Bosworth Borough Council
Council Offices
Argents Mead
Hinckley
Leicester, LE10 1BZ

Dear Mr P Metcalfe

Address: 3 Cleveland Road, Hinckley, Leicestershire, LE10 0AJ

Please find enclosed our application for a sum of £ 8162.00, which represents the 106 developer contribution for the above proposed development. This figure has been derived using the stipulated County Council formula for healthcare contributions, as detailed in the approved planning document.

These detailed monies are to be used to enhance healthcare facilities and services in the geographical are specific.

Should you have any further queries please do not hesitate to contact Ian Derbyshire on 0116 2256621.

Yours sincerely

Ian Derbyshire
Developments Manager

Mr N Bacon,
4 Cleveland Rd,
Hinckley,
LE10 0AJ.

14 APR 2008

12/04/08

DEVELOPMENT SERVICES
14 APR 2008
RECEIVED

SCANNED

Mr P Metcalfe,
Planning Department,
Hinckley & Bosworth Borough Council,
Argents Mead
Hinckley,
LE10 1BZ

Dear Sir,

Planning Application 08/00221/FUL

I am writing to you to register my objections to the above planning application in accordance with your letter of March 25th from Ms Tracy Darke.

With regard to the proposed development at 3 Cleveland Road Hinckley, I am aware that objections and comments need to be specific to the proposal, however I would request that my comments below are considered in the light of the general situation in Hinckley Town. Extensive high density development has taken place locally which appears to be driven by profit for developers, not the needs of the town. A short walk past any of these new developments and a look at the array of for sale & to let boards will show that there is no crying need for more development of this type in the town. Most of them are adjacent to the town centre where there is no visible increase in job opportunities for the residents of these developments. It follows that most residents work on the edge of town or out of town making the traffic, pollution & parking problems all much worse. I believe there is a general case to be made for restricting further development of this kind across the Town

However, to the specifics. Extracts from the submission are given in italics, my own responses are in standard text.

The submission states that:- *The amount of development is guided by the location of a development, the context of its surrounding and local/national planning policies. The minimum density requirements are set down in national planning guidance for housing, namely PPS3. These policies set a minimum density of 30 dwellings per hectare (12 dwellings per acre), i.e. a minimum of 4.3 dwellings for the site in question.*

In response I would say that a development of 4 to 5 dwellings on the site would be entirely consistent with the nature of the general area bearing in mind that the infrastructure of the area was never designed to support higher densities than this. At this density, consistent as it is with the locality it should be entirely possible to convert the property internally for multiple occupancy without the need for major redevelopment of the site.

Point 4.5 of the proposal states that:- *Location and site context are also an important consideration when determining the appropriate density. In this case, the site lies within an exceptionally high sustainable urban location. The town centre is within 200 metres of the site and contains a wide range*

of shops, services, facilities, bus stops and employment opportunities. The train station is also within walking/cycling distance. In such locations where inhabitants are not dependent upon a car, the government encourages a much higher density than the minimum quoted in PPS3.

The claim to an "exceptionally high sustainable urban location" is not correct. The "wide range of shops" includes 36 closed down premises according to a recent list in the local paper. There is no maternity hospital in the Town. The maternity unit in Nuneaton is likely to be moved to Coventry. There is no A&E unit in the Town, the nearest is Nuneaton. There is no cinema, bowling alley, concert venue or similar places of entertainment. All are in nearby towns & need personal transport to reach with any degree of convenience. The area does not "contains a wide range of ... employment opportunities". There has been no significant recent development of employment oppurtunities in the centre of town. It is entirely predictable that the majority of residents of any new town centre development will work in the industrial estates on the edge of town, or out of town. Having lived here for many years, I am entirely unaware of any other adult resident of the road who even owns a bicycle, never mind cycles regularly. Cycles in Cleveland road are an even rarer sight than police officers. Whatever the the government "encourages" the scale of development must take into account the real effects on the area, predictable from known local circumstances, not the pious hopes of beaurocrats who've never even heard of Cleveland Road, never mind have a grasp of it's surroundings.

Point 4.6 of the proposal claims that:- *The proposed development of 14 apartments at 3 Cleveland Road is wholly appropriate therefore for such a sustainable urban location and will produce a similar level of activity compared to a care home that was approved in 2000.*

As I have said above, significant parts of the claimed "sustainable" nature of the area are not borne out in reality. This development will impose an unacceptable burden on the neighbourhood. Any claim of similarity with the previous proposed care home is purely speculative. The care home proposal predates the Town centre pedestrianisation which gave rise to much of the present pressure on parking. There was access, which is now blocked by the garage, to the rear of the premises for parking. The level & pattern of car access for a care home would be spread through the day, not concentrated at peak times as with the present proposal.

Regarding the land at 3 Cleveland Road, Hinckley, the Design and Access Statement – IG Land & Planning March 2008 6 states:-

• *16 car parking spaces are provided. This is a 14% increase upon the previously proposed provision which is significant considering four of the units have been reduced in size to one bedroom apartments and will therefore generate fewer cars.*

This is completely contrary! As I recall the original proposal included 16 car parking spaces, therefore there has been **no** extra car parking provision whatsoever. The figure of a 14% increase equates to 2.24 parking spaces, clearly a nonsense! The assertion that the one bedroom dwellings will generate fewer cars is unsupportable. On the contrary, whilst the two bedroom dwellings might accomodate a family a one bedroom dwelling is much more likely to be occupied by a professional couple with a car each, raising the parking requirement to twenty spaces.

5.2 The site is located within a highly sustainable urban location being less than 5 minutes walking distance of the town centre. The site is therefore accessible to a wide range of shops, services and facilities. Further employment opportunities are immediately accessible at the knitwear factory and other nearby premises.

As already detailed above, this is incorrect. The nearest factory to this site does not offer any employment opportunities. It is derelict & itself the recent subject of an application for a development of around 30 flats! The sentence "*Further employment opportunities are immediately accessible at the knitwear factory and other nearby premises.*" Is singularly misleading as 4 factories in the immediate vicinity, on Trinity Lane, Factory Rd & Bond St have all themselves been re developed into high density flats in recent years! Furthermore, can we assume that rents/mortgages for the proposed development will be so low as to be affordable by unskilled factory operatives. A look through the employment pages of our local newspaper reveals that there are no new industrial developments providing employment opportunities. Young people already living in the town take permanent jobs in Leicester, Coventry or the surrounding area because the majority of the jobs available in Hinckley itself are part time or agency based.

5.3 However, in recognition that in reality occupiers will still own a car, the proposed development still provides sufficient car parking spaces to avoid undesirable on-street car parking. Sixteen car parking spaces are proposed which will enable each apartment owner to park a car, plus allow 2 visitors. This is a 14% increase upon the previously proposed provision which is significant considering four of the units have been reduced in size to one bedroom.apartments and will therefore generate fewer cars. Parking provision is also in accordance with national planning guidance in PPG13 and PPS3.

This is becoming simply repetitious, as if the author believes if he repeats something often enough it will become true. The idea that no more than two of the residents will ever have a visitor at the same time, or that none of them will have a second car is just absurd, and you still can't park a real vehicle in 0.24 of a parking space. There will be an overspill parking problem into the surrounding streets. On street parking is not merely undesirable, it's impossible much of the time. On street parking is at saturation in the area.

5.5 All main bus stops are located nearby at the edge of the town centre. Buses are therefore available to locations across Leicestershire and Warwickshire and operate on a frequent and daily basis. The train station is less than 1km away giving access to the national rail network. Local public transport is therefore excellent.

Another repetition! This may well be true on paper but long experience of friends & family members using public transport to reach out of town employment shows that these services are not entirely reliable. There is in fact no bus or train service operating from Hinckley to Leicester on Sunday before 10:30am. If I were not available to take my son **by car** to his Sunday shifts he would not be able to hold his particular job. I am acquainted with another young man who, not being a car owner, lost a lucrative job in Leicester because he couldn't get to the Sunday shifts his employer demanded. It remains that the majority of residents in any new development are likely to be car owners & regular users & some households will have more than one car.

5.6 All normal modes of transport are catered for at the proposed development. Residents will therefore be encouraged to use alternative modes of transport other than the private car.

What on earth does this mean? Would the developer kindly elucidate the practical steps he has taken to "encourage" the use of any mode of transport other than the car?. There is no incentive/benefit/advantage in not using a personal vehicle. Statement 5.6 is merely repetitious of statements earlier in the document. Cycling is cold wet & unpleasant in all but the best weather. Walking likewise. Public transport is inconvenient & unreliable. **The** "normal mode of transport" today **is** the car.

• *The proposed building is similar in scale and shape to the existing house. Its appearance akin to 4 traditional Victorian terraced houses, reflect the character of the street scene and will enable the apartments to integrate effectively into the local environment.*

"4 traditional Victorian terraced houses" would be an entirely suitable development of the site, provided an entrance was made for off street parking behind them. Replacing the existing garages with a new dwelling, and/or converting the properly internally for multiple occupancy, with sufficient off street parking provision would be suitable but the proposed overbearing development is not.

• *The site is located within a highly sustainable urban location, a very short distance from the town centre. The train station is also within a 10 minute walking distance. There is excellent public transport and secure cycle storage proposed to encourage alternative modes of transport.*
• *Sufficient car parking spaces will be provided and the numbers have been increased since the previous application despite a reduction in the size of some of the apartments.*

See also points 5.2, 5.3, 5.5 and 5.6 This is simple repetition. How many times do they need to say the same thing? In any case it's incorrect. As far as I recall, the actual numbers have not been increased & the claim that the one bedroom dwellings give rise to a proportional increase is flawed.

As alluded to briefly above, the factory at the opposite end of Cleveland road has been lost as a potential source of employment and has also been the subject of applications for the erection of high density flats. I wrote the following in respect of that application & would suggest that it is entirely relevent to the above application, the situations being very similar.

"Comparatively recently the traffic system through Hinckley was altered in such a way as to throw considerably more traffic onto Trinity Lane, which runs parallel to Cleveland Road. This routinely results in traffic trying to emerge from Mill Hill onto Trinity Lane backing up along Mill Hill Road. The problem this causes is compounded by parking on both sides of Mill Hill which turn it into effectively a single track, preventing traffic entering it from Trinity Lane, even when the controlling traffic lights are in their favour. This problem is not always confined to peak times. Since the "no right turn" at the Trinity Vicarage Rd/Trinity Lane junction "funnels" traffic from the local residences into the bottleneck to get onto the main road, any increase in traffic density caused by developments along Cleveland Rd will make this situation worse."

"Just round the corner from 3 Cleveland Road is the Leisure Centre car park. Users of the Leisure Centre routinely avoid paying for the use of the car park by parking in Cleveland Road."

"Just along Trinity Vicarage Road from the same end of Cleveland Road is a "jitty", local slang for an alleyway leading into the Town centre. People routinely use Trinity Vicarage Road, Cleveland Road & Mill Hill as free parking for the shops & business' in town."

"As a result, at any time of the day and regularly at weekends, Cleveland Road and Mill Hill Road are reduced to single track roads. The junction of the two is a very tight corner & further up Mill Hill Road there is a curve that obscures visibility".

"Thus, the proximity of the leisure centre and the town centre with the attendent use of the local streets for free parking, the partial one way system created by the "No right turn" at the exit of Tinity Vicarage Road onto Trinity Lane and the bottleneck at the Mill Hill Rd /Trinity Lane traffic lights all contibute to

traffic congestion in the area & frequently alternate one way traffic movement along roads that can become effectively single track. Adding the vehicular traffic for another fourteen dwellings to this can only make a bad situation far worse."

"I believe it is clear that from the traffic congestion & parking issues, & the loss of places of employment to other high density residential development that this proposal is unacceptable and will result in a deterioration of the quality of the environment in the area, particularly in respect of traffic problems."

Yours Sincerely

Nigel Bacon

Nigel Bacon

REJECTED

HS (4)

10, Cleveland Road,
Hinckley,
Leicestershire,
LE100AJ

01455 631956
07974557563

Month 04
Date Received
Officer PM

DEVELOPMENT SERVICES
14 APR 2008
RECEIVED

April 6th 2008.

Dear Trevor Prowse,

Demolition of existing building and erection of 14 apartments with associated works. 3, Cleveland Road, Hinckley, Leicestershire, LE10 0AJ. 08/00221/FUL

Having viewed the revised proposal for the above, I acknowledge that some consideration has now been given to the height and overall look of the building and that there has been an increase in the number of parking spaces and a reduction in the number of residents who might use them, I wish to formally object to the demolition of 3, Cleveland Road and subsequent erection of apartments.

The application makes several references to the approval of a care home in 2000 and attempts to align and compare itself to this application which was approved eight years ago! Much has changed in that time and therefore the comparison is simply **not** valid as it remains substantially out of date.

Since 2000, the use of Cleveland Road has altered considerably. The sheer volume of traffic has increased and the number of vehicles wishing to park here has increased significantly also. The town centre has undergone considerable alterations in terms of its usage, parking, access and traffic flow, which has in turn impacted greatly on the residents' of Cleveland Road.

Even the type of resident has altered since 2000. The majority of elderly occupants are no longer living here and the main occupancy is families. How can14 apartments inhabited by individuals or couples fit in or contribute positively to what is a road inhabited by families with children?

The document states that the house has proved difficult to sell, but this can be regarding as a meaningless statement considering the current housing market, the price that is being asked for it as a house and the return that the vendor may wish to obtain on his original investment. It is surely driven by the considerable investment that the owner has made in the property in the past which he feels can be substantially maximised by destroying a family home,

altering the usage and overall look of number three and creating yet more apartments.

Parking and access remains a considerable concern. The number of vehicles accessing the apartments is possibly equivalent to the total number of vehicles used by residents at this end of the road. Cleveland road requires fewer vehicles, not more. One parking space for each dwelling may well fit in with guidelines but not with reality. Many couples drive to work using separate cars....where will they park their vehicles....in Cleveland Road! Though off street parking is being made available, it is inevitable that there will be insufficient allocated parking for those with more than one vehicle or for their guests and visitors, which will impact on the already limited parking spaces available to existing residents.

I strongly believe that the building of apartments would negatively affect property values. I certainly would not have wanted to move here if there was a block of 14 apartments opposite my family home. When I do sell up and move on, I need to be able to sell my house as a family home in a family orientated road.

From information that I have obtained about existing apartment developments in Hinckley, it is increasingly apparent that a good number of apartments remain unoccupied, so I would ask the very simple question-does Hinckley actually need yet more apartments? If not, then why build them?

Currently, apartments are being built on commercial land where, for instance, factories have stood for many years. I would suggest that this policy is far more favourable than building on land where a family home stood and amongst other family houses. The alteration in usage; one family increased to 14 separate units is unwarranted in a location such as this.

Finally, I have lived in Cleveland Road for eight years now, moving here with my family because it was near the town, was a pleasant tree lined road and was made up of an assortment of family homes. In the last few years we have seen the trees removed and not replaced, despite our protests. Parking has become much more problematic due to a total lack of co-ordinated policy around parking for residents who live in homes near the town centre. As mentioned above, the apartments would make the parking issues even worse still and most likely create a lot of animosity toward those living in the apartments.

The very culture of Cleveland Road and of many other similar areas is directly under threat by the changes that have taken place in Hinckley over the past few years. The apartments by their very nature will negatively impact upon residents in Cleveland Road simply because a very different type of occupancy culture is being forced upon us. To impose this upon residents would be simply unjustified and very unfair on those of us who live in Cleveland road.
Through no fault of our own, a home owner finds that he cannot sell his home for the sum he had anticipated and therefore decides to demolish it and totally

alter the occupancy and use of the land. To agree to allow him to do this would set up a president which surely would permit future home owners to demolish their houses in order to increase their sale value.

I sometimes wonder whether the council actually wish for families and the retired to live near the town centre and I often get the feeling that, eventually, you will drive many of us away because we are so fed up with the constant battles with parking, noise and aesthetic changes to the area which add nothing to improve it or make our lives any easier. This would leave Hinckley town centre to the diminishing numbers of shoppers (daytime) and the increasing numbers of drunks (evenings).

I trust that my comments and those of others living on Cleveland Road will be taken into consideration and the application will be refused again and in the future.

Yours sincerely,

Ian Wynd and family

Tiffany MacDonald

From: Planning Folder
Posted At: 09 April 2008 11:36
Conversation: PublicAccess for Planning - Application Comments (08/00221/FUL)
Posted To: Microsoft Office Outlook Embedded Message

Subject: PublicAccess for Planning - Application Comments (08/00221/FUL)

PublicAccess for Planning - Application Comments (08/00221/FUL)

"Mrs Julie Francks", you have been sent this email because you or somebody else has submitted a comment on a Planning Application to Hinckley And Bosworth Borough Council using your email address.

A summary of your comments is provided below.

Comments were submitted at 09/04/2008 11:35:39 from IP 192.168.0.3.

Application Summary

Application Number:
08/00221/FUL

Address:
3 Cleveland Road
Hinckley
Leicestershire
LE10 0AJ

Monitor (Y) N
Date Received
Officer PM

Proposal:
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

Case Officer:
Mr P Metcalfe

Customer Details

Name:
Mrs Julie Francks

Address:
8 Cleveland Road
Hinckley
Leics

Monitor (Y) N
Date Received
Officer

Postcode:
LE10 0AJ

Email:
juliefrancks@myway.com

Phone Number:
01455 442238

Comments

Submission Type:
Customer objects to the Planning Application.

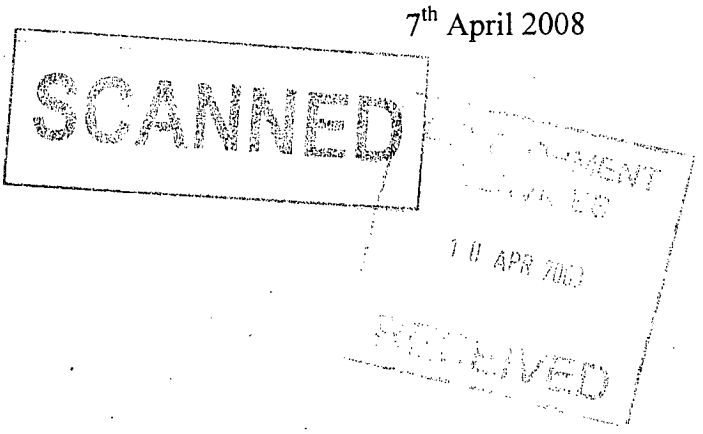
Comments:
The area around Cleveland Road has been saturated in recent years with developments of apartments. Due to this the area has major traffic issues with congestion and parking is a nightmare. Cleveland Road is a small road with houses of character on it, to demolish no. 3 and build 14 apartments would ruin what is still managing to be a nice road and add to the parking/traffic issues. I think the drainage problems with regard to Browning Drive would also be a major issue. All in all, its not wanted by all the

people that it affects, only by the people who want to get rich from it and are not concerned about the local impact.

PublicAccess for Planning. (c) CAPS Solutions Ltd.

Mr & Mrs. T .Pay,
30 Browning Dive,
Hinckley,
Leicestershire,
LE10 0SH

7th April 2008



Mr P Metcalfe,
Planning Office,
H.B.B C,
Council offices,
Argents Mead,
Hinckley,
Leicestershire
LE10 1BZ

Ref: 08/00221//FUL / **3 Cleveland Road, Hinckley, Leicestershire, LE10 OAJ**

Dear Sir,

After viewing the above plans our objections still apply **below,**
We noted that car parking spaces all seem to be facing onto our property, so we are concerned about the headlights at night.
We also noticed that the back part of the extension as now gone to 2 storey (previously one storey) and there now seems to be an excessive amount of windows overlooking out property which as mentioned before stands higher than our property. We feel strongly that will be detrimental to our privacy.

There is also the question of where the intended drainage is going to be for the car park area, as we currently suffer from drainage problems with excessive water coming from the top garden?

Again we are concerned about the wall at the bottom of our garden which belongs to the above property, there have been no provisions made on the plans to renewing this wall and we feel that the contractors are shying away from this subject matter as it would incur a great cost to them as they would lose the conifers, at present are acting as a screen. We are in the process of landscaping the back part of the garden and feel we would have to put this on hold until we know the outcome.
Also if it was to go ahead we would suffer with noise etc and invasion of our property for round about 1-2 years, so in theory we will not enjoy our garden for this long as I would not let my little girl play outside while they working near our back garden as fear of the wall collapsing.

- If this development went ahead there would also be added noise and inconvenience while the building work went on.

- With this proposed development to the rear of our property we believe that this overbearing development could decrease the value of the property and after we have spent thousands on an extension we would be very upset if this went ahead.

We feel a prominent house like this in a quiet residential area should not be demolished to create room for flats and car park as there are many other building plots which are better suited for development in the area.

We strongly recommend that a planning officer should come round and look at it from our point of view and you will also be able to see what affect this development could have on properties to the rear and see what bad state the wall is in currently.

Yours Sincerely

T. J. Pay

Mr & Mrs T. Pay

C H A R T E R E D S U R V E Y O R S

ANDREW GRANGER & CO

SCANNED

DEVELOPMENT SERVICES
10 APR 2008
RECEIVED

Mr P Metcalfe
Development Services
Hinckley & Bosworth Borough Council
Council Offices
Argents Mead
Hinckley
Leicestershire
LE10 1BZ

By fax and by post
Fax No. 01455 619897

09 April 2008

Our Ref: LA/600.H15/RCHH
Your Ref: 08/00221/FUL

Dear Mr Metcalfe

RE: MY CLIENTS, LEICESTER DIOCESAN BOARD OF FINANCE
3 CLEVELAND ROAD, HINCKLEY, LEICESTERSHIRE, LE10 0AJ
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

Thank you for your letter of 25th March notifying us of the planning application on the property adjacent to our Clients property.

I have the following comments : -

1. We remain very concerned to note that the proposed building is adjacent to the boundary with number 1 Cleveland Road. The mass of the building in terms of the side elevation and roof will be over-powering and will adversely affect the enjoyment of our Client's property and the street scene.

   We would also question how the applicants intent to construct this elevation and maintain it in the future.

   We would therefore request that the building should be moved back to its original proposed location which would reduce the extent of over-powering.

2. With regard to the windows in the elevation facing number 1 Cleveland Road, we note that there are 4 kitchen windows proposed (2 on the ground floor and 2 on the first floor). These windows directly face into our Client's property. We would therefore request that these windows be non-opening and glazed with obscured glass to prevent overlooking and to protect our Client's privacy.

RICS

2 High Street, Loughborough, Leicestershire, LE11 2PY
Tel: 01509 243720 Fax: 01509 266811
e-mail: Rupert.Harrison@andrewgranger.co.uk www.andrewgranger.co.uk

ANDREW GRANGER & CO

SCANNED

On the assumption that this matter will be dealt with by condition, we would also request that your Authority ensures that the condition requires that the glazing and the design of these windows cannot be subsequently be altered.

3. We note that the rear part of the site will principally comprise the car park. This could potentially have an adverse effect on the privacy/occupation of our Client's garden and would therefore request that, by condition, your Authority ensures that a suitable, solid, boundary treatment is applied to the boundary between the application property and number 1 Cleveland Road in order to ensure our Client's privacy and to limit any adverse effect from noise and lights from the vehicles using the car park.

If you should have any queries or require any further information with regard to the above, please do not hesitate to contact me.

Yours sincerely

R.C.H.HARRISON,Dip.Surv.,FRICS,FAAV.
ANDREW GRANGER & CO. LLP
Agents for the Leicester Diocesan Board of Finance – a Registered Charity
Direct Dial No. 01509 243727

Tiffany MacDonald

From: planning@hinckley-bosworth.gov.uk
Posted At: 09 April 2008 11:36
Conversation: PublicAccess for Planning - Application Comments (08/00221/FUL)
Posted To: Planning Application Comments

Subject: PublicAccess for Planning - Application Comments (08/00221/FUL)

PublicAccess for Planning - Application Comments (08/00221/FUL)

"Mrs Julie Francks" has used the PublicAccess for Planning website to submit their comments on a Planning Application. You have received this message because you are the Case Officer for this application or because this is a designated mailbox for PublicAccess comments submissions.

Comments were submitted at 09/04/2008 11:35:39 from IP 192.168.0.3.

Application Summary

Application Number:
08/00221/FUL

Address:
3 Cleveland Road
Hinckley
Leicestershire
LE10 0AJ

Proposal:
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

Case Officer:
Mr P Metcalfe

Customer Details

Name:
Mrs Julie Francks

Address:
8 Cleveland Road
Hinckley
Leics

Postcode:
LE10 0AJ

Email:
juliefrancks@myway.com

Phone Number:
01455 442238

Comments

Submission Type:
Customer objects to the Planning Application.

Comments:
The area around Cleveland Road has been saturated in recent years with developments of apartments. Due to this the area has major traffic issues with congestion and parking is a nightmare. Cleveland Road is a small road with houses of character on it, to demolish no. 3 and build 14 apartments would ruin what is still managing to be a nice road and add to the parking/traffic issues. I think the drainage problems with regard to Browning Drive would also be a major issue. All in all, its not wanted by all the people that it affects, only by the people who want to get rich from it and are not

concerned about the local impact.

PublicAccess for Planning. (c) CAPS Solutions Ltd.

Monitor Y N
Date Received
Officer P.M.

09 APR 2008

04 April 2008

Severn Trent Water

SEVERN TRENT WATER Ltd
Leicester Water Centre
Gorse Hill
Leicester LE7 7GU

Tel 0116 2343834
Fax 0116 2343035

Direct Line 0116 2343255

Contact Sam Slater
Your Ref
Our Ref SSL2[illegible]

SCANNED

Hinckley and Bosworth Borough Council
Planning Department
Council Offices
Argents Mead
Hinckley
Leicestershire
LE10 1BZ

For the attention of Mr P Metcalfe

Dear Sirs

Re: Application No. 08/00221/FUL
3 Cleveland Road Hinckley Leicestershire

With reference to the above planning application the company's observations regarding sewerage are as follows.

I confirm that Severn Trent Water Limited has NO OBJECTION to the proposal subject to the inclusion of the following condition.

Condition 1
The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

Reason
To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution.

If you require any further information please contact us on 0116 2343834.

Yours faithfully

SSlater

PP **Bill Walton**
Asset Protection Manager
Asset Protection - Waste Water (East)

A member of the Severn Trent Group

SEVERN TRENT

Registered in England & Wales Registration No. 2366686
Registered Office: 2297 Coventry Road Birmingham B26 3PU

REF 08/00921/FUL

35 Trinity Vicarage Rd
Hinckley
LE10 0BU

(6)

Dear Sir

With reference to the demolition of the house in Cleveland Rd & erection of 14 flats, I would like to object again, because whether they are 2½ or 3 stories high the people who live in top floor (because of the position of the property) would overlook all houses and gardens of the houses in a large area. They could expect all their privacy taken away whether they had high fences or not, they would be overlooked in their houses. As for the Church nobody lives in the roof and the factory is empty supposedly being considered for another block of flats.

Yours sincerely

J. L. Snell. (MRS)

SCANNED

Number 6
Date Received
Officer PM

From: planning@hinckley-bosworth.gov.uk
Posted At: 08 April 2008 19:25
Conversation: PublicAccess for Planning - Application Comments (08/00221/FUL)
Posted To: Planning Application Comments

Subject: PublicAccess for Planning - Application Comments (08/00221/FUL)

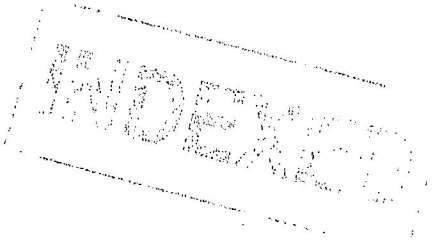
PublicAccess for Planning - Application Comments (08/00221/FUL)

"Mr T Pay and Mrs S Pay" has used the PublicAccess for Planning website to submit their comments on a Planning Application. You have received this message because you are the Case Officer for this application or because this is a designated mailbox for PublicAccess comments submissions.

Comments were submitted at 08/04/2008 19:25:14 from IP 192.168.0.3.

Application Summary

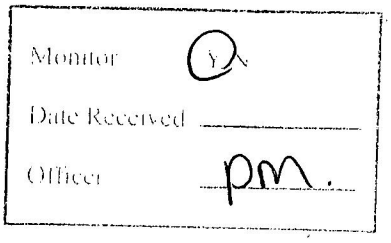
Application Number:
08/00221/FUL



Address:
3 Cleveland Road
Hinckley
Leicestershire
LE10 0AJ

Proposal:
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

Case Officer:
Mr P Metcalfe



Customer Details

Name:
Mr T Pay and Mrs S Pay

Address:
30 Browning Drive,
Hinckley,
Leicestershire
LE10 0SH

Postcode:
LE10 0SH

Email:
sarah.pay111@ntlworld.com

Phone Number:
01455 610956

Comments

Submission Type:
Customer objects to the Planning Application.

Comments:
Ref: 08/00221/FUL / 3 Cleveland Road, Hinckley, Leicestershire, LE10 OAJ

Dear Sir,
We the occupiers of 30 Browning Drive, strongly object to the proposed Planning application of 3 Cleveland Road

After viewing the above amended plans our objections still apply below,

We noted that the car parking spaces all seem to be facing onto our property, so we are concerned about the headlights at night.

We also noticed that the back part of the extension is now 2 storey high (previouslyone storey) and there now seems to be an excessive amount of windows overlooking our property which as mentioned before stands higher than our property .We feel strongly that this will be detrimental to our privacy.

There is also the question of where the intended drainage is going to be for the car park area, as we currently suffer from drainage problems with excessive water coming from the top garden.

Again we are concerned about the wall at the bottom of our garden which belongs to the above property, there have been no provisions made on the plans to renewing this wall and we feel the contractors are shying away from this subject matter as it would incur a great cost to them as they would lose the conifers, at present are acting as a screen. We are in the process of landscaping the back part of our garden and feel we would have to put this on hold until we know the outcome of this development. Also if it was to go ahead we would suffer with noise etc and invasion of our property for round about 1-2 years, so in theory we will not enjoy our garden for this long as I would not let my little girl play outside while they were working near our back garden for fear the wall collapsing.

We the occupiers of 30 Browning Drive, strongly object to the proposed Planning application of 3 Cleveland Road

We feel that this development would be to overbearing on the properties to the rear for the following reasons.

The proposed car park which will be directly behind our property will create excess noise from cars and residents, also extra lights from car headlamps, lights from flats and the extra lighting that will be needed for all night residential car park would also affect us. We find it unacceptable that the existing conifers and any additional planting or Acoustic fencing would be enough to stop this, as we sit lower than the existing garden of Cleveland Road and the car head lights will shine directly into our bedroom and bathroom windows.

We would also be concerned that the existing conifers would not be kept to reasonable height, as we have mentioned before, we sit lower down than the garden on Cleveland Road and at the moment the conifers stand on a very badly maintained concrete wall which is cracked and in desperate need of replacement. At the moment the height of the wall and trees is about 4.5m which already affects the sunlight to our garden.

We suffer bad drainage from the garden above and feel that this could get worse if the development went ahead as the car park will slope towards the house, will sufficient drainage be provided?

The wall at the bottom of our garden is a retaining wall to 3 Cleveland Road and is owned by 3 Cleveland Road, as I have mentioned before it is in need of replacement. Have provisions been made for this in the plans as it would involve removing the conifers to replace the wall, also you would need to gain access on our property to do this. We feel that the extra weight of construction traffic and the car park could bring this wall down at anytime or even after the development went ahead. I have a little girl and would worry if she was in the garden playing as this wall will not stand extra weight.

My husband has specialised in earth retaining systems for the last 25 years and knows what effect a retaining wall failing with so many trees planted so close to the back of the wall could have. Our other concern would be if the development went ahead, who would then be responsible for the wall and the fence that stands on top of this wall? We would be seeking guarantees that the retaining wall is structurally sound and if found not, to be replaced.

We feel the lack of privacy and security we currently have will be affected as the windows from the flats will overlook our property and also we feel it could create an opportunity for people to gain easy access to our garden and property from the car park.

If this development went ahead there would also be added noise and inconvenience while the building work went on.

With this proposed development to the rear of our property we believe that this overbearing development could decrease the value of the property and after we have spent thousands on an extension we would be very upset if this went ahead.

We feel a prominent house like this in a quiet residential area should not be demolished to create room for flats and car park as there are many other building plots which are better suited for development in the area.

We strongly recommend that a planning officer should come round and look at it from our point of view and you will also be able to see what affect this development could have on properties to the rear and see what bad state the wall is in currently.

Yours Sincerely

Mr & Mrs T. Pay

PublicAccess for Planning. (c) CAPS Solutions Ltd.

7 APR 2008
RECEIVED

10, Cleveland Road,
Hinckley,
Leicestershire,
LE100AJ

01455 631956
07974557563

Monitor
Date Received
Officer PM.

April 6th 2008.

Dear Trevor Prowse,

Demolition of existing building and erection of 14 apartments with associated works. 3, Cleveland Road, Hinckley, Leicestershire, LE10 0AJ. 08/00221/FUL

Having viewed the revised proposal for the above, I acknowledge that some consideration has now been given to the height and overall look of the building and that there has been an increase in the number of parking spaces and a reduction in the number of residents who might use them, I wish to formally object to the demolition of 3, Cleveland Road and subsequent erection of apartments.

The application makes several references to the approval of a care home in 2000 and attempts to align and compare itself to this application which was approved eight years ago! Much has changed in that time and therefore the comparison is simply **not** valid as it remains substantially out of date.

Since 2000, the use of Cleveland Road has altered considerably. The sheer volume of traffic has increased and the number of vehicles wishing to park here has increased significantly also. The town centre has undergone considerable alterations in terms of its usage, parking, access and traffic flow, which has in turn impacted greatly on the residents' of Cleveland Road.

Even the type of resident has altered since 2000. The majority of elderly occupants are no longer living here and the main occupancy is families. How can14 apartments inhabited by individuals or couples fit in or contribute positively to what is a road inhabited by families with children?

The document states that the house has proved difficult to sell, but this can be regarding as a meaningless statement considering the current housing market, the price that is being asked for it as a house and the return that the vendor may wish to obtain on his original investment. It is surely driven by the considerable investment that the owner has made in the property in the past which he feels can be substantially maximised by destroying a family home,

altering the usage and overall look of number three and creating yet more apartments.

Parking and access remains a considerable concern. The number of vehicles accessing the apartments is possibly equivalent to the total number of vehicles used by residents at this end of the road. Cleveland road requires fewer vehicles, not more. One parking space for each dwelling may well fit in with guidelines but not with reality. Many couples drive to work using separate cars....where will they park their vehicles....in Cleveland Road! Though off street parking is being made available, it is inevitable that there will be insufficient allocated parking for those with more than one vehicle or for their guests and visitors, which will impact on the already limited parking spaces available to existing residents.

I strongly believe that the building of apartments would negatively affect property values. I certainly would not have wanted to move here if there was a block of 14 apartments opposite my family home. When I do sell up and move on, I need to be able to sell my house as a family home in a family orientated road.

From information that I have obtained about existing apartment developments in Hinckley, it is increasingly apparent that a good number of apartments remain unoccupied, so I would ask the very simple question-does Hinckley actually need yet more apartments? If not, then why build them?

Currently, apartments are being built on commercial land where, for instance, factories have stood for many years. I would suggest that this policy is far more favourable than building on land where a family home stood and amongst other family houses. The alteration in usage; one family increased to 14 separate units is unwarranted in a location such as this.

Finally, I have lived in Cleveland Road for eight years now, moving here with my family because it was near the town, was a pleasant tree lined road and was made up of an assortment of family homes. In the last few years we have seen the trees removed and not replaced, despite our protests. Parking has become much more problematic due to a total lack of co-ordinated policy around parking for residents who live in homes near the town centre. As mentioned above, the apartments would make the parking issues even worse still and most likely create a lot of animosity toward those living in the apartments.

The very culture of Cleveland Road and of many other similar areas is directly under threat by the changes that have taken place in Hinckley over the past few years. The apartments by their very nature will negatively impact upon residents in Cleveland Road simply because a very different type of occupancy culture is being forced upon us. To impose this upon residents would be simply unjustified and very unfair on those of us who live in Cleveland road.
Through no fault of our own, a home owner finds that he cannot sell his home for the sum he had anticipated and therefore decides to demolish it and totally

alter the occupancy and use of the land. To agree to allow him to do this would set up a president which surely would permit future home owners to demolish their houses in order to increase their sale value.

I sometimes wonder whether the council actually wish for families and the retired to live near the town centre and I often get the feeling that, eventually, you will drive many of us away because we are so fed up with the constant battles with parking, noise and aesthetic changes to the area which add nothing to improve it or make our lives any easier. This would leave Hinckley town centre to the diminishing numbers of shoppers (daytime) and the increasing numbers of drunks (evenings).

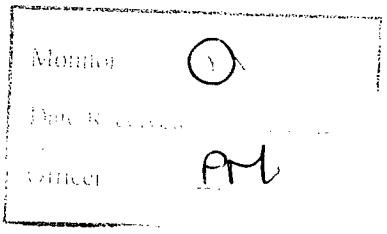
I trust that my comments and those of others living on Cleveland Road will be taken into consideration and the application will be refused again and in the future.

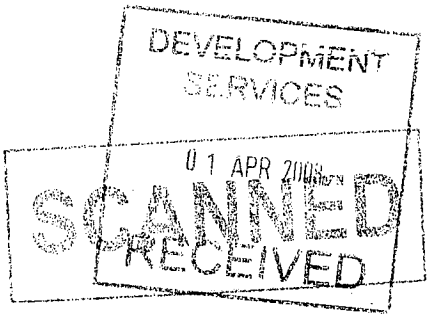
Yours sincerely,

Ian Wynd and family

Mr P & Mrs C Kendrick
36 Browning Drive
Hinckley
Leics
LE10 0SH

H.B.B.C.
Mr S Cheshire
Planning Office
Council Offices
Argents Mead
Hinckley
Leics
LE10 1BZ





1st April 2008

Reference: 3 Cleveland Road, Hinckley, Leics, LE10 0AJ / Planning Application 08/00221/FUL

Dear Sir,

We are writing to express our continuing strong objection to the proposed development at 3 Cleveland Road, Hinckley. We have concerns that the proposed development will have a negative affect, not just on ourselves but also on others within Browning Drive and the surrounding area:

In an already heavily congested area, there will be massive traffic disruption during demolition and construction, especially at peak traffic times, as well as a significant amount of dust pollution and extra noise.

Whilst the proposed building is smaller than previously proposed it is still massive and out of proportion with other dwellings in the area and, although not directly joined onto our property, will have many more windows to the rear elevation than the current property. This will almost certainly impact our privacy should the plan come to fruition.

Parking will also be a problem area with extra traffic movement and noise especially as the proposed car park is physically located nearer to our property than the one it is meant to serve. This will inevitably lead to extra light pollution from car headlights and fixed lighting in the car park.

Apart from the traffic issues above, a significant area of the building plot, which is currently laid mainly to lawn will be covered over with concrete to provide parking for 16 cars. This may cause drainage problems from excess build up or run-off of water during heavy rainfall. This may not affect our property directly but it will almost certainly have an impact on numbers 30, 32 and 34 as they are physically sited below the level of the proposed development.

That such a well-maintained and prominent property should be knocked down to create flats in an already fairly densely populated area, when there are many more suitable development opportunities within the local area beggars' belief.

Finally, we believe that this proposed project will have a further knock-on effect to the value of properties in the area; many residents, ourselves included, have spent a considerable amount of time and money in having extensions built and conservatories added. By adding so many extra residents to the area, this monstrous building will reduce the area's desirability to potential property buyers in the future.

Yours faithfully

SCANNED

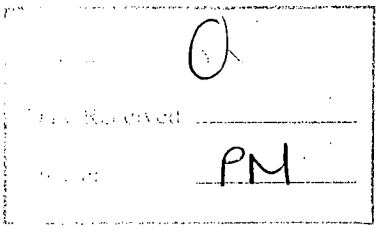
Mr Peter and Mrs Carol Kendrick.

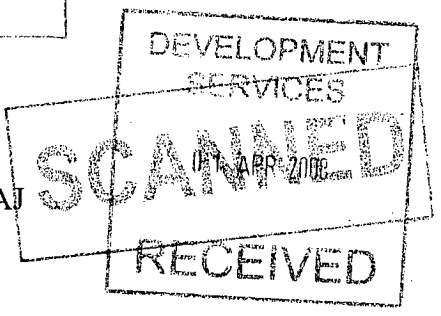
C Kendrick

Mr J & Mrs M Sheppard
38 Browning Drive
Hinckley
Leics
LE10 0SH

01455 448432

H.B.B.C.
Mr S Cheshire
Planning Office
Council Offices
Argents Mead
Hinckley
Leics
LE10 1BZ





31st March 2007

References: 3 Cleveland Road, Hinckley, Leics, LE10 0AJ
1. Planning Application 07/00294/OUT
2. Planning Application 07/01021/FUL
3. Planning Application 08//00221/FUL

Dear Sir,

We are writing to express our continued objection to the proposed building development at 3 Cleveland Road, Hinckley. Whilst many of the objections originally raised have been addressed to some degree, we retain strong concerns that the proposed development will have a detrimental affect, not just on ourselves, but on our neighbours in Browning Drive and the surrounding area in many ways:

1. During the demolition and construction phases of the proposed project alone there will be a significant amount of traffic disruption to an already congested area, especially at peak traffic times, as well as dramatically raised levels of dust and noise pollution.
2. Parking, we believe, will also be a key issue in years to come, should this application be approved. The plan calls for 10 x 2 bedroom apartments and 4 x 1 bedroom apartments, for which 16 parking spaces have been allowed. How do you propose to legislate against prospective tenants/owners from owning more than 1 vehicle? In an already congested traffic area, which is subject to yellow lines in several places, where do you think people will park those extra vehicles?
3. Apart from the traffic issues outlined in item 2 above, a significant area of the plot, known as 3 Cleveland Road, will be covered by concrete to provide the 16 car parking spaces. What extra measures will be taken to alleviate any drainage problem this may cause with water run-off/build up, especially in view of the extra rainfall predicted with climate change? Whilst this may not affect our property directly it will almost certainly impact our neighbours' houses as they are sited physically lower than the proposed development.

SCANNED

4. Indeed, my understanding is that some of my neighbours' properties already suffer from significant water run-off from this property as it stands.
5. Additionally, there will be extra light and noise pollution from vehicular movements that could go on all hours of the day and night as well as from fixed car-park lighting.
6. Whilst we currently enjoy good levels of privacy from this particular property, once the replacement building is in place, there will be many more windows looking out over the Browning Drive properties causing a subsequent loss of privacy for the even numbered houses at the top of Browning Drive, even allowing for the extra landscaping proposed.
7. Overall, we believe that the proposed development will have a negative effect on the residents in the area. Such a prominent, well-maintained property should not be knocked down to create potentially extra problems in a quiet residential area when a surplus of more suitable buildings for conversion exists in the local area.
8. Finally, we believe that this proposed project will have a further knock-on effect to the value of properties in the area, in that many residents have spent considerable time and money in having extensions built, conservatories added and so on. With such an eyesore of a building coming onto the scene, it will make properties in the local area much less attractive to potential buyers.

Yours faithfully

Mr J and Mrs M Sheppard

J Sheppard

Tiffany MacDonald

From: planning@hinckley-bosworth.gov.uk
Posted At: 28 March 2008 14:24
Conversation: PublicAccess for Planning - Application Comments (08/00221/FUL)
Posted To: Indexing Required

Subject: PublicAccess for Planning - Application Comments (08/00221/FUL)

PublicAccess for Planning - Application Comments (08/00221/FUL)

"Timothy Ward" has used the PublicAccess for Planning website to submit their comments on a Planning Application. You have received this message because you are the Case Officer for this application or because this is a designated mailbox for PublicAccess comments submissions.

Comments were submitted at 28/03/2008 14:23:34 from IP 192.168.0.3.

Application Summary

Application Number:
08/00221/FUL

Address:
3 Cleveland Road
Hinckley
Leicestershire
LE10 0AJ

Proposal:
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

Case Officer:
Mr P Metcalfe

Customer Details

Name:
Timothy Ward

Address:
Holy Trinity Vicarage
1 Cleveland Road
Hinckley
Leics

Postcode:
LE10 0AJ

Email:
vicar@holytrinityhinckley.org.uk

Phone Number:
01455 635711

Comments

Submission Type:
Customer objects to the Planning Application.

Comments:
I am a direct neighbour of the proposed development.
I object to the proposal because the new building would have a number of windows and doors which look directly into significant areas of our property: namely the master bedroom, kitchen, living-room, dining-room, patio and garden. Indeed some would only be just a very few feet away from our property, and the furthest just a few metres.

Monitor (Y)N
Date Received
Officer PM

All of the first floor windows facing us would intrude in this way, as would some of the ground-floor windows; (the only exception to this is perhaps the ground-floor window nearest the front of the devleopment). In addition there is no mention in the plans of these windows being of obscure glazing, or fixed. Any windows looking directly into our house or garden from such a short distance away would need at the very least to be both obscure-glazed and fixed.

Indeed, the level of intrusive overlooking has been worsened in these revised plans, since they now propose to have two doors on the rear wing, directly facing the middle part of our garden. Because our garden is a little lower than the garden of no.3, and because the existing fence (which the plans say is to be retained) is relatively low, people using the doors will look directly into our garden, patio, living-room and master bedroom. At the very least a much higher fence would need to be provided, for the privacy both of ourselves and of the residents of those flats.
The new planting which the plans propose only screens the car-park; it does nothing about this main issue of obtrusive overlooking.

Therefore when the revised plans state that the amenity of our property is now better protected, and that the criticisms of local residents have been listened to, I would argue that this is simply not the case with regard to our property.

PublicAccess for Planning. (c) CAPS Solutions Ltd.

Tiffany MacDonald

From: Mail Delivery System [Mailer-Daemon@mail1.extendcp.co.uk]
Posted At: 28 March 2008 14:32
Conversation: Mail delivery failed: returning message to sender
Posted To: Indexing Required

Subject: Mail delivery failed: returning message to sender

Member: OA
Date Received:
Officer: PM

This message was created automatically by mail delivery software.

A message that you sent could not be delivered to one or more of its recipients. This is a permanent error. The following address(es) failed:

  junk@holytrinityhinckey.org.uk
    (ultimately generated from vicar@holytrinityhinckley.org.uk)
    Unrouteable address

------ This is a copy of the message, including all the headers. ------

Return-path: <Planning@hinckley-bosworth.gov.uk>
Received: from mail by mail1.extendcp.com with spamvirus-scanned (Exim 4.42)
      id 1JfFct-0003IL-82
      for vicar@holytrinityhinckley.org.uk; Fri, 28 Mar 2008 14:32:19 +0000
X-Spam-Flag: YES
X-Spam-Checker-Version: SpamAssassin 3.1.8 (2007-02-13) on mail1.extendcp.co.uk
X-Spam-Level: *****
X-Spam-Status: Yes, score=6.0 required=5.0 tests=MSGID_DOLLARS,NO_REAL_NAME,
      RATWARE_MS_HASH,RATWARE_OUTLOOK_NONAME autolearn=disabled version=3.1.8
X-Spam-Report:
      * 0.6 NO_REAL_NAME From: does not include a real name
      * 2.2 MSGID_DOLLARS Message-Id has pattern used in spam
      * 1.4 RATWARE_MS_HASH Bulk email fingerprint (msgid ms hash) found
      * 1.9 RATWARE_OUTLOOK_NONAME Bulk email fingerprint (Outlook no name)
      *   found
Received: from [195.224.71.194] (helo=hinckley-bosworth.gov.uk)
      by mail1.extendcp.com with esmtp (Exim 4.42)
      id 1JfFct-0003Hz-59
      for vicar@holytrinityhinckley.org.uk; Fri, 28 Mar 2008 14:32:15 +0000
From: <planning@hinckley-bosworth.gov.uk>
To: <vicar@holytrinityhinckley.org.uk>
Subject: PublicAccess for Planning - Application Comments (08/00221/FUL)
Date: Fri, 28 Mar 2008 14:23:34 -0000
Message-ID: <000501c890df$4e87ab80$0500a8c0@ARGENT03>
MIME-Version: 1.0
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      charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable
Received-SPF: none (mail1.extendcp.co.uk: 195.224.71.194 is neither permitted nor
denied by domain of hinckley-bosworth.gov.uk) client-ip=195.224.71.194; envelope-
from=Planning@hinckley-bosworth.gov.uk; helo=hinckley-bosworth.gov.uk;

PublicAccess for Planning - Application Comments (08/00221/FUL)

"Timothy Ward", you have been sent this email because you or somebody = else has
submitted a comment on a Planning Application to Hinckley And = Bosworth Borough
Council using your email address.

A summary of your comments is provided below.

Comments were submitted at 28/03/2008 14:23:34 from IP 192.168.0.3.

Application Summary

Application Number:=20
08/00221/FUL

Address:=20

INDEXED

3 Cleveland Road
Hinckley
Leicestershire
LE10 0AJ

Proposal:=20
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH = ASSOCIATED WORKS (REVISED SCHEME)

Case Officer:=20
Mr P Metcalfe

Customer Details

Name:=20
Timothy Ward

Address:=20
Holy Trinity Vicarage
1 Cleveland Road
Hinckley
Leics

Postcode:=20
LE10 0AJ

Email:=20
vicar@holytrinityhinckley.org.uk

Phone Number:=20
01455 635711

Comments

Submission Type:=20
Customer objects to the Planning Application.

Comments:=20
I am a direct neighbour of the proposed development.
I object to the proposal because the new building would have a number of = windows and doors which look directly into significant areas of our =
property: namely the master bedroom, kitchen, living-room, dining-room, = patio and garden. Indeed some would only be just a very few feet away = from our property, and the furthest just a few metres.

All of the first floor windows facing us would intrude in this way, as = would some of the ground-floor windows; (the only exception to this is = perhaps the ground-floor window nearest the front of the devleopment). = In addition there is no mention in the plans of these windows being of = obscure glazing, or fixed. Any windows looking directly into our house = or garden from such a short distance away would need at the very least = to be both obscure-glazed and fixed.

Indeed, the level of intrusive overlooking has been worsened in these = revised plans, since they now propose to have two doors on the rear = wing, directly facing the middle part of our garden. Because our garden = is a little lower than the garden of no.3, and because the existing = fence (which the plans say is to be retained) is relatively low, people = using the doors will look directly into our garden, patio, living-room = and master bedroom. At the very least a much higher fence would need to = be provided, for the privacy both of ourselves and of the residents of = those flats.
The new planting which the plans propose only screens the car-park; it = does nothing about this main issue of obtrusive overlooking.

Therefore when the revised plans state that the amenity of our property = is now better protected, and that the criticisms of local residents have = been listened to, I would argue that this is simply not the case with = regard to our property.

PublicAccess for Planning. (c) CAPS Solutions Ltd.

PLANNING APPLICATION COMMENT SHEET

04.03.2008 **08/00221/FUL**
COMM **CTF**

3 Cleveland Road Hinckley
DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)
Applicant : Ms Lisa Jude

ENVIRONMENTAL SERVICES COMMENTS.

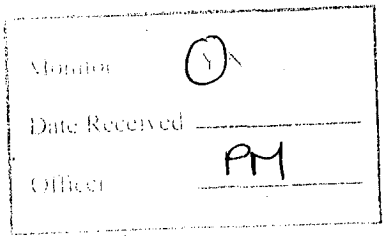
A threefold increase in paved/roofed area will result from the proposed development.

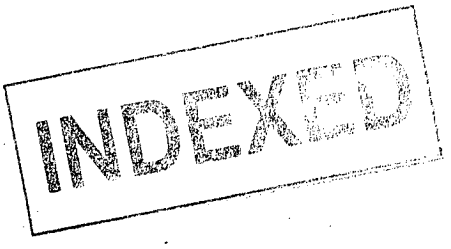
The existing 'combined' sewerage network in the locality is likely to have limited capacity, and the opportunity should be taken to relieve this system of unnecessary surface water as and when 'brownfield' development occurs within its drainage area.

It is important, therefore, that a sustainable drainage approach is applied to surface water management in the proposed development. The preferred use of infiltration devices (soakaways, pervious paving, filter drains, etc.) will depend on suitably permeable ground strata and the site being free from a ground contamination legacy of previous land use; but runoff attenuation - alone or in combination with infiltration - should be considered if the preferred SUDS methods based solely on infiltration are shown to have limited application.

Suggested condition:

Development shall not begin until drainage details, incorporating sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, have been submitted to and approved by the Council, and the scheme shall subsequently be implemented in accordance with the approved details before the development is completed.





C Brown
Land drainage Engineer
Date 25/03/08



Alison White

From:	gwen.howard@environment-agency.gov.uk
Posted At:	25 March 2008 10:17
Conversation:	Environment Agency Response to: LT/2008/104970/01-L01
Posted To:	Planning Folder
Subject:	Environment Agency Response to: LT/2008/104970/01-L01

PlanningProposal.rtf (46 KB)

3, Cleveland Road, Hinckley, Leicestershire

LPA ref: 08/00221/FUL

The proposal has been reviewed and I enclose the Environment Agency's comments on:

Information in this message may be confidential and may be legally privileged. If you have received this message by mistake, please notify the sender immediately, delete it and do not copy it to anyone else. We have checked this email and its attachments for viruses. But you should still check any attachment before opening it. We may have to make this message and any reply to it public if asked to under the Freedom of Information Act, Data Protection Act or for litigation. Email messages and attachments sent to or from any Environment Agency address may also be accessed by someone other than the sender or recipient, for business purposes. If we have sent you information and you wish to use it please read our terms and conditions which you can get by calling us on 08708 506 506. Find out more about the Environment Agency at www.environment-agency.gov.uk

DEVELOPMENT SERVICES
25 MAR 2008
RECEIVED

INDEXED

Hinckley & Bosworth Borough Council
Development Control
Council Offices Argents Mead
Hinckley
Leicestershire
LE10 1BZ

Our ref: LT/2008/104970/01-L01
Your ref: 08/00221/FUL

Date: 25 March 2008

Number 1
Date Received
Officer PM.

Dear Sir

DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS
3 CLEVELAND ROAD, HINCKLEY, LEICESTERSHIRE, LE10 0AJ.

Thank you for referring the above application which was received on 25 March 2007.

The Agency has no objection to the proposed development.

Yours faithfully

MRS GWEN HOWARD
Planning Liaison Officer

Direct dial 0115 846 3699
Direct fax 0115 846 2681
Direct e-mail gwen.howard@environment-agency.gov.uk

Item: 06

Reference: 08/00221/FUL

Applicant: Sycamore Developments

Location: 3 Cleveland Road Hinckley Leicestershire LE10 0AJ

Proposal: DEMOLITION OF EXISTING DWELLING AND ERECTION OF 14 NO. APARTMENTS WITH ASSOCIATED WORKS (REVISED SCHEME)

Introduction:-

This is a full application for the demolition of a dwelling and the erection of 14 flats at 3 Cleveland Road, Hinckley.

The application site is located in a predominantly residential area to the west of Hinckley town centre. Cleveland Road consists of a mix of residential properties of differing styles and sizes. To the rear of the site are more modern residential properties on Browning Drive. The application site currently accommodates a large detached three storey property with attached double garage. The existing property has a hipped roof with a central three storey projecting gable to the front elevation. The property is finished in render and plain clay tiles. The plot is rectangular in nature and largely flat though properties and gardens on Browning Drive are 2-3 metres lower than the application site.

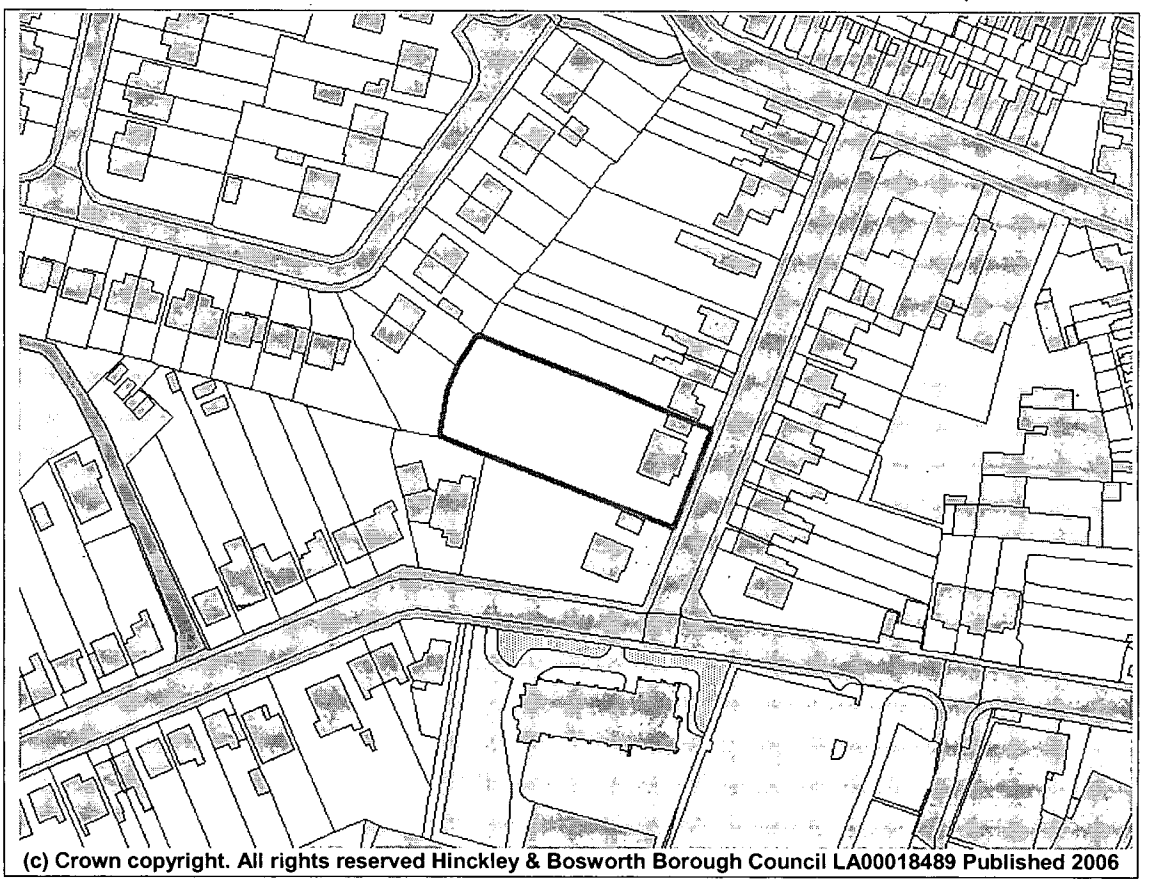
The application proposes 10 two-bedroomed apartments and four one-bedroomed apartments accommodated within a two and a half storey building with a two storey rear wing. A new access from Cleveland Road providing access to 16 car parking spaces to the rear of the site is also proposed.

The application site was subject to a previous application for the erection of 14 apartments which was withdrawn in November 2007.

The information submitted with the application includes a design and access statement which states that the proposed apartments reflect the local vernacular and will therefore be sympathetic to the character of the local area.

History:-

07/01021/FUL	Demolition of existing building and erection of 14 apartments and associated works	Withdrawn	15.11.07
00/00409/FUL	Extension to dwelling and erection of garage and store	Approved	13.06.00
00/00055/COU	Change of use to residential care home	Approved	02.03.00



Consultations:-

No objection has been received from The Environment Agency.

No objection subject to conditions have been received from:-

Head of Community Services (Land Drainage)
Severn Trent Water Ltd.

As a result of the Developer Contributions consultation, Leicestershire County Council has the following comments:

a) Director of Community Services (Ecology) - Request bat bricks and boxes be incorporated into the scheme.
b) Director of Children and Young People's Service (Education) - Do not request a contribution as there is surplus capacity in the local primary, high and upper schools.
c) Head of Commercial and Support Services (Libraries)- Request £650 towards the costs of books, materials and other facilities.
d) Director of Highways, Transportation and Waste Management (Civic Amenity) - Request £590 towards improved civic amenity site infrastructure at Barwell.

The Primary Care Trust requests a contribution of £8,162 to enhance healthcare facilities and services.

The Leicestershire Constabulary Crime Reduction Officer does not object to the application but raises the following points:

a) The layout offers benefits to site security as there is good provision to deter unauthorised entry.
b) Lighting should be to BS5489
c) The site is non-permeable

d) Landscaping should not impede the opportunity for natural surveillance
e) There are no major concerns regarding recessed areas
f) The location of the car parking will deter offenders having to travel within the site and the orientation of the spaces allows good natural observation between vehicles.
g) Limited CCTV coverage could create a significantly safer area.

Initial comments from the Director of Highways, Transportation and Waste Management (Highways) do not object to the scheme but have requested amendments to the scheme to include additional parking provision. Their formal comments will be reported as a late item.

Site notice and Press notice were displayed and neighbours notified, 9 letters of objection have been received raising the following concerns:-

a) Overlooking of neighbouring properties
b) Dust and noise pollution from construction
c) Traffic disruption from construction
d) Lack of parking provision
e) Drainage problems from additional run off
f) Additional light and noise pollution from vehicles
g) Impact of car park lighting on neighbouring properties
h) Loss of existing property
i) Impact on property values
j) Hinckley does not need further apartments
k) Overbearing on properties to the rear
l) Impact on security of neighbouring properties
m) Potential for wall to rear of site to collapse following construction work
n) More suitable plots for development
o) Impact on street scene
p) Will worsen congestion problems
q) Property could be converted rather than major redevelopment
r) Poor visibility of access
s) Additional volume of traffic.

Development Plan Policies:-

National Policy

Planning Policy Statement 3 - Housing, encourages the use of previously developed land within urban areas in preference to the development of greenfield sites for housing. This statement sets out 30 dwellings per hectare as the national indicative minimum. The Policy states that good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities.

Planning Policy Guidance Note 13 - Transport sets out national transport planning policy. With regards to parking provision this states that Local Authorities should 'not require developers to provide more spaces than they themselves wish' and that 'reducing the amount of parking in new development is essential, as part of a package of planning and transport measures, to promote sustainable travel choices'.

Local Plan

The site lies within the settlement boundary for Hinckley as identified in the adopted Hinckley and Bosworth Local Plan.

Policy RES5 of the adopted Hinckley and Bosworth Local Plan assesses proposals for residential development on unallocated sites. Planning permission will only be granted if the

site lies within the boundaries of an urban area or rural settlement and the siting, design and layout of the proposal do not conflict with relevant plan policies.

Policy BE1 requires high quality design which complements or enhances the surrounding area and adjacent properties in terms of mass, scale, design, density, materials and architectural features while retaining adequate amenity and privacy.

Policy T5 applies County Council highway standards to new developments in terms of both highway design and parking targets unless a different level of provision can be justified.

Policy REC3 requires all new residential development to provide outdoor play space for children.

Other Guidance

Further guidance is provided within the Borough Council's Supplementary Planning Guidance for residential development and the Play and Open Space Supplementary Planning Guidance.

Appraisal:-

The main considerations with regards to this application are:-

a) Principle of residential development
b) Density
c) Layout and design
d) Impact on neighbours
e) Access and parking provision
f) Contributions
g) Other considerations.

Principle of residential development

The site is located within the settlement boundary of Hinckley and is within a residential area. The site would be classified as brownfield under annex B of PPS3. Residential redevelopment is therefore considered acceptable in principle. The scale of development was below the affordable housing threshold at the time of submission therefore no affordable units are required.

Density

The scheme proposes 14 dwellings on a site of 0.15 hectares which equates to 93 dwellings per hectare. While this is higher than densities proposed in PPS3 it reflects the sustainable position of the site and seeks to make the best use of urban land as set out in the statement.

Layout and design

The application proposes a single block set back from Cleveland Road a similar distance to the existing house and neighbouring properties. The depth of the proposed building is greater than the existing but given the separation between the proposed and the neighbouring properties, the increased projection to the rear is not considered detrimental.

The design of the proposal seeks to replicate a terrace of properties presenting four doors to Cleveland Road. Two projecting gables to the front elevation reflect the design of the existing property while the proposed segmented arches, dentil course, eaves detail and window proportions reflect the characteristics of Cleveland Road. The height of the

proposal is the same as the existing building. The hipped roof reduces the mass of the proposal and again reflects the design of the existing property.

The mass of the proposal reflects the dominance of the existing building in the street scene. The inclusion of the multiple doorways, projecting gables and mix of brickwork and render will break up the mass and add to the appearance of a terrace of properties.

The design is considered to be similar in scale and take design leads from the existing building and is therefore considered a suitable replacement.

Impact on neighbours

The proposed design of the main building includes five side facing windows towards no. 5 Cleveland Road. No. 5 has only ground floor side facing windows which will look towards the boundary treatment and the proposed bin store. Overlooking in this direction is therefore not considered to be a concern.

The main block also has four windows facing no. 1 Cleveland Road which all serve kitchens. These will look towards the detached garage of no. 1 and therefore will not overlook the side facing windows in this property.

The design of the proposed building includes a centrally positioned rear wing. This includes three first floor windows serving bedrooms facing towards no. 5 Cleveland Road. The windows are 10 metres from the boundary with no. 5 which contains considerable screening proposed to be retained. 12 metres is considered an acceptable distance from windows to private rear amenity space. Given the separation distance proposed and that the windows are not overlooking immediately behind the property, which is considered to be the most private amenity space, the proposed relationship is considered acceptable.

Similarly, two windows on the rear wing face towards no. 1 Cleveland Road. One of these serves a bedroom while the other serves a landing which is not considered to be an overlooking concern. In this instance, the distance to the boundary is 8.5 metres with a large tree proposed to be retained between the window and the boundary. No. 1 is separated from the proposed development by its garage therefore again any overlooking will not be of the private amenity space immediately behind the property.

Access and Parking Provision

The access has been amended following the withdrawal of the previous scheme. While formal comments from the Director of Highways, Transportation and Waste Management (Highways) are awaited the radii and visibility of the access appears to meet the specification requested by highways for the previous scheme.

The access leads to 16 car parking spaces to the rear of the site. Highways have requested amended plans to accommodate further parking spaces at the expense of landscaping. Amended plans have been requested which accommodate further parking without the loss of landscaping to the site boundaries.

The development proposes 10 two-bedroomed flats and four one-bedroomed flats. The former would be expected to be served by 1.5 spaces per unit requiring a total of 15 spaces while the one-bedroomed apartments can be served by a single space each. This would create a total requirement of 19 spaces. It is considered that the alterations which will be presented as a late item can accommodate at least a further two spaces which create 18 on the site. Given the sustainable location close to the town centre services and alternative travel choices and the emphasis on reducing parking provision in PPG13 it is not considered that a refusal on lack of parking could be sustained at appeal.

Contributions

Contributions have been requested of £650 towards libraries, £590 towards civic amenity and the Primary care Trust requests £8,162. Contributions towards Play and Open Space can be sought as the proposal is within 400 metres of Hollycroft Park. In this instance a contribution of £1,241 per dwelling can be sought towards improvements to the park as set out in the Green Space Strategy 2005-2010.

The applicant has submitted a draft Section 106 agreement to address these contributions.

Other Considerations

While the loss of the building has been raised as a concern, it is not listed nor considered suitable for such status. The site is also not within a Conservation Area therefore there is no statutory protection of the building and it could be demolished if the requisite notifications were submitted. The retention of the building is therefore not within the control of the Authority, only the design of a suitable replacement.

Similar concerns have requested that the existing building should be converted or that there are more suitable sites for development within Hinckley. While this may be the case, the application has been submitted for this scheme and it has to be determined on its merits. Other potential uses for the site are not a consideration of the application.

Concerns have been raised regarding noise and dust from construction work, this is considered to be temporary in nature and not grounds for refusing an application. The impact on property prices is not an issue relevant to the determination of this application.

Conclusions

The application proposes redevelopment of a site for residential use which is considered acceptable in principle. The scheme has been amended to create an acceptable design reflecting the characteristics of the street while not being any higher than the existing building. While the formal comments from highways are awaited they are not expected to object to the scheme subject to the inclusion additional parking spaces. The scheme is therefore considered acceptable subject to the completion of a Section 106 agreement.

RECOMMENDATION:- That subject to the execution of an Agreement under Section 106 of the Town and Country Planning Act 1990 and Section 111 of the Local Government Act 1972 to provide financial contributions towards play and open space, libraries, civic amenity, and Primary Care Trust and subject to no further significant additional objections being raised by the end of the consultation period, the Director of Community and Planning Services be granted powers to issue Planning Permission subject to the conditions below. Failure to complete the agreement by the 9th June 2008 may result in the application being refused:-

SUMMARY OF DECISION - The proposal is in conformity with Policies RES5, BE1, T5, NE12 and REC3 of the Hinckley and Bosworth Local Plan. Planning permission is granted subject to conditions.

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

2 Before any development commences, representative samples of the types and colours of materials to be used on the external elevations of the proposed apartments and bin store shall be deposited with and approved in writing by the Local Planning Authority, and the scheme shall be implemented in accordance with those approved materials.

3 The approved hard and soft landscaping scheme shall be carried out in accordance with the approved details. The soft landscaping scheme shall be maintained for a period of five years from the date of planting. During this period any trees or shrubs which die or are damaged, removed, or seriously diseased shall be replaced by trees or shrubs of a similar size and species to those originally planted at which time shall be specified in writing by the Local Planning Authority.

4 The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

5 Notwithstanding the submitted details, before the commencement of development, details of all means of enclosure and boundary treatments should be submitted to and agreed in writing by the Local Planning Authority and the development shall be implemented in accordance with the approved details. This details shall include details of an acoustic screen between the proposed access and 5 Cleveland Road.

6 This permission relates to the application as revised by amended plan **** received by the Local Planning Authority on ****.

7 The car parking and any turning facilities shown on approved plan xxx shall be provided before the dwelling is first occupied and shall thereafter permanently remain available for such use unless otherwise agreed in writing by the Local Planning Authority.

8 Before first occupation of any of the apartments hereby permitted, its access drive and any turning space shall be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and shall be so maintained at all times.

9 Prior to the commencement of development, the existing vehicular access to Cleveland Road shall be closed permanently and the existing vehicular crossing reinstated in accordance with a scheme that has been submitted to the Local Planning Authority in consultation with the Highway Authority and agreed in writing. The development shall then be implemented in accordance with the approved scheme.

10 For the period of the construction of the development within the site, vehicle wheel cleansing facilities shall be provided within the site and all vehicles exiting the site shall have all tyres and wheels cleaned, as may be necessary, before entering the Highway.

Reasons :-

1 To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2 To ensure that the development has a satisfactory external appearance to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.

3 To ensure that the work is carried out within a reasonable period and thereafter maintained to accord with policy NE12 of the adopted Hinckley & Bosworth Local Plan.

4 To ensure the development is provided with satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution to accord with Policy NE14 of the adopted Hinckley & Bosworth Local Plan.

5 To ensure that the proposed boundary treatments minimise noise and disturbance from the proposed access drive and car park area to accord with policy T5 of the adopted Hinckley & Bosworth Local Plan.

6 To define the permission.

7 To ensure that adequate off-street parking facilities are available to accord with policy T5 of the adopted Hinckley & Bosworth Local Plan.

8 To reduce the possibility of deleterious material being deposited in the highway (loose stones etc) to accord with Policy T5 of the adopted Hinckley & Bosworth Local Plan.

9 To reduce the number of vehicular accesses to the site and consequently to reduce the number of potential conflict points to accord with Policy T5 of the adopted Hinckley & Bosworth Local Plan.

10 To reduce the possibility of deleterious material (mud, stones etc) being deposited in the highway and becoming a hazard for road users to accord with Policy T5 of the adopted Hinckley & Bosworth Local Plan.

Notes to Applicant:-

1 Bats, nesting birds, great crested newts and certain other species are protected by law. If any such species are discovered before or during the works the works must be suspended and the local office of Natural England contacted for advice.

2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.

3 Condition 4 refers to drainage. The submitted details shall incorporate sustainable urban drainage principles for surface water management either through infiltration or runoff attenuation depending on the suitability of ground strata.

Contact Officer:- Mr P Metcalfe Ext 5740

PLANNING COMMITTEE LATE ITEM

Committee Date: 6 May 2008	**Item Number: 06**
Reference: 08/00221/FUL	**Applicant: Sycamore Developments**
Location: 3 Cleveland Road Hinckley Leicestershire LE10 0AJ	

Consultations:-

The Ward Member has objected to the application on the following grounds:

a) Introduction of multi-occupation in an area of family homes
b) Insufficient parking
c) Housing market is overloaded with flats

One further letter of objection has been received raising the same concerns as reported in the main agenda.

Head of Corporate and Scrutiny Services (Green Spaces) has raised no concerns with the proposed landscaping but has requested some additional planting and substitution of species which will be required by condition.

The Director of Highways, Transportation and Waste Management (Highways) raises no objection subject to standard conditions. Their comments note that there is likely to be scope for an additional 4-5 vehicles to park on the site access road without compromising highway safety at the access.

Appraisal:-

An amended plan has been submitted which shows an additional two car parking spaces increasing the level of parking to 18 spaces for the 14 flats which equates to 128%. This level of parking provision is acceptable to highways Officers and considered to be in accordance with PPG13. The recent inspectors decision at the nearby Mill Hill Business Centre, while dismissing the appeal, accepted 25 spaces for the proposed 24 units which included houses as well as flats. In that instance a provision of 104% was considered acceptable. The proposed level of parking is therefore in excess of that recently considered acceptable by an inspector and is considered acceptable for this proposal.

Further discussions have taken place with the applicant's agent regarding the side facing windows which face towards no. 1 Cleveland Road. While a large garage will provide some screening it has been agreed that the first floor kitchen windows will be obscured as these rooms benefit from additional windows facing down the garden.

Recommendation:-

Amend condition 5 to include retention of existing hedging.
Amend conditions 6 and 7 to refer to plan 1019-101-C received on the 25th April 2008.

Additional conditions:

11) Non-Standard landscaping condition.
12) Non-standard condition to require side facing first floor kitchen windows on the southern elevation to be obscured and fixed.
13) Standard gate set back condition
14) Standard access visibility condition
15) Standard construction parking condition
16) Standard cycle parking condition
17) Standard pedestrian visibility condition
18) Standard vehicle visibility condition
19) Standard access width condition.
20) Non-standard condition requiring details of bin store

HINCKLEY AND BOSWORTH BOROUGH COUNCIL

PLANNING COMMITTEE

6 MAY 2008 AT 6.30 PM

PRESENT: MR P HALL - CHAIRMAN
MR R MAYNE - VICE-CHAIRMAN

Mrs M Aldridge, Mr JG Bannister, Mr JC Bown, Mr MB Cartwright, Mr WJ Crooks, Mr DM Gould, Mrs A Hall, Mr DW Inman, Mr CG Joyce, Mr LJP O'Shea, Mr BE Sutton and Mr R Ward.

In accordance with Council Procedure Rule 4.4 Mr PR Batty, Mr DC Bill, Mr SL Bray and Mrs B Witherford also attended the meeting.

Officers in attendance: Mrs J Cooper, Mr D Darlington, Mr C Merriman, Miss R Owen, Mr T Prowse, Mr M Rice and Mr R Wright.

588 APOLOGIES AND SUBSTITUTIONS

Apologies for absence were submitted on behalf of Mr JD Cort and Mr K Nichols and the substitution of Mr R Ward for Mr Cort authorised in accordance with Council Procedure Rule 4.3. It was noted that since the agenda had been prepared, written resignation from the Planning Committee had been received from Mrs J Richards.

589 MINUTES (P83)

It was moved by Mr Cartwright and seconded by Mr O'Shea that Mrs Richards' resignation from the Planning Committee during the meeting on 8 April 2008 be recorded in the minutes. Upon being put to the vote the amendment was carried.

On the motion of Mr Bown, seconded by Mr Bannister it was

RESOLVED – the minutes of the meeting held on 8 April 2008 be confirmed subject to the above amendment and signed by the Chairman.

590 DECLARATIONS OF INTEREST

No declarations were made at this time.

591 THE FUTURE OF BUILDING CONTROL (P85)

Members were advised of the recent consultation on Building Control matters by the Department of Communities and Local Government (DCLG).

Mr Bill arrived at 6.49pm.

RESOLVED – the report be noted and the response contained in appendix 1 of the report be endorsed.

592 TOWN AND COUNTRY PLANNING ACT 1990 - APPLICATIONS TO BE DETERMINED (P84)

The Committee considered a schedule of planning applications, together with a list of late items, and the recommendations of the Director of Community and Planning Services.

It was agreed that the recommendations of the Director of Community and Planning Services contained in the schedule submitted be approved subject to the following:

(a) 08/00137/COU – Burbage Liberal Club, 21 Lutterworth Road, Burbage – Mr E Kilpatrick

Members expressed concern with regard to noise from the kitchen of the establishment due to the location of the kitchen near to residents. It was moved by Mr Crooks and seconded by Mr O'Shea that a condition be added which would necessitate agreement of layout with the Local Planning Authority in order to move the kitchen. Upon being put to the vote, the amendment was CARRIED.

Further concern was expressed with regard to the lack of parking on the site for the proposed 134 covers intended by the restaurant. It was moved by Mr Inman and seconded by Mr Mayne that a further condition be added restricting the use to ground floor only. Upon being put to the vote, this amendment was CARRIED.

It was therefore

RESOLVED – the application be approved subject to the conditions contained within the report and the following additional conditions:

7) Notwithstanding the submitted plans, details of the proposed internal floor layout shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

8) Notwithstanding the submitted details food shall only be served on, and the public shall only have access to, the ground floor of the premises, unless otherwise agreed in writing by the Local Planning Authority.

(b) 08/00141/FUL – Woodlands Nurseries, Ashby Road, Stapleton – Wyevale Garden Centres Ltd

Attention was drawn to the amended recommendation in the late items. It was moved by Mr Bown, seconded by Mr Bannister and

RESOLVED – subject to no new significant additional objections being raised by the end of the consultation period expiring on 10 May 2008, the Director of Community and Planning Services be granted powers to issue planning permission subject to the conditions in the main report and late items.

(c) 08/00160/FUL – Land Rear of Breach Farm, Breach Lane, Earl Shilton – Mr T Abbott

Attention was drawn to the amended recommendation in the late items. It was moved by Mr Sutton, seconded by Mr Bannister and

RESOLVED – subject to no new significant additional objections being received by the end of the consultation period expiring on 12 May 2008, the Director of Community and Planning Services be granted delegated powers to issue planning permission subject to the conditions in the main report and late items.

(d) 08/00221/FUL – 3 Cleveland Road, Hinckley – Sycamore Developments

Mr Sutton left the meeting at 8.00pm and returned at 8.02pm.

Notwithstanding the officer's recommendation to approve this application, Members felt that the proposal was contrary to policy BE1 in terms of in terms of mass, scale, design, overbearing nature and density and had inadequate parking provision. It was moved by Mr Inman and seconded by Mr Mayne that the application be refused for these reasons.

The Director of Community and Planning Services requested that voting be recorded on this item. The vote was recorded as follows:

Messrs Bannister, Crooks, Inman, Joyce, Mayne, Sutton and Ward voted FOR the amendment (7).

Mr Gould voted AGAINST the amendment (1).

Mrs Aldridge, Mr Bown, Mr Cartwright, Mrs Hall, Mr Hall and Mr O'Shea abstained from voting.

The amendment was therefore declared CARRIED. It was

RESOLVED – the application be refused for the following reasons:

1) In the opinion of the Local Planning Authority, the proposed development by reason of its density, mass, scale, design and overbearing nature would not compliment or enhance the character of Cleveland Road and Browning Drive and would adversely affect the occupiers of these neighbouring properties. The proposal is therefore contrary to policy BE1 of the adopted Hinckley and Bosworth Local Plan and Planning Policy Statements 1 and 3.

2) In the opinion of the Local Planning Authority, the inadequacy of parking provision will exacerbate on street parking and congestion in the surrounding road system contrary to policy BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.

3) In the opinion of the Local Planning Authority, the lack of any definitive financial contribution to address the increase in pressure placed on library facilities, waste facilities and health by the proposed development would not accord with Circular 5/05 and Policy IMP1 of the adopted Hinckley and Bosworth Local Plan.

4) In the opinion of the Local Planning Authority the lack of any financial contribution to address the increase in pressure placed on play and open space facilities of the local area by the proposed development would not accord with Circular 5/05, Policies REC3 and IMP1 of the adopted Hinckley and Bosworth Local Plan, and the Borough Council's Supplementary Planning Guidance on Play and Open Space (October 2002).

Mr Bill, Mr Bown, Mr Bray, Mr Crooks and Mrs Witherford left the meeting at 8.36pm. Messrs Bown and Crooks returned at 8.42pm. Messrs Gould and Mayne left at 8.42pm and returned at 8.45pm.

(e) 08/00326/FUL – 7 Tudor Grove, Groby – Mrs J Axon

Attention was drawn to the amendments in the late items. It was moved by Mr Crooks, seconded by Mr Sutton and

RESOLVED – subject to Severn Trent Water/Land Drainage Engineer being satisfied with the additional drainage information provided, the Director of Community and Planning Services be granted powers to issue Planning Permission subject to the conditions contained within the report and late items.

593 APPEALS LODGED AND DETERMINED (P86)

A summary was submitted of appeals lodged and determined since the last meeting.

RESOLVED – the report be noted.

594 APPEALS – PROGRESS (P87)

A schedule was submitted indicating the stages that various appeals against planning decisions had reached.

RESOLVED – the report be noted.

595 MATTERS FROM WHICH THE PUBLIC MAY BE EXCLUDED

On the motion of Mr Sutton, seconded by Mr Crooks, it was

RESOLVED - in accordance with Section 100A(4) of the Local Government Act 1972 the public be excluded from the undermentioned item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 2 and 10 of Part I of Schedule 12A of that Act.

596 PLANNING ENFORCEMENT ACTION (P88)

Members were provided with a periodic report on planning enforcement actions taken. It was moved by Mr Crooks, seconded by Mr Bannister and

RESOLVED – the report be noted.

(The meeting closed at 9.10pm)

DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004

POLICIES CONTAINED IN THE HINCKLEY & BOSWORTH LOCAL PLAN ADOPTED IN FEBRUARY 2001

The Secretary of State for Communities and Local Government in exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directs that for the purposes of the policies specified in the Schedule to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

Signed by authority of the
Secretary of State

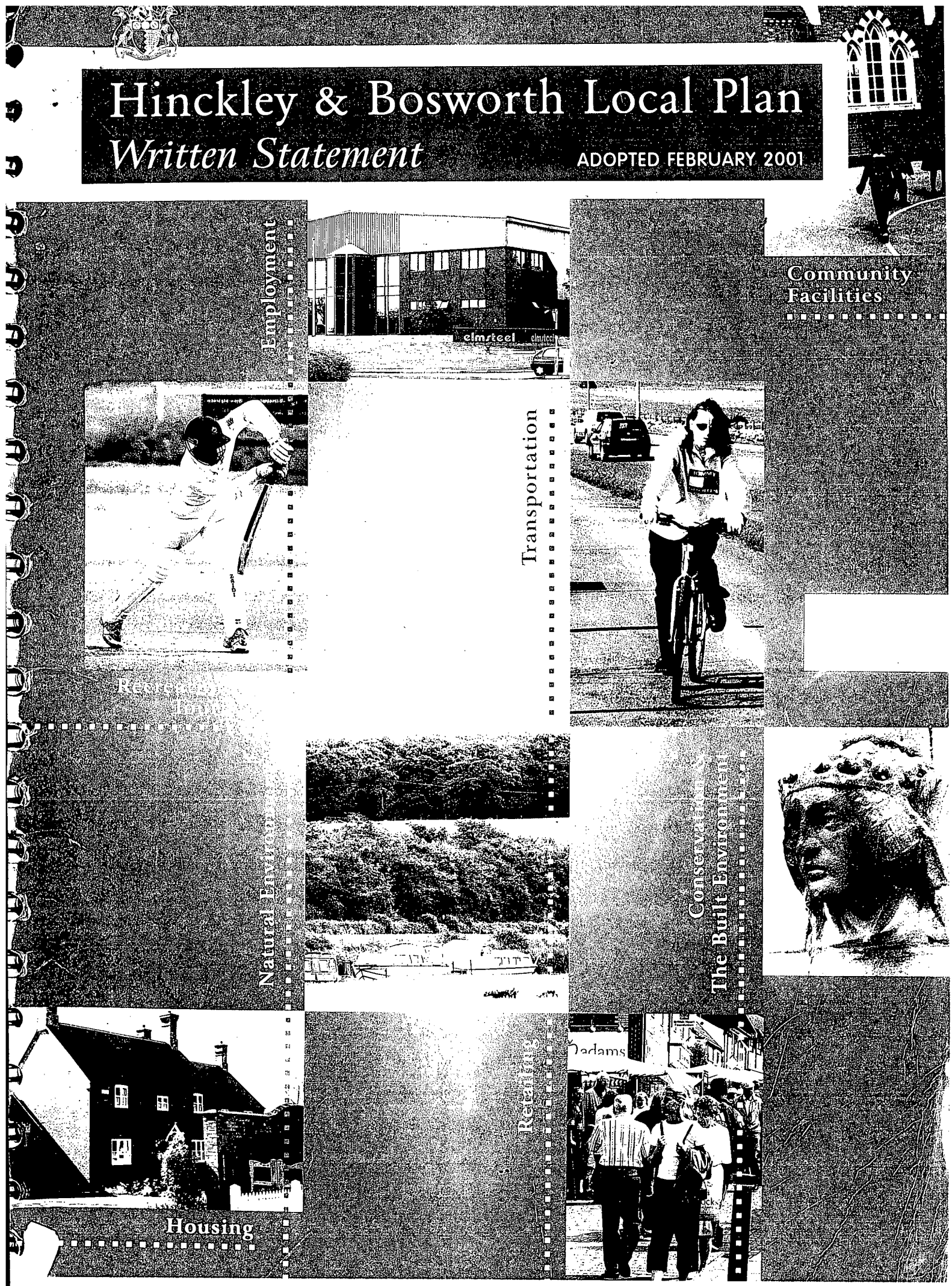
Lesley Flint
Head of Housing, Planning and Urban Policy,
Government Office for the East Midlands
26th September 2007

BE4	Alterations to Listed Buildings
BE5	The Setting of a Listed Building
BE6	Change of Use of Listed Buildings
BE7	Development in a Conservation Area
BE8	Demolition in Conservation Areas
BE9	Shop Fronts in Conservation Areas
BE10	Shop Security in Conservation Areas
BE11	Advertisements in Conservation Areas
BE12	Scheduled Ancient Monuments and Nationally Important Archaeological Sites
BE13	Initial Assessment of Sites of Archaeological Interest and Potential
BE14	Archaeological Field Evaluation of Sites
BE15	Preservation of Archaeological Remains in Situ
BE16	Archaeological Investigation and Recording
BE17	Historic Battlefields
BE19	Open Spaces and Areas of Special Character wihtin Settlements
BE20	Re-Use and Adaptation of Rural Buildings
BE26	Light Pollution
BE27	Wind Power
NE2	Pollution
NE3	Green Wedges
NE4	Areas of Separation
NE5	Development in the Countryside
NE6	Sites of Special Scientific Interest
NE7	Sites of County and Local Nature Conservation Significance
NE10	Local Landscape Improvement Areas
NE12	Landscaping Schemes
NE13	The Effects of Development on Natural Watercourses
NE14	Protection of Surface Waters and Ground Water Quality
NE15	Protection of River Corridors
NE16	Storage of Oils, Fuels and Chemicals
NE17	Protection of the Water Environment from the Development of Contaminated Land
NE19	Charnwood Forest
NE20	Groby Pool and Pool House
NE21	The Principles of Development Within the National Forest
NE22	Criteria for Consideration of Development Proposals Within the National Forest
T1	Strategic Road Improvements
T2	Protection of the Lines of Proposed Improvements to the Specified Road Network
T3	New Development and Public Transport
T4	Retention of Car Parking Facilities
T5	Highway Design and Vehicle Parking Standards
T6	Car Parking in Market Bosworth
T7	Proposed Railway Station at Desford
T8	Proposed Railway Station at Bagworth
T9	Facilities for Cyclists and Pedestrians
T10	Secure Cycle Parking Facilities
T11	Traffic Impact Assessment
Retail 1	General Retail Strategy
Retail 2	Primary Shopping Frontages, Hinckley Town Centre

Hinckley & Bosworth Local Plan

Written Statement

ADOPTED FEBRUARY 2001



Written Statement

Adopted 1st February, 2001

Hinckley & Bosworth Borough Council
Council Offices • Argents Mead • Hinckley • Leics LE10 1BZ
Tel 01455 238141 • Fax 01455 619897

B Cullen BA (Hons) MA *District Planning Officer*

SCHEMES IN THE FOLLOWING VILLAGES WILL BE ENCOURAGED BECAUSE OF THE NEED FOR AFFORDABLE HOUSING IDENTIFIED AND BECAUSE OF THEIR CAPACITY TO ASSIMILATE ADDITIONAL, SMALL SCALE HOUSING DEVELOPMENT TO MEET LOCAL NEEDS:

MARKET BOSWORTH
NAILSTONE
STANTON UNDER BARDON
SHEEPY MAGNA AND SHEEPY PARVA
STOKE GOLDING
WITHERLEY

PROPOSALS FOR AFFORDABLE HOUSING ON EXCEPTIONS SITES IN OTHER VILLAGES WILL BE CONSIDERED ON THEIR MERITS IN THE LIGHT OF HOUSING NEEDS INFORMATION AVAILABLE AT THAT TIME AND THE CRITERIA SET OUT IN THIS POLICY.

2.11.0 Residential Proposals on Unallocated Sites

2.11.1 Opportunities will arise for a range of residential development proposals within the confines of settlements that are not the subject of a specific allocation in the plan. These may include infill plots, the use of vacant or derelict land, conversions, changes of use or redevelopment of existing sites.

2.11.2 The following policy will therefore provide guidelines against which to assess this range of proposals within the urban area and rural settlements, which will widen the locational choice of housing throughout the Borough and contribute to the overall level of housing supply.

2.11.3 Any proposals considered under this policy which are subsequently granted planning permission will contribute to the small site or windfall allowance described in paragraphs 2.8.0 to 2.8.10.

2.11.4 New housing development will be expected to have regard to the nature of its surroundings and to reflect these where appropriate in its design. Satisfactory standards of design will be sought so that new development will not significantly detract from the general character of the environment, the amenities enjoyed by occupiers of existing property or established highway standards. Advice in respect of this is contained in the current edition of Leicestershire's County Council's "Highway Requirements for Development" and the Borough Council's Supplementary Planning Guidance.

2.11.5

POLICY RES5 - RESIDENTIAL PROPOSALS ON UNALLOCATED SITES

ON SITES WHICH ARE NOT SPECIFICALLY ALLOCATED IN THE PLAN FOR HOUSING, PLANNING PERMISSION WILL ONLY BE GRANTED FOR NEW RESIDENTIAL DEVELOPMENT IF:

a THE SITE LIES WITHIN THE BOUNDARIES OF AN URBAN AREA OR RURAL SETTLEMENT AS DEFINED ON THE PROPOSALS MAP, AND

b THE SITING, DESIGN AND LAYOUT OF THE PROPOSAL DO NOT CONFLICT WITH THE RELEVANT PLAN POLICIES.

2.11.6 Large sites (i.e. 10 or more dwellings) which have not commenced are listed in Appendix A. Commitments on small sites are too numerous to be highlighted but nevertheless contribute to the overall level of housing supply.

4.1.0 Objectives

Strategic Objective 4 - Safeguarding and enhancing the environment

Strategic Objective 5 - To reduce the growth in energy use through energy efficiency in new development and by reducing transport movements .

Objective 1c):
To encourage the re-use and redevelopment of derelict, vacant and underused land in preference to green field sites.

Objective 3e):
To encourage a high standard of layout and design in buildings which will contribute to environmental quality and energy efficiency and to ensure that the needs of people with mobility or sight difficulties are taken into account in the location and design of buildings.

Objective 3f):
To safeguard listed buildings from development likely to adversely affect their special character or setting.

Objective 3g):
To identify historic settlements, parks, gardens and battlefields for conservation and improvement through a programme of enhancement schemes.

Objective 3h):
To preserve the archaeological heritage of the Borough.

Objective 4d):
To ensure that new development or conversion of buildings do not have a significant impact on the countryside.

4.2.0 Introduction

4.2.1 The Leicestershire Structure Plan recognises, at a strategic level, the importance of maintaining and improving the quality of the built environment and preserving and enhancing the Borough's rich heritage of sites of special architectural, historic and archaeological interest.

4.2.2 The Borough has a diverse range of historic buildings and conservation areas that exemplify numerous architectural styles and types of construction. These range from the thatch and timber cruck frame cottages of Groby and Markfield built in local granite, to the Georgian red brick and stone commercial frontages of the Market Place at Market Bosworth, and more recently, the Victorian shoe and textile mills of Earl Shilton, Barwell and Hinckley. Spread throughout the Borough is twenty scheduled ancient monuments, including the castle motte at Hinckley and the Roman camp at Witherley.

4.2.3 The Borough Council is committed to safeguarding and enhancing this architectural legacy so as to maintain and improve the quality of life and the attractiveness of the Borough. The Local Planning Authority will therefore seek to promote the highest standards of design in exercising its development control responsibilities.

4.3.0 Design and Siting of Development

4.3.1 Wherever new development or extensions to existing buildings are being considered, good design is essential to protect and enhance the built environment. The Local Planning Authority will seek to ensure that all new development helps to create an attractive and safe environment that is in

keeping with the character of the locality in which it is situated. New development should take account of existing features of the site and location, and exploit these wherever possible. The detailed design of buildings and their inter-relationship with existing development and surrounding landscape or townscape, whether in urban or rural locations, is particularly important. Further advice on these matters can be found in Sections 1, 2 and 3 of the Supplementary Planning Guidance.

4.3.2

POLICY BE1 - DESIGN AND SITING OF DEVELOPMENT

THE BOROUGH COUNCIL WILL SEEK TO ENSURE A HIGH STANDARD OF DESIGN IN ORDER TO SECURE ATTRACTIVE DEVELOPMENT AND TO SAFEGUARD AND ENHANCE THE EXISTING ENVIRONMENT. PLANNING PERMISSION WILL BE GRANTED WHERE THE DEVELOPMENT:

a COMPLEMENTS OR ENHANCES THE CHARACTER OF THE SURROUNDING AREA WITH REGARD TO SCALE, LAYOUT, DENSITY, MASS, DESIGN, MATERIALS AND ARCHITECTURAL FEATURES;

b AVOIDS THE LOSS OF OPEN SPACES, IMPORTANT GAPS IN DEVELOPMENT, VEGETATION AND FEATURES WHICH CONTRIBUTE TO THE QUALITY OF THE LOCAL ENVIRONMENT;

c HAS REGARD TO THE SAFETY AND SECURITY OF BOTH INDIVIDUALS AND PROPERTY;

d INCORPORATES DESIGN FEATURES WHICH REDUCE ENERGY CONSUMPTION, ENCOURAGE RECYCLING AND MINIMISE THE IMPACT OF THE DEVELOPMENT ON THE LOCAL ENVIRONMENT;

e INCORPORATES LANDSCAPING TO A HIGH STANDARD WHERE THIS WOULD ADD TO THE QUALITY OF THE DESIGN AND SITING;

f TO WHICH THE GENERAL PUBLIC WOULD HAVE ACCESS, HAS REGARD TO THE NEEDS OF WHEELCHAIR USERS, OTHER PEOPLE WITH DISABILITIES, ELDERLY PEOPLE AND THOSE WITH YOUNG CHILDREN;

g ENSURES THAT THERE IS ADEQUATE HIGHWAY VISIBILITY FOR ROAD USERS AND ADEQUATE PROVISION FOR ON AND OFF STREET PARKING FOR RESIDENTS AND VISITORS, AND MANOEUVRING FACILITIES;

h IS NOT ADVERSELY AFFECTED BY ACTIVITIES IN THE VICINITY OF THE SITE WHICH ARE LIKELY TO CAUSE A NUISANCE TO THE OCCUPIERS OF THE PROPOSED DEVELOPMENT;

i DOES NOT ADVERSELY AFFECT THE OCCUPIERS OF NEIGHBOURING PROPERTIES; AND

j THE DEVELOPMENT OF THE SITE IS NOT PREJUDICIAL TO THE COMPREHENSIVE DEVELOPMENT OF THE LARGER AREA OF LAND OF WHICH THE DEVELOPMENT FORMS PART.

IN ADDITION FOR RESIDENTIAL PROPOSALS, PLANNING PERMISSION WILL BE GRANTED WHERE THE DEVELOPMENT:

i PROVIDES A STRONG COMMON LINK BETWEEN THE PROPOSED BUILDINGS, SPACES AND LANDSCAPE FEATURES AND THE CHARACTER OF THE LOCAL AREA;

ii ENSURES AN ADEQUATE DEGREE OF AMENITY AND PRIVACY IS PROVIDED BY THE SPACE BETWEEN THE BUILDINGS; AND

iii PROVIDES SUFFICIENT GARDEN AREA WITH BOUNDARY TREATMENT THAT REFLECTS EXISTING FEATURES IN THE AREA.

Local Planning Authority. There may be circumstances in which the felling or lopping of trees protected by an order will be accepted, but in these special circumstances, replanting with an appropriate replacement will usually be required.

5.13.3

POLICY NE11 - TREE PRESERVATION ORDERS

THE LOCAL PLANNING AUTHORITY WILL MAKE TREE PRESERVATION ORDERS IN RESPECT OF INDIVIDUAL TREES, GROUPS AND AREAS OF TREES, OR WOODLANDS WHERE EXPEDIENT IN THE INTERESTS OF AMENITY.

5.13.4 As well as conserving existing trees, woodlands and hedgerows, the Borough Council wishes to encourage the planting of new trees and woodland for their amenity and nature conservation value. Landowners (particularly farmers) will be encouraged to include tree planting as part of the management of their land.

5.13.5 Grant aid is available for this purpose from Leicestershire County Council, The National Forest and other sources.

5.14.0 Landscaping and New Development

5.14.1 Landscaping is an essential element of good design and is important in terms of the amenity value it provides. When conceived at the same time as other design elements of new development it can greatly improve the attractiveness of the scheme.

5.14.2 Planting can be used to enhance development by softening the edges of new buildings or by providing a visual screen or sound barrier. It can provide shelter from the wind and act as a filter to reduce dust and smoke nuisance. Landscaping can reduce heat loss through exposure to the wind and provide energy savings of between 3-9%. It can also provide a focal point as well as emphasising views into and out of a development. The greening of the environment also provides an essential habitat for wildlife.

5.14.3 The retention of existing trees and hedges and other semi-natural habitats such as ponds and grassland, together with new planting lends maturity to a development and can safeguard/enhance habitats. While new planting is encouraged, it can take a considerable amount of time to mature. The Borough Council will therefore use its powers to retain trees through the use of tree preservation orders and through the use of planning conditions where appropriate.

5.14.4 Landscaping matters should be considered at the earliest stages of the design process. It should be an integral part of planning applications for new dwellings, housing estates, industrial, commercial and recreational development.

5.14.5 In considering applications for planning permission for new development the Local Planning Authority will expect a site survey plan showing existing ecological, geological and landscape features. This should incorporate an accurate tree and hedgerow survey indicating the location, identity, height, canopy spread (for trees) coupled with any shrubs likely to be affected by the development proposals. The landscaping scheme should show the character and type of new planting as well as any additional landscape features to be incorporated in the proposed development. The need for the submission of plans detailing precise landscaping, i.e. species and size of trees to be planted, shall normally be required as part of any condition imposed by the Local Planning Authority if permission is granted. However, the Local Planning Authority will seek to encourage the submission of these details at an earlier stage where possible in order that the visual impact of the development can be assessed as a whole.

5.14.6 Where appropriate a plan for the protection of trees, hedgerows, shrubs and other natural features during construction of the development may be required as part of the conditions imposed on any planning permission given. This would be in accordance with advice contained in the British Standard Institute Code of Practice "Trees in relation to Construction" (BS5837: 1991) or any amendment thereafter.

5.14.7 The Local Planning Authority will require developers to make adequate arrangements to ensure the continued maintenance of landscaping schemes for a period of at least five years.

5.14.8 Any new development in the National Forest will require substantial landscaping in accordance with Policy NE22.

5.14.9

POLICY NE12 - LANDSCAPING SCHEMES

PROPOSALS FOR DEVELOPMENT SHOULD TAKE INTO ACCOUNT THE EXISTING LANDSCAPING FEATURES OF THE SITE AND SHOULD MAKE PROVISION FOR FURTHER LANDSCAPING WHERE APPROPRIATE. IF EXISTING LANDSCAPING FEATURES CANNOT BE RETAINED THEN A SCHEME WILL BE REQUIRED TO REPLACE OR REINSTATE THE NATURE CONSERVATION VALUE OF THE FEATURES THAT WILL BE LOST. TO THIS END, APPLICATIONS SHOULD BE ACCOMPANIED BY:

a. A SITE SURVEY PLAN SHOWING EXISTING LANDSCAPE FEATURES, INCLUDING ECOLOGICAL AND GEOLOGICAL FEATURES WHERE APPROPRIATE;
b. A GOOD QUALITY LANDSCAPING SCHEME SHOWING THE LAYOUT AND BROAD LANDSCAPING PRINCIPLES OF THE DEVELOPMENT;
c. A PLAN FOR THE PROTECTION OF TREES, HEDGEROWS, SHRUBS AND OTHER NATURE CONSERVATION FEATURES ON SITES;
d. DETAILS OF THE PROPOSED ARRANGEMENTS TO ENSURE THE CONTINUED MAINTENANCE OF LANDSCAPING

5.14.10 Further information on landscape and development is contained in the Borough Council's Landscape Guidance Note for Developers, contained in Supplementary Planning Guidance.

5.15.0 Protection of the Water Environment

5.15.1 Rivers have evolved naturally to carry rainfall from land down to the sea. At times of prolonged rainfall they may flood and inundate low lying areas adjoining the river known as floodplains. Such areas provide not only flood conveyance capability but also flood storage areas which help to attenuate the size of the flood peak. Floodplains are an essential part of the river system and as such need to be preserved in order to avoid exacerbation of flooding downstream. Development likely to reduce the floodplain conveyance and storage capacity will be resisted. The River Anker where it forms the south western boundary of the borough and the River Sence and Sence Brook and their major tributaries have natural floodplains which can be identified by the Environment Agency. Those relating to main rivers are indicated on the Proposals Map.

5.15.2 Unless carefully sited and designed, new development or redevelopment can increase the rate and volume of surface water run-off. This can result in two types of problems; the first is the increased risk of flooding in areas downstream from the development in question, the second is physical damage to the river environment. New developments may result in a substantial increase in surface water run-off as permeable areas are replaced by impermeable surfaces such as roofs and paved areas. This may result in an increase in the risk of flooding downstream and a reduction in

6.9.4

POLICY T3 - NEW DEVELOPMENT AND PUBLIC TRANSPORT

WHERE PLANNING PERMISSION IS GRANTED FOR MAJOR NEW DEVELOPMENT, PROVISION WILL BE MADE FOR BUS ACCESS AND THE APPROPRIATE SUPPORTING INFRASTRUCTURE.

6.10.0 Lorry Routes and Weight Restrictions

6.10.1 Both the County Council and the Borough Council are keen to restrict the movement of heavy goods vehicles along unsuitable routes by means of traffic management or other appropriate measures. There is also a need to provide acceptable alternative routes, particularly to specific locations which generate significant volumes of heavy traffic. The use of some minor roads by heavy traffic or high volumes of through traffic can be inappropriate because of the problems of congestion, noise and intrusion created.

6.10.2 Consequently, wherever possible, the Borough Council will seek to prevent heavy and through traffic using inappropriate minor roads.

6.11.0 Retention of Car Parking Facilities

6.11.1 Both public and private parking facilities are important for service centres and employment uses to function efficiently especially where there are few alternative transport options available. Vehicles parked on highways can cause traffic hazards, particularly to pedestrians.

6.11.2 However, the over-provision of parking facilities can discourage the use of alternative transport options and the Borough Council will consider proposals for the reduction of existing off-street parking facilities where alternative provision for parking or realistic alternative transport options are readily available.

6.11.3

POLICY T4 - RETENTION OF CAR PARKING FACILITIES

PLANNING PERMISSION FOR THE DEVELOPMENT OF EXISTING OFF STREET CAR PARKING SPACES FOR ALTERNATIVE USES WILL BE GRANTED WHERE THERE IS EITHER A DEMONSTRABLE LEVEL OF OVER PROVISION OR ALTERNATIVE PARKING PROVISION IS PROPOSED OR WHERE ALTERNATIVE TRANSPORT OPTIONS ARE READILY AVAILABLE

6.12.0 Highway Design and Vehicle Parking Standards

6.12.1 It is important that in considering new development proposals and changes of use, those appropriate standards of highway design and appropriate car and cycle parking standards as adopted by Leicestershire County Council and the Department of Transport, Local Government and the Regions are applied. The Borough Council will ensure that they promote continued safety and efficiency of the highway throughout the plan area to benefit all users be they public transport, private vehicles, pedestrians or cyclists.

6.12.2 In considering new development proposals it has, in the past, been a requirement that on-site car parking is provided to meet the demand from all those wishing to access the development by car. This was a requirement in order to avoid on-street parking in the vicinity of the development that could give rise to road safety and environmental problems. However, it is now recognised that the provision of unrestrained free parking makes travel by car a more attractive option, increasing car dependency and creating local road congestion.

6.12.3 Government Guidance set out in PPG13 advises that parking standards in Local Plans should be set as a range of maximum and operational minimum amounts of parking for broad classes of development and location. Setting maximum standards for parking provision at new developments, appropriate to the type, scale and location of the development, will allow a more flexible approach to be taken which is consistent with the strategic aim of reducing dependency of the private car.

6.12.4 The Borough Council's parking targets are guidelines, a starting point for negotiation whereby lower levels of parking will be considered provided the Borough Council is satisfied that the parking is adequate and there will be no detrimental effects on road safety or local amenity. This is particularly relevant in areas where there is a realistic choice of transport.

6.12.5 The parking targets set out in Appendix D should be considered as guidelines only but generally the Borough Council will not be seeking parking provision in excess of the targets, unless otherwise stated. The operational requirement for service or delivery vehicles should be considered as the minimum requirement.

6.12.6 Where parking restraint is applied as a demand management measure, the Borough Council will usually seek commuted sums towards the cost of alternatives with the preferred order being pedestrian and cycle facilities, public transport services, park and ride and, as a last resort, increased or improved off-street public car parking.

6.12.7 PPG13 advocates that strategic policies should be included in Regional Planning Guidance and Structure Plans to avoid the destructive potential for competitive provision of parking by neighbouring authorities. Leicestershire County Council is currently undertaking a review of car parking requirements. The Borough Council will give consideration to any changes to the strategic guidance, as it becomes available.

6.12.8

POLICY T5 - HIGHWAY DESIGN AND VEHICLE PARKING STANDARDS

IN CONSIDERING PROPOSALS FOR NEW DEVELOPMENT AND CHANGES OF USE WHICH INVOLVE NEW ACCESSES, NEW HIGHWAYS AND OTHER WORKS, THE LOCAL PLANNING AUTHORITY WILL APPLY THE HIGHWAY DESIGN STANDARDS SET OUT IN THE CURRENT EDITION OF LEICESTERSHIRE COUNTY COUNCIL'S "HIGHWAY REQUIREMENTS FOR DEVELOPMENT". IN CONSIDERING NEW DEVELOPMENT PROPOSALS THE BOROUGH COUNCIL WILL APPLY THE PARKING TARGETS AS SET OUT IN APPENDIX D UNLESS A DIFFERENT LEVEL OF PROVISION CAN BE JUSTIFIED.

6.13.0 Existing Car Parking Provision within Hinckley Town Centre

6.13.1 Adequate car parking provision in Hinckley Town Centre plays a major role in ensuring the continued economic success of the town, avoiding traffic congestion as vehicles search for scarce places. Lack of adequate parking facilities can encourage cars into adjacent residential areas giving rise to disturbance and environmental problems. The Borough Council will seek to sustain and improve parking facilities, as opportunities arise during the plan period but not at the expense of other means of transport choice.

6.13.2 The total capacity for all car parking in the Town Centre is approximately 4000 spaces. This figure comprises 1460 public spaces (off street), 420 of which are privately owned. Of the total number of public spaces, 125 are not available for public parking during the working week. The only multi-storey car park in the town is the privately owned Britannia Centre, accessed from Stockwell Head. On-street parking contributes 700 spaces of which 190 are the subject of traffic regulation orders. There is a slight reduction of this total on Market days. The number of private off-street parking spaces is 1800.

WILL BE SOUGHT. HOWEVER IT MAY BE THAT THE AREA OF LAND WHICH COULD BE PROVIDED IN RELATION TO SUCH DEVELOPMENT WOULD NOT BE OF PRACTICAL VALUE AS PUBLIC OPEN SPACE FOR FORMAL RECREATIONAL ACTIVITIES. IN SUCH INSTANCES THE LOCAL PLANNING AUTHORITY MAY ALTERNATIVELY SEEK TO NEGOTIATE A FINANCIAL CONTRIBUTION TOWARDS THE PROVISION OF NEW RECREATIONAL FACILITIES WITHIN THE VICINITY OF THE SITE OR TOWARDS THE IMPROVEMENT OF EXISTING FACILITIES IN THE AREA.

8.4.6 In assessing the need for outdoor open space provision, consideration will be given to the nature and type of housing development proposed as well as its location in relation to existing open space. Within the National Forest area the Local Planning Authority will seek to negotiate an appropriate balance between planting and open space in relation to a particular scheme depending on individual site circumstances.

New Residential Development - Outdoor Playing Space for Children

8.4.7 The National Playing Field guidelines set out the minimum amount of space that should be provided for children's play within walking time of a child's home. This is based on the estimated time it takes for a child to walk to a play facility accompanied or on their own and without having to cross major barriers such as a major road, canal or railway lines.

8.4.8 The National Playing Fields Association calls for the provision of three different types of play areas for a range of age groups and appropriate for their needs. Most frequent, and therefore closest to home, are small areas for younger children. Less frequent and more likely to be further away are larger areas for older children. The three types of play area recommended are as follows:

a **Local Area for Play** - an area of 100 sq. m. of unsupervised/open space specially designed for young children for play activities close to where they live and within 1 minute's walking time of a child's home.

b **Local Equipped Area for Play** - an area of 400 sq. m. of unsupervised play area equipped for children of an early school age and within 5 minutes walking time of home.

c **Neighbourhood Equipped Area for Play** - an area of 1,000sq.m. of unsupervised play space, servicing a substantial residential area, equipped mainly for older children and within 15 minutes walking time of home.

8.4.9 The following policy on outdoor playing space for children is based on the minimum standards of the National Playing Fields Association, relating particularly to the need for children's equipped playgrounds and casual or informal play space within housing areas. It also reflects the Borough Council's commitment given in its adopted Leisure Strategy 1995-1998 published in February 1995.

8.4.10

POLICY REC 3 - NEW RESIDENTIAL DEVELOPMENT - OUTDOOR PLAY SPACE FOR CHILDREN

IN CONSIDERING PLANNING APPLICATIONS FOR NEW RESIDENTIAL DEVELOPMENT, THE BOROUGH COUNCIL WILL SEEK TO NEGOTIATE WITH DEVELOPERS TO PROVIDE 0.1 ACRES (0.04 HECTARES) OF INFORMAL CHILDREN'S PLAY SPACE PER 20 DWELLINGS. FOR DEVELOPMENTS OF BETWEEN 1 - 20 DWELLINGS THE LEVEL OF PROVISION TO BE MADE WILL BE DETERMINED ACCORDING TO INDIVIDUAL CIRCUMSTANCES. THE CHILDREN'S PLAY SPACE PROVIDED SHOULD SATISFY THE FOLLOWING CRITERIA:

a INFORMAL PLAYSPACE WILL BE PROVIDED THAT ALLOWS FOR PLAY OPPORTUNITIES FOR A RANGE OF AGE GROUPS;

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b PLAY AREAS SHOULD BE LINKED AS FAR AS POSSIBLE, WITH OTHER OPEN SPACES AND FOOTPATH SYSTEMS. AMENITY PLANTING AREAS AND OTHER DEVICES SHOULD BE USED TO PROVIDE THE MAXIMUM SEPARATION FROM NEARBY RESIDENTS IN ORDER TO REDUCE THE LIKELIHOOD OF DISTURBANCE, NOISE AND OTHER NUISANCES;

c PLAY AREAS SHOULD BE LOCATED SO THEY ARE SAFELY ACCESSIBLE BY CHILDREN, WITH FOOTPATH LINKS WHICH DO NOT REQUIRE THE CROSSING OF BUSY ROADS OR OTHER MAJOR HAZARDS;

d PLAY AREAS SHOULD BE LOCATED SO THEY ARE OVERLOOKED BY HOUSES OR WELL USED PEDESTRIAN ROUTES IN ORDER TO PROVIDE SOME VISUAL SUPERVISION; AND

e PLAY AREAS SHOULD BE SITED ON LAND SUITABLE FOR THE TYPE OF PLAY OPPORTUNITY INTENDED AND SHOULD BE APPROPRIATELY LANDSCAPED.

8.4.11 An area of 0.04ha, (0.1 acres) is considered to be the minimum practical size for unequipped children's play area. In the case of large-scale residential development (over 400 houses) an equipped play area of 0.3ha, (0.74 acres) in size, which has a range of play opportunities, should be provided.

8.4.12 In assessing the need for outdoor play space for children, consideration will be given to the nature and type of housing development proposed as well as its location in relation to existing open space and the size of gardens provided within the development.

8.4.13 Within established housing areas there is often shortfalls in the provision of play space. The Local Planning Authority will refer to the National Playing Fields Association standards in deciding upon the appropriate size and location of any new facilities to be provided in such areas. Action will also be undertaken or encouraged to augment play area provision in established housing areas, where the present provision and/or distribution of play areas is inadequate.

8.5.0 Proposals for Recreational Facilities

8.5.1 A formal recreational facility is a place in public or private ownership where people participate in organised leisure activities, indoor or outdoor, which are specifically prescribed by the size and nature of facilities provided. Examples include a sports centre, playing pitches for football and cricket or a running track. Policy REC4, below, applies to all formal recreational uses as defined in Class D2 of the Use Classes Order (1987) and includes all forms of organised recreational activities, both indoors and outdoors.

8.5.2

POLICY REC 4 - PROPOSALS FOR RECREATIONAL FACILITIES

THE LOCAL PLANNING AUTHORITY WILL GRANT PLANNING PERMISSION FOR NEW RECREATIONAL FACILITIES PROVIDED THAT:

a ANY LARGE SCALE INDOOR FACILITIES ARE TO BE LOCATED ONLY IN OR ADJOINING BUILT UP AREAS;

b THE FACILITY DOES NOT HAVE A DETRIMENTAL EFFECT UPON ADJACENT LAND USES, OR UPON THE AMENITIES OF ADJACENT RESIDENTS;

c THE FORM, SCALE AND DESIGN OF THE PROPOSAL ARE IN KEEPING WITH THE AREA AND DO NOT DETRACT FROM THE CHARACTER OF THE LANDSCAPE;

d ADEQUATE PARKING AND ACCESS ARRANGEMENTS ARE PROVIDED, AND THERE IS CAPACITY IN THE LOCAL ROAD NETWORK TO ACCOMMODATE THE DEVELOPMENT;

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