

Former Hinckley Reservoir
Leicester Road, Hinckley



Supporting Statement.

Location: Former Hinckley Reservoir,
Leicester Road, Hinckley

Application: Prior Approval
Change of Use from E (g) (ii)
to C3 *[Dwellings]*

Client: Secret Garden Ltd.

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Introduction.

Planning Position

L&F Architects Ltd. has been instructed to submit an application for prior approval notification under Class MA of the Town and Country Planning *[General Permitted Development] [Amendment] [England] Order 2015 [as amended]*; relating to the change of use from Business- Light Industrial *[Class E(g)(ii)]* to Residential *[Class C3]*, forming 1no. bungalow in a former brick built industrial building on the former Hinckley Reservoir Site, Leicester Road, Hinckley.

As part of the prior approval process, key aspects of the suitability of the site for residential use are considered; one of which is the site location's accessibility and transport implications.

This report seeks to address the considerations of the permitted development order, in particular two transport related tests of Schedule 2, Part 3, Class MA and paragraph W of the Town and Country Planning *[General Permitted Development] [Amendment] [England] Order 2015*, which are:

- Is there a material increase in traffic;
- Is there a material change in the character of traffic in the vicinity of the site.

Where the answer to these transport considerations is 'No', as will be demonstrated through this report, then no further transport assessment of the development is required under the Order. Therefore, with all other things being equal the permitted development rights should be accepted in relation to C.2[C] of the Class MA Conditions.

The property occupies a highly accessible location within the centre of Hinckley, directly opposite a previous planning approval for 14no. dwellings, presenting the opportunity to realise sustainable residential development.

Regarding transport and highways this proposal meets the requirements of each condition as set out in sub paragraph J.2 of the Order. Consequently, L&F Architects Ltd. request that prior approval be allowed for the proposed works.

Application Site.

Site Context

The development site is located to the north of the centre of Hinckley and forms part of the site of the former Hinckley reservoir previously owned by Severn Trent Water. The site is in walking distance [0.3miles] of the centre of Hinckley, to the south. This would provide the dwelling with sufficient services within walking distance, for instance Britannia Shopping Centre, Hinckley Leisure Centre, St Peters Catholic Church, The Plough Inn Public House and Argents Mead park.

The site is located within the built up urban area and is contained by existing developments to each of its boundaries. The site is accessed off Leicester Road and will utilise a shared access driveway that will service 14no. previously approved residential dwellings [Ref:19-00567-FUL].

To the eastern boundary, past the previously approved 14no. dwellings is Highfields Road which is characterised by a row of Victorian terraces. To the north of the site is a retained Water Tower and further Victorian terraced properties off John Street. Directly to the west of the development is a pocket of industrial and mixed use development with an area of retained industrial buildings for Severn Trent accessed via the shared driveway off Leicester Road. To the south and south west of the site there are further residential dwellings comprise of both Victorian terraces; as well as some semi-detached and detached development. To the south west of the site along Leicester Road there are a number of mixed use shops etc.

Former Hinckley Reservoir, Hinckley
Application Site Location Plan



Application Site.

Development Proposal

The proposed development will change the use of a single storey brick built Light Industrial unit on land formerly known as Hinckley Reservoir *[totaling 94sq/m]* of Light Industrial *[Class E(g)(ii)]* floorspace into 1no. two bedroom bungalow. The bungalow will have an open plan kitchen/living/dining area, bathroom, bedroom 1 + en-suite and bedroom 2. The dwelling will have external amenity space fronting the property incorporating 2no. car parking spaces within a sustainable location with easy pedestrian links to Hinckley and further afield.

The refuse arrangements will be via the site access driveway that will form part of the 14no. approved access on the land adjacent to the proposals. Bin storage will be located within the amenity space to the property.

Application Site.

Site Assessment

Permitted Development Class MA of the GPDO allows a change of use of a building and any curtilage from a use falling within Class E(g)(ii) to a use falling within Class C3 [dwellinghouses], subject to conditions as indicated below:

- **The site is not located on Article 2[5] land**- the application site is not located within any of these defined areas;
- **The site is not located within a safety hazard area or a military explosives storage area** - this site is not at risk of any military storage areas or within any hazard areas;
- **The building is not a listed building or a scheduled monument**- the building is not listed.

Development under Class MA is permitted subject to the condition that before beginning the development; the developer must apply to the local authority for a determination as to whether the prior approval of the authority will be required as to:

1. Transport and highways impacts of the development,
2. Contamination risks on the site,
3. Flooding risks on the site, and
4. Impacts of noise from commercial premises on the intended occupiers of the development.

For the purpose of Class MA, the term 'commercial premises' means any premises normally used for the purpose of any commercial or industrial undertaking which existed on the date of the application under paragraph 0.2[1], and includes any premises licensed under the Licensing Act 2003[a] or any other place of public entertainment.

The site is located in a mixed-use area with dwellings located to the north, east and south of the site. There are a small number of light industrial buildings to the west of the site.

Contamination Risk - A Phase II Geo-Environmental Assessment is submitted as part of this application in relation to this and the adjacent site for 14no residential dwellings [19-00567-FUL].

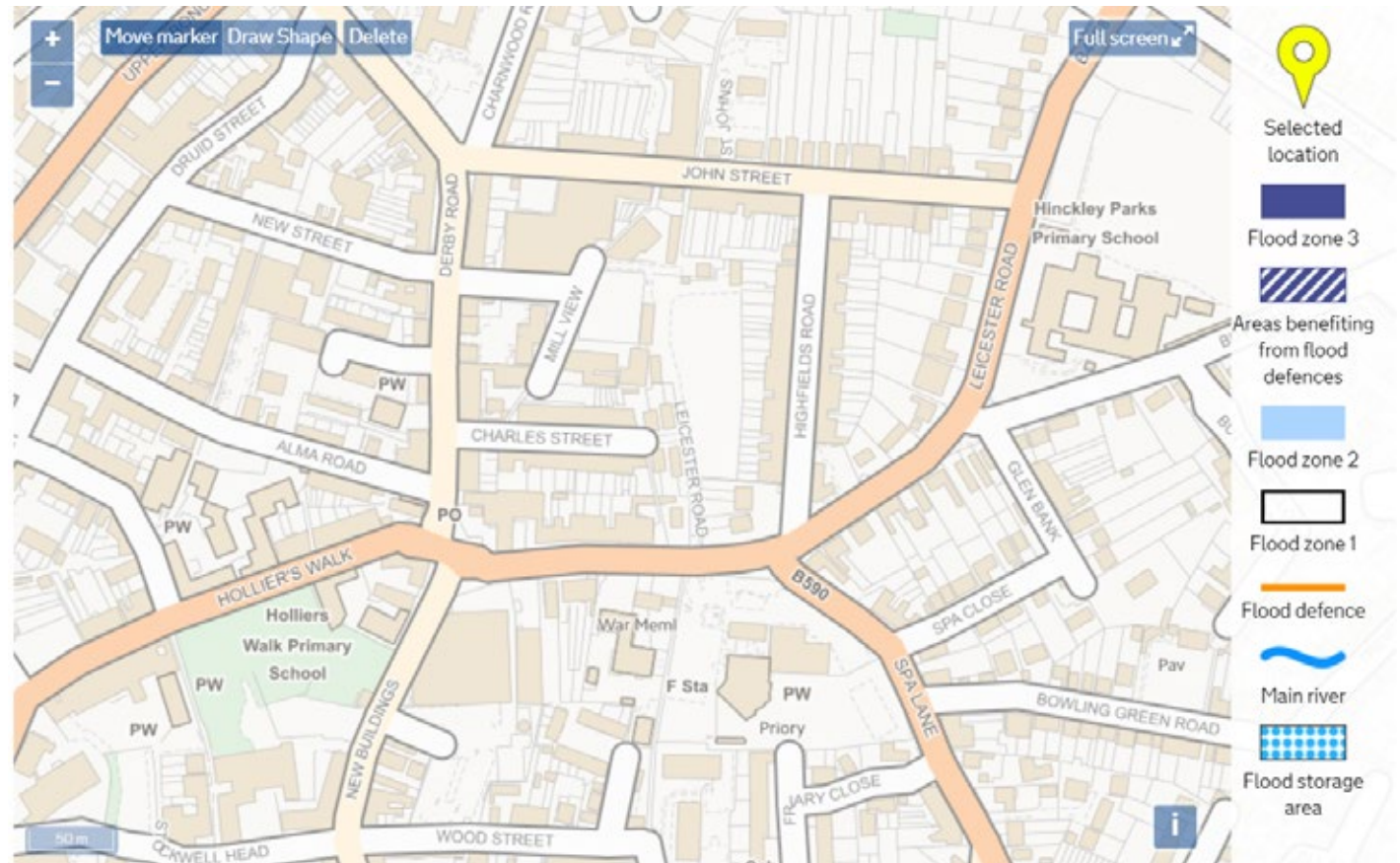
Application Site.

Site Assessment

Flood Risk - As demonstrated in the adjacent image, the site is located within Flood Zone 1, and therefore there is no flood risk issue associated with the site. As such, a Flood Risk Assessment of the proposal has not been provided.

Commercial Activity - The site is located with an area of mixed-use development and is mainly surrounded by residential dwellings. There is an approval in place for 14no. residential dwellings on the land to the east of the site which utilises the same access off Leicester Road. This road will also be utilised periodically by Severn Trent Water to access their light industrial development to the north and the existing water tower. To the west of the site are a small number of light-industrial units. These units are surrounded by residential dwellings.

Due to the locality of the development, acoustic plasterboard has been proposed along the whole of the western elevation with two existing roof lights along the western roof pitch being removed. This will remove any openings from the western elevation. An acoustic fence will also be included along the western and northern boundaries to the site as already requested under the planning application for 14no residential dwellings on the land adjacent to the site. The site is within a self-contained development and away from the Leicester Road where vehicular movements will be higher and therefore have a larger noise impact on the existing dwellings to the south fronting Leicester Road.



Policy

Other material planning considerations- National Planning Policy Framework (NPPF)

The NPPF identifies the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving sustainable development the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). The three overarching objectives are economic, environmental and social.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11). For decision taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

When decision taking, para 38 advises local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Delivering a Sufficient Supply of Homes

Para 60 - to support the government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Para 69 – identifies that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly.

Achieving Well-Designed Places

Para 126 advises that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Hinckley & Bosworth Local Plan 2006 to 2026

The Hinckley & Bosworth Development Plan currently comprises of the adopted Hinckley & Bosworth Core Strategy and the Site Allocations and Development Management Policies DPD.

The application site is located within Hinckley; wherein the HBDP sets out the statutory framework to guide decisions on development and regeneration until 2026.

The Adopted Core Strategy 2019

Policy 1 - Development in Hinckley

To support Hinckley's role as a sub-regional centre the Council will allocate land and support the provision of new residential development. The council will seek to diversify the existing housing stock in the town centre to cater for a range of house types and sizes. The supporting text to the policy states the type of housing provided will reflect the mix of people within the town, with accommodation being provided for families, couples and older people wishing to downsize to complement the housing which has already been provided in the town centre.

Policy 16 – Housing Density, Mix and Design

Density will be provided at a level of at least 40 dwellings per hectare within and adjoining Hinckley. All sites over 10 dwellings will provide a mix of housing types and tenure. All developments of 10 or more are required to meet a 'very good' rating against the Building for Life criteria.

The Hinckley and Bosworth Site Allocations and Development Management Policies DPD (SADMP)

- DM1 – Presumption in favour of sustainable development
- DM3 – Infrastructure and delivery
- DM10 – Development and Design
- DM17 – Highways and Transportation
- DM18 – Vehicle parking standards

The overall approach of HBDP is to support the continued growth within Hinckley & Bosworth with the utilisation of Hinckley therein. This is to meet and maintain the needs of the growing population and ensure that it builds a prosperous economy for the future. The HBDP recognises that housing within the existing urban area will be maximised, although recognising that this alone will not be sufficient to provide the level of new homes required. Accordingly, the proposal's aim to further enhance the level of housing development within the centre of Hinckley.

It is apparent from this overview that the proposed development should be considered in complete accordance with the adopted planning policy position within Hinckley as well as the strategy of the Hinckley & Bosworth Development Plan.

Movement Strategy

Pedestrian Movements

The application site is located in a very sustainable location where a development can successfully be delivered. The proposed development is considered to embrace the basis of sustainable communities, reinforcing existing access linkages and utilising a range of public transport facilities that are available.

The residential unit proposed is not considered to represent an intensification of uses on the application site, which is likely to give rise to a higher number of pedestrian movements given the proximity of the Town Centre where it is ideally situated and easily accessible from the public highway. This twinned with the 14no. new residential dwellings to the east that this site shares an access with will strengthen the pedestrian links to the surrounding area.

Vehicular Movements

The development will be served by a private road from Leicester Road. The proposal seeks to utilise this existing access road with car parking proposed at a ratio of two spaces per dwelling. As previously indicated the site was utilised as a former reservoir development by Severn Trent Water with varying degrees of vehicular movement.

As indicated within the Leicestershire Highways Design Guide, one space for each dwelling is required where car ownership may be low, such as town centres and other locations where services can easily be reached by walking, cycling or public transport. However, the current proposal indicates 2no. car parking spaces for the development.

Given the previous use of the site, the residential use is more likely to spread the vehicles movements out as residents will work at different times/locations and use alternative forms of transport. This means that likelihood of reduced traffic movements will not culminate around arriving at work before 9 and leaving at similar times at the end of the working day. As such the vehicle movements associated with a residential use will be reduced as there won't be many cars parked on site and will be spread out over longer activity hours. This is not to say that due to the proximity of the site, residents may utilise pedestrian transport links over the use of private vehicles. Accordingly, there will not be a material increase in traffic in the vicinity of the site.

The character of the traffic visiting the site and in its vicinity, is also unlikely to change substantially in character. As opposed to commercial development, a residential use will predominantly attract car movements associated with residents who live in the surrounding community, have an interest in the surrounding community, and who are familiar with its characteristics. The time of traffic movements to and from the site is likely to change as residents will leave the site to go to work and then return later, but this will follow the character of movements that is already existent in the locality from neighbouring residential dwellings. Directional Flows are unlikely to materially alter given the town centre location of the site, or be of a level that would be material.

Movement Strategy

Public Transport

The site is located to the north of the centre of Hinckley, with Hinckley Train Station 1 mile to the south [18 minute walk]. The train station is located along the Cross Country Birmingham to Peterborough Line. This allows for links to the major City Centres of Birmingham & Leicester with further links from these stations onwards to London, Manchester etc. Train services at the station operate regularly throughout the week.

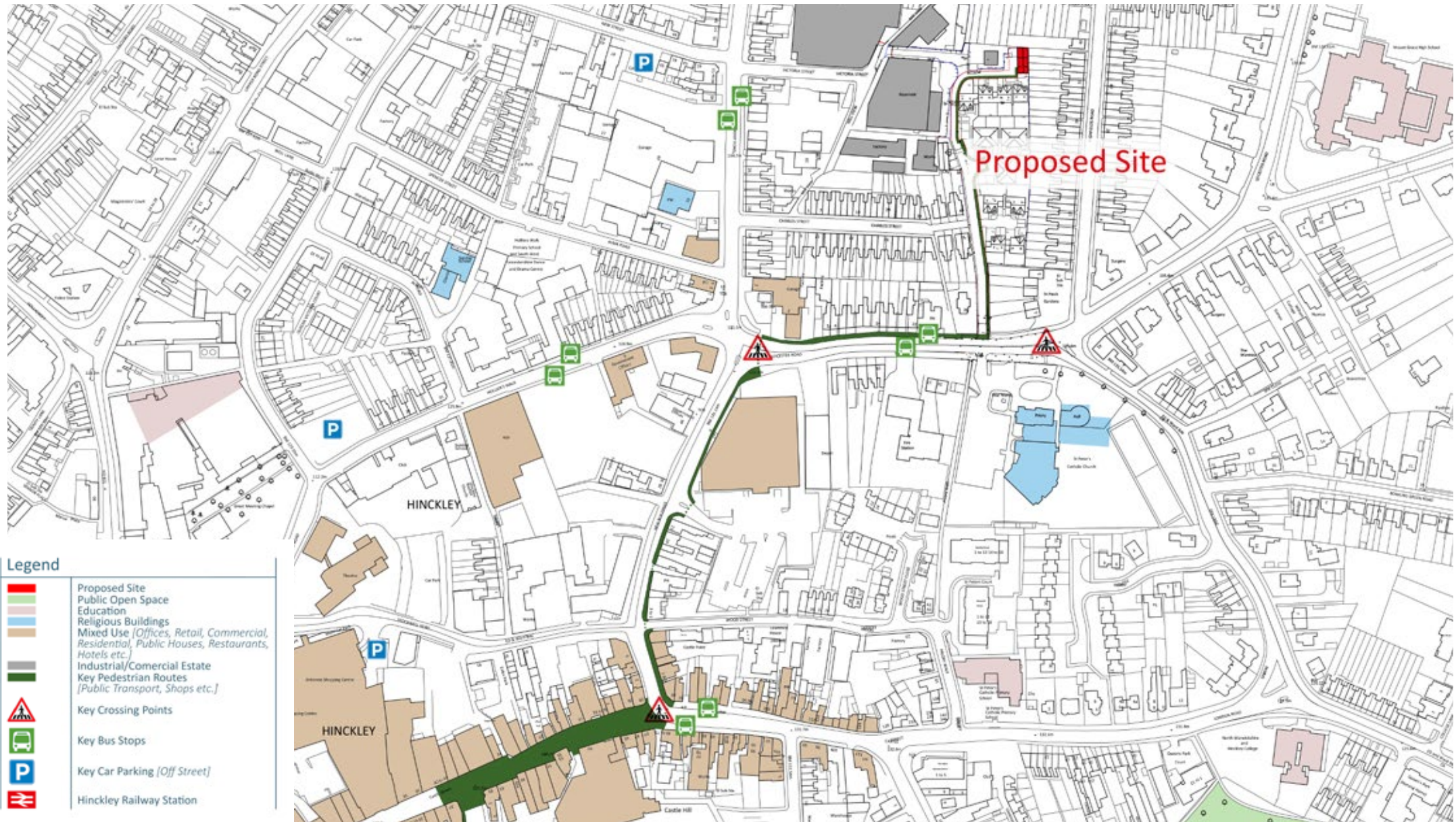
There are also a number of bus stops directly outside of the site along Leicester Road, Derby Road & Hollier's Walk. The bus routes surrounding the site provide links to Coalville, Nuneaton & Leicester amongst others. These links show the site has strong links to the surrounding towns & Cities making the area a sustainable location.

Please refer to the accompanying Transport Map for the location in relation to the site.

Refuse Collection

The proposed residential use would utilise refuse collection via the shared access driveway associated with the 14no. residential dwellings to the east *[previously approved]*.

Former Hinckley Reservoir, Hinckley Transport/Infrastructure Map



Recommendations + Conclusion

Sustainable Development

This Transport Note has been prepared on behalf of The Secret Garden Ltd. in support of this Prior Approval Submission for the permitted change of use of the light industrial unit at former Hinckley Reservoir, Leicester Road, Hinckley into 1no. residential dwelling.

This Supporting Statement has analysed the accessibility of the development proposals and sets out the considerations which lead L&F Architects Ltd. to believe that the development scheme does not represent any harm to Highway Safety and will not lead to an increase in traffic movements at this location.

The site is clearly accessible with good pedestrian and cycle links to facilities within the Town Centre and surrounding areas of Hinckley. The development will facilitate access through proximity to a variety of different transport modes, encouraging increased patronage of existing public transport services.

The impacts of the proposed development on the highway network can be summarised below:

- The change of use will result in the betterment to the local highway network.
- On site car parking and cycle parking facilities are provided. In the vicinity of the site there are a number of existing off-street parking options for visitors if required, however the proposals incorporate 2no. car parking spaces with only 1no. car parking space required.
- Safe access for pedestrians and cyclists will be provided and achieved.
- The highway remains unobstructed for the safe passage of vehicles and pedestrians alike with existing car parking arrangements; with the development not posing any adverse impact on the safety of all users of the highway.
- The development does not result in a residual cumulative impact of development that is severe and thus should not be refused on transport grounds.
- Proposed noise attenuation is included within the development to limit adverse noise impact from the light industrial units to the west of the site. This is through the incorporation of acoustic plasterboard as a shield to noise including the removal of existing rooflights on the western roof elevation. Acoustic fencing is also included to the boundary walls to reduce noise impact.

Accessibility

The site has excellent linkages by way of local public transport services using both bus and train, whilst the pedestrian/cycle routes available facilitate ease of movement without reliance upon the private car. The location of the site within Hinckley Town Centre as an established retail destination and location of community services and employment opportunities means that there is no need to rely upon the use of the car.

It has also been demonstrated that the proposals are consistent with the HBDP, the NPPF and NPPG and would not give rise to any detriment to highway safety. The development is therefore policy compliant. L&F Architects Ltd. therefore request that the Council supports these proposals and confirms that no further transport assessment is necessary and that the permitted development right conditions are satisfied.

