



Planning, Design & Access Statement & Heritage Impact Assessment

16 King Street Barwell Leicester Leicestershire

Change of use and extension of former commercial building to form 9 self-contained residential flats

Prepared on behalf of
Mr Sandip Chauhan

CC Town Planning Limited
Thistledown Barn
Holcot Lane
Sywell
Northampton
NN6 0BG



www.cctownplanning.co.uk

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1 INTRODUCTION

- 1.1 This supporting planning statement has been prepared on behalf of Mr Sandip Chauhan (“the Applicant”) by CC Town Planning, to accompany a full planning application at 16 King Street Barwell Leicester Leicestershire (“the site”), for the change of use and extension of former commercial building to form 9 self-contained residential flats
- 1.2 The planning application is submitted to Hinckley & Bosworth Borough Council as the determining Local Planning Authority (‘LPA’) for the area.
- 1.3 The application follows the granting of a prior approval application for 4No. self-contained residential flats.
- 1.4 This application for full planning permission proposes an increase in the number of residential flats along with the necessary internal layout and external alterations/ extensions.
- 1.5 The statement is structured to provide the LPA with the requisite level of information to justify the proposal and to enable the determination of the planning application at the earliest opportunity. Each section seeks to address a specific point and the document is structured as follows;

Section 2: Site & Surroundings

Section 3: Planning History

Section 4: The Proposed Development

Section 5: Planning Policy Context

Section 6: Planning Justification

Section 7: Design and Access Statement

Section 8: Conclusion

- 1.6 This statement provides a justification for the proposed development in light of the prevailing national and local planning policy context. The following supporting information is submitted with the planning application:

- [TBC]

2 SITE & SURROUNDINGS

- 2.1 The application site is located within the administrative boundary of Hinckley & Bosworth Borough Council and is approximately 200 metres from the designated High Street and Chapel Street district centre (as per the 'Earl Shilton and Barwell Area Action Plan')
- 2.2 The site measures approximately 0.02 hectare and occupies a plot on the eastern side of King Street. The site currently includes a former light industrial (plumbing merchants) two-storey, light brick building.
- 2.3 The surrounding area is generally characterised by a mixture part two-storey and three-storey brick-built commercial/light-industrial buildings with some single storey buildings sporadically placed within the streetscape. The surrounding buildings have both pitched and flat roof forms, varied roof heights, and traditional red brick elevations consistent with older employment premises found in this part of Barwell.
- 2.4 Shilton Road (located approximately 30 metres to the south of the site) generally comprises terraced properties of a similar material palette to that of the subject building. The linear rear gardens of Nos. 41 – 45 Shilton Road abut the southern boundary of the application site.
- 2.5 The below extract from the site location plan details the extent of the site.

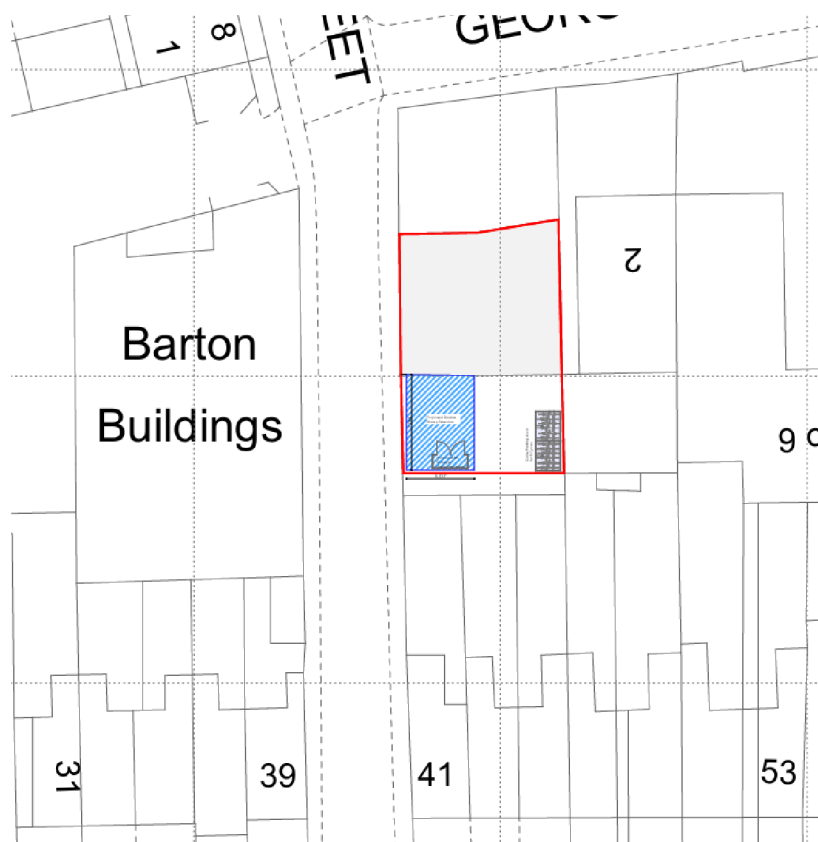


Figure 1 – Site Location Plan

3 PLANNING HISTORY

3.1 The relevant applications clearly associated with the application site are listed below.

- 25/00905/P3CMA - Notification to determine if prior approval is required for the change of use of a commercial building to 4 self-contained residential flats – Prior approval granted – 12.12.25

4 THE PROPOSED DEVELOPMENT

- 4.1 The site already benefits from a recent prior approval consent for residential development; however, the Applicant is now seeking to modify the previous proposal to provide a more efficient and effective use of the space and building. Consequently, planning permission is now sought for the conversion and extension of the former commercial building to form 9No. self-contained residential flats.
- 4.2 Specifically, the proposed development comprises the extension and reconfiguration of the former commercial buildings through a new first-floor and a re-designed roof. To facilitate functionality of the new first-floor, dormers and rooflights are also proposed.
- 4.3 The scheme respects the appearance and character of the original building but replaces outdated industrial detailing and introduces a more cohesive and visually appropriate built form that responds positively to the surrounding mixed-use context.
- 4.4 The proposal is well contained within the site, is sympathetic to the surrounding area and proposes additional, much-needed small-scale accommodation within a highly sustainable location.
- 4.5 Given the edge-of-centre location within a highly sustainable area of Barwell allocated parking is not deemed necessary. Moreover, a parking beat survey commissioned by the Applicant and conducted by 'TTC Transport Consultancy' identified sufficient parking within the area to accommodate the proposal.
- 4.6 Secure storage for 9 cycles and bin storage is proposed within the undercroft/ internal courtyard area.

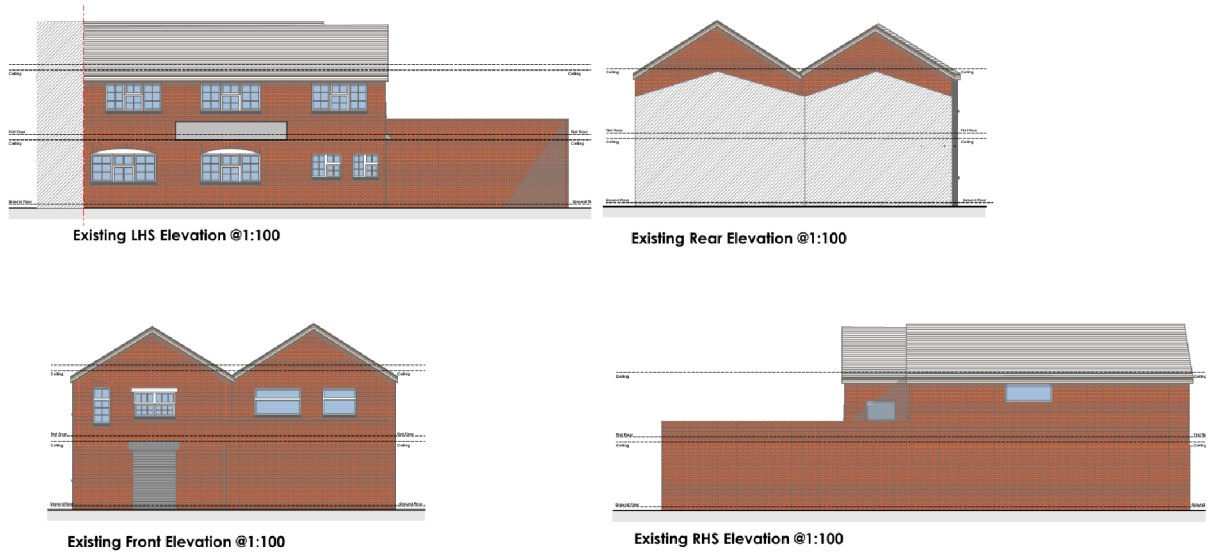


Figure 2 – Existing Elevations



Figure 3 – Proposed elevations

5 PLANNING POLICY CONTEXT

5.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 (The Act) requires that decisions on planning applications be taken in accordance with the development plan, unless material considerations indicate otherwise. This is also reinforced within the National Planning Policy Framework (NPPF) at Paragraph 2.

5.2 In assessing the planning policy context, consideration has been given to the adopted development plan along with relevant supplementary planning guidance and also to national planning guidance. All relevant documents are set out below in order of national and local levels.

National Planning Policy Framework (2023)

5.3 The National Planning Policy Framework ('NPPF') (updated in December 2024) sets out the Government's planning policies for England and states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document sets out the Government's view of sustainable development and gives an overview of the economic, social and environmental roles which planning should play.

5.4 At the heart of the NPPF at Paragraph 11 lies the 'presumption in favour of sustainable development' which sets out that for decision making this means;

- *Approving development proposals that accord with an up-to-date development plan without delay; or*
- *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:*
 - *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*
 - *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.*

5.5 Section 9 of the NPPF relates to the need to promote sustainable transport. At paragraph 112 it notes that when setting parking standards, a number of factors should be taken into account including: the accessibility of the development; the type, mix and use of development; the availability of public transport; local car ownership levels; and the need to ensure adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. At paragraph 116 it notes that development should only be prevented or refused on

highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- 5.6 In addition, Paragraph 129 states that planning decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration.
- 5.7 Section 11 of the NPPF relates to the need to make effective use of land and prioritises the use of previously developed land. At paragraph 125 c) it gives substantial weight to the value of using suitable brownfield land, d) promotes and supports the development of under-utilised land and buildings, and e) supports opportunities to use airspace above existing residential and commercial premises provided that they are consistent with the prevailing built form and overall street scene. At paragraph 127 it notes that planning policies and decisions should reflect changes in demand for land.
- 5.8 Section 12 of the NPPF notes that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. At paragraph 135 it notes that development should: function well and add to the overall quality of the area; be visually attractive; be sympathetic to local character and history; establish a strong sense of place and optimise the potential of the site.

The Development Plan

- 5.9 The statutory Development Plan for the site currently comprises The Local Development Framework - The Core Strategy (2006 – 2026) and The Earl Shilton & Barwell Area Action Plan (2014).

The Local Development Framework - The Core Strategy (2006 – 2026)

- 5.10 The Local Development Framework - The Core Strategy (2006 – 2026) hereafter the 'Local Plan' is the statutory document used by the Council to determine planning applications. The relevant policies of the Local Plan are set out below.
- 5.11 Policy 3 sets out the strategic principles of development within Barwell and is generally supportive of development within the settlement boundary. The policy also refers to a requirement to ensure respectful development with the conservation area and is generally supportive of the re-use of industrial, historic buildings.
- 5.12 Policy 24 requires all development within Barwell to meet the identified sustainable design and technology requirements.

The Earl and Shilton & Barwell Area Action Plan (2014)

- 5.13 The Earl and Shilton & Barwell Area Action Plan (2014) hereafter 'the Action Plan' provides more localised planning policies applicable to the Barwell area. The relevant policies are set out below.
- 5.14 Policy 19 is generally supportive of development within the settlement boundary of Barwell providing that it represents an enhancement to the public realm.
- 5.15 Policy 22 seeks to ensure, amongst other things are appropriate impact on neighbouring amenity, high-quality design, appropriate materials and an overall development which responds well to its surrounding context.
- 5.16 Policy 23 classifies employment sites A, B and C. The site is included within a category C designation (BRW13). As per the policy, the Council will take a more flexible approach to Category C sites for alternative uses.

Other documents

Good Design Guide SPD

- 5.17 Part 1 provides detailed design guidance for appropriate development. Part 2 provides a brief analysis of appropriate design in Barwell.

6 PLANNING JUSTIFICATION

- 6.1 The following section seeks to justify the proposed development in light of the content of the relevant planning policies above.

Development Principle

- 6.2 The application site falls within the defined settlement boundary of Barwell as confirmed by the adopted 'Earl Shilton and Barwell Area Action Plan' (see Figure 2 below).
- 6.3 As per Policy 3 of the 'Local Plan' and Policy 19 of 'the Action Plan', in this location, housing proposals which are of a scale acceptable to the role and function of the settlement will be supported in principle. In addition, Section 11 of the NPPF sets out the need to make effective use of land and encourages the redevelopment of under-utilised land and buildings.
- 6.4 The scheme for the conversion and extension of the commercial building to create 9No. new self-contained flats would be minor development in an appropriate, heavily sustainable location within the settlement boundary of Barwell. The scheme would make efficient and effective use of previously developed land and would be of a scale that would reflect the role and function of Barwell.
- 6.5 In addition, as per Policy 23 of 'the Action Plan', the site falls within a designated site identified for flexible re-development.
- 6.6 As such, the proposed development is in full accordance with the relevant policies and would be acceptable in principle.

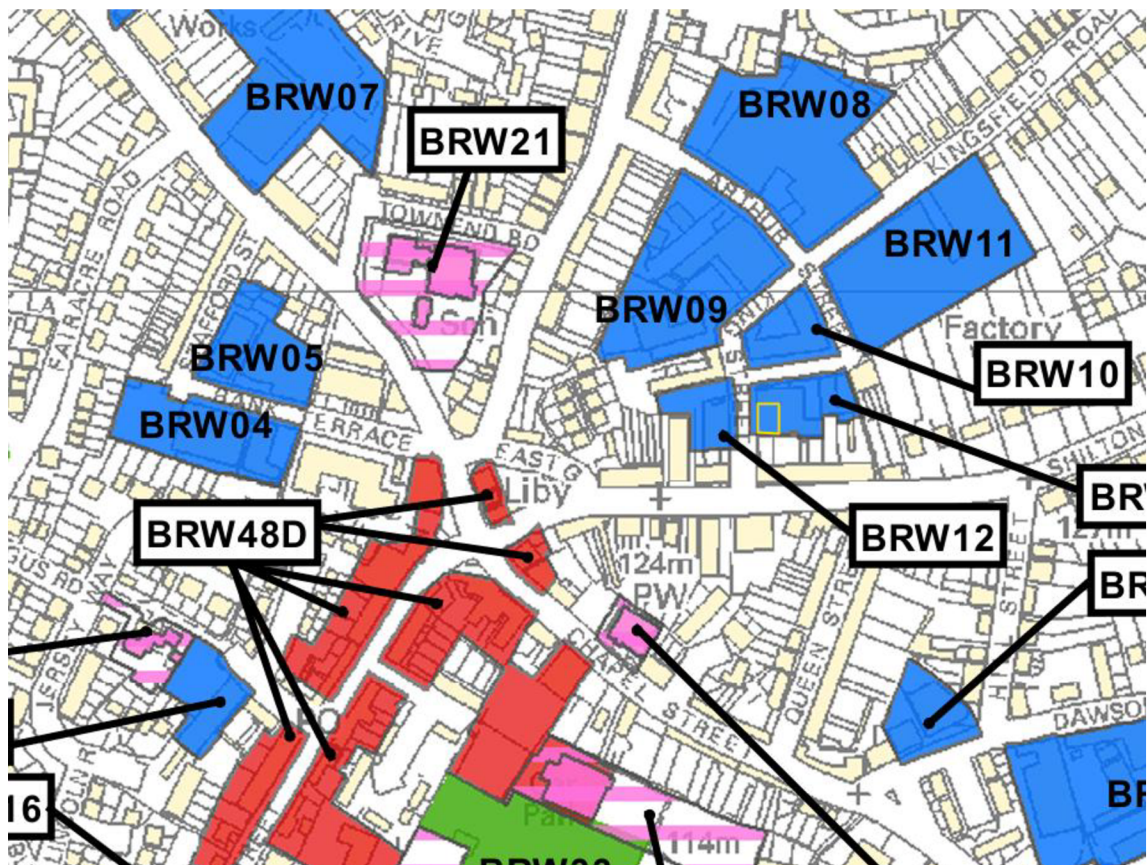


Figure 4 – Extract from the Local Plan Proposals Map showing the site (outlined in yellow) in relation to the surrounding area/ centre of Barwell.

Design, Appearance and Heritage Impact

- 6.7 As per the Council's conservation area appraisals and management plans, the site is within the southern section of the Arthur Street Conservation Area (also know as Area B). Area B represents the historic industrial heart of Barwell and reflects the town's historic character as a major centre of the boot and shoe manufacturing industry during the late 19th and early 20th centuries. Arthur Street, King Street, and Kirby Road include numerous factories which were built to accommodate new manufacturing processes. These buildings - ranging from early three-storey factories to light industrial units – have created a distinctive townscape that remains largely legible today.
- 6.8 The works proposed under this application are relatively modest and respect the characteristics and proportions of the host building. Although the alterations will be visible from the public realm (and therefore will contribute to streetscene and special character of the Conservation Area) it is critical to emphasise that the development would be set within the context of existing large-scale, three-storey industrial buildings which have either retained their historic commercial/ industrial use or have been converted to apartments.

- 6.9 The design of the proposed extension is based on such circumstances and seeks to expand upon the established large-scale industrial characteristics of the surrounding built environment.
- 6.10 Specifically, when approaching from Shilton Road (Figure 5) and the north (Figure 6), the subject building is set within the context of high, three-storey buildings. As shown, through the use of appropriate materials and sympathetic design, the upward extension would assimilate well with the surrounding area, blending into the built environment.



Figure 5 – The subject building on approach from the south/ Shilton Road



Figure 6 – The subject building on approach from the north/ King Street

- 6.11 In terms of the building itself, there is a strong emphasis on high-quality and respectful design. As noted within the Conservation Area appraisal document and supporting plans many buildings are under-maintained with dominating signage and inappropriate, insensitive alterations. As such, the proposal aims to address these concerns and seeks to enhance the building through respectful, effective and efficient alterations including conservation rooflights, aligned window style/ layout, matching brickwork and a 'set in' positioning.
- 6.12 In terms of the Conservation Area, King Street as a heritage asset lies mainly in the strong street enclosure, a clear industrial rhythm and grain and industrial detailing. The section of the CA immediately adjacent to the site derives significance from its architectural style of larger windows and simple brick-built materials which bear a sense of uniformity across the buildings front elevations.
- 6.13 The proposal therefore builds upon this established design and replicates the material palette, architectural style and general window arrangement. Moreover, the proposal would protect the industrial features of the building (bringing a redundant former industrial building back into productive use), address the identified maintenance concerns, enhance the rhythm and grain of the streetscape and strengthen the frontage of the building.
- 6.14 In light of the foregoing, the proposed alterations and extensions to the existing building would have an acceptable impact on both the character of the surrounding area and the significance of the historic environment. As such, the scheme would be in accordance with the NPPF, relevant policies of the development plan and the broad guidance of the adopted SPD.

Impact on Amenity

- 6.15 It is considered that the proposal would not have any adverse impact on the residential amenity of the surrounding area despite its elevated/ extended nature.
- 6.16 Specifically, to the west, north and east of the application site are non-residential units. Any overlooking and/ or overshadowing impacts would be either minimal or akin to the existing situation.
- 6.17 Regarding the dwellings to the south, it must be noted that there are currently four upper floor windows in the south-facing elevation which provide direct outlook into the rear gardens of the terrace dwellings. The proposal seeks to enhance this through the removal of two upper-floor windows. Whilst two of the windows would remain, they would serve non-habitable spaces (i.e. a hallway and a shower room) and can be conditioned to be fitted with obscured glazing if deemed necessary.

- 6.18 Although east-facing dormer windows are proposed in the first-floor, outlook would be largely limited to the roof of the adjacent industrial unit or the outer, less sensitive ends of the gardens.
- 6.19 In terms of the southward protruding extension, the blank elevation would be approximately 16 metres from the principal window of the nearest habitable room. This would be in full accordance with the guidance contained within the adopted SPD. Moreover, given the urban location and industrial context of the site, further flexibility should be granted to the scheme.
- 6.20 Similarly to the above, the new extension would be at the end of the garden away from the primary/ more sensitive areas (i.e. the space directly in front of an external door).
- 6.21 In terms of the wider impact on the surrounding area as part of the construction phase, a detailed 'Construction Environmental Traffic Management Plan' has been submitted which evidences how noise and disturbance will be kept to a minimum.
- 6.22 The Applicant is also willing to carry out a noise impact assessment, however initial advice from the noise consultant has concluded that the scope and nature of the assessment needs to be guided by the Planning officer/ Environmental Health Team. Accordingly, we would welcome a collaborative approach to ensure that any issues are addressed satisfactorily.
- 6.23 With the above in mind, the impact on residential amenity would be acceptable.

Transport Impact

- 6.24 The Applicant is mindful that allocated parking is not proposed as part of the scheme. However, a recent parking beat survey conducted by 'TTC Transportation Consultancy' concluded that "*...there is sufficient capacity on-street to accommodate any parking demand from the proposed development without detrimentally affecting the safety or convenience of other residents in the surrounding local highway network.*"
- 6.25 In addition to the above, given the edge-of-centre and high sustainable location of the site, the provision of allocated parking is not considered to be essential for the success of the scheme.
- 6.26 In this context, it is considered that the proposal is in compliance with the NPPF and the relevant Local Plan policies.

Flood Risk

- 6.27 The application site is located in Flood Zone 1 and has a low probability of flooding as identified on the Environmental Agency's Flood Map for Planning.

Ecology/Biodiversity Net Gain

- 6.28 The site is entirely hardstanding, and the proposals will have no impact on any protected species.
- 6.29 The building is not considered to be ecologically sensitive.
- 6.30 Accordingly, BNG is not applicable in this case.

7 DESIGN AND ACCESS STATEMENT

- 7.1 The following section sets out the key design principles for the proposed development and includes the statutory requirements for a Design and Access Statement, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Amount & Scale

- 7.2 The proposal seeks planning permission for the conversion and extension of a former commercial building to create 9No. flats. The overall amount of built development is relatively minimal, is proportionate to the intended use and is commensurate with the surrounding central location.
- 7.3 Whilst not a policy requirement of the Hinckley and Bosworth development plan, all of the proposed flats would adhere to the floor space requirements of the National Space Standards for a 1 person, 1 bedroom flat with a shower room (i.e. 37 sqm).

Layout

- 7.4 The proposed layout is over the ground and two upper floors which provide efficient and effective use of under-utilised brownfield land. The building is configured to maximise natural light with logical circulation and secure access points.
- 7.5 Where possible, the footprint of the existing building is being retained with the undercroft providing clearly defined refuse and cycle storage areas.

Appearance

- 7.6 The proposal seeks to retain the traditional characteristics of the building through the use of appropriate materials which reinforce Barwell's industrial heritage. The new elements adopt a complementary but contemporary approach which is consistent with the Good Design Guide SPD.
- 7.7 Overall, the proposed alterations would be relatively minor and would not introduce any visually intrusive features especially considering the central location of the site and the commercial/ non-residential nature of the immediate setting.

Landscaping

- 7.8 Owing to the nature of the site opportunities to provide landscaping is considered to be limited.

Access

- 7.9 Access will remain from King Street making use of the existing loading bay. A level threshold will be provided at main entrance with internal layouts designed to meet Building Regulations Part M standards (where practicable in a conversion).
- 7.10 Cycle storage for 9 bicycles is provided within the site, supporting sustainable travel options.

8 CONCLUSION

- 8.1 This statement has been prepared to accompany a full planning application for the conversion and extension of former commercial building to form 9 self-contained residential flats.
- 8.2 Owing to the site's edge-of-centre location (firmly within the settlement boundary) and the previously supported historic prior approval application for residential use the principle of development is acceptable.
- 8.3 The proposed alterations respect the character of the host building and its surroundings whilst also improving the appearance and functionality of the building. The retention of key architectural features, alongside sensitively designed new elements, ensures that the development will integrate successfully with the mixed-use townscape of Barwell and the special character of the Conservation Area. The development will not result in harm to the character or appearance of the area, nor will it give rise to any unacceptable impacts on neighbouring residential amenity.
- 8.4 In terms of highway impact, the submitted parking beat survey evidences that there is sufficient on-street parking capacity to accommodate any parking demand from the proposed development without detrimentally affecting the safety or convenience of other residents in the surrounding local highway network.
- 8.5 Owing to the edge-of-centre location of the site and its excellent proximity to public transport and local services the site is highly sustainable. The proposal will not result in any unacceptable impacts on highway safety or the operation of the surrounding road network.
- 8.6 When assessed as a whole, the proposal delivers clear planning benefits, including the delivery of new residential accommodation, the regeneration of an under-utilised site, and the efficient use of land in a sustainable location. There are no material planning considerations that would outweigh these benefits.
- 8.7 The proposal accords with the overarching objectives of the National Planning Policy Framework by making efficient use of brownfield land in a highly sustainable location, supporting housing delivery, and promoting high-quality design. It also fully complies with the adopted The Local Development Framework - The Core Strategy (2006 – 2026) and The Earl Shilton & Barwell Area Action Plan (2014).
- 8.8 For the reasons above it is respectfully requested that the application is approved.