Planning Development Brief

07/01155/FUL

In support of the detailed planning application to convert (including some new build extensions), the existing building at 4 Hawley Road and 68 Station Road, Hinckley, into 42 one and two bedroom self contained flats, with common areas and facilities creating a sheltered housing complex with 682.16 sq. m. of employment space within the eastern block (68 Station Road) being retained and refurbished continuing with its B1, B2 and B8 use classification. (The scheme is a resubmission of the rejected application No. 05/01240FUL in respect of the conversion of the existing building into 54 warden controlled flats).

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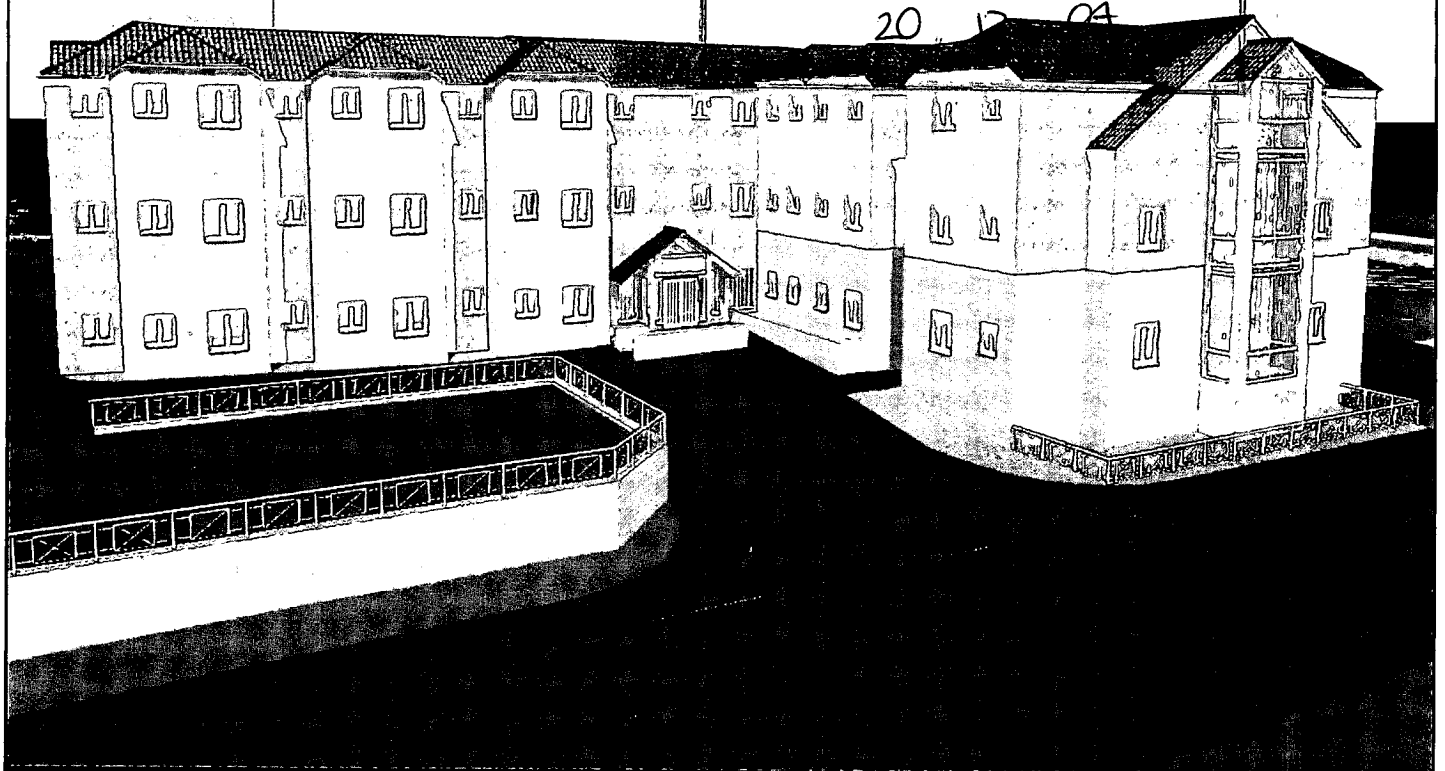
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07/01155/FUL

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1. Outline

1.1 This Planning Development Application Brief has been prepared on behalf of Cotswold Estates Limited who are the owners of the application site.

1.2 It supports the planning application to construct a sheltered housing complex on the site, which would be known as Hawley Court.

1.3 This brief is to be read in conjunction with the associated application, plans and Design Statement.

1.4 The sections that follow demonstrate how the redevelopment of this site is acceptable and does not contravene either central and local government planning policies.

2. THE SITE ANALYSIS

2.1 The Location of the Application Site

It encompasses Dennis House on Hawley Road which is on the fringe of Hinckley town centre.

2.1.2 The site is outlined in red on Plan No. FP4.04-03-05 revision A which forms part of this application.

2.1.3 The site is encompassed within a mixed urban area consisting of sheltered housing, residential properties, industrial, warehousing, retail, commercial, hotel/public houses and transport interchanges.

2.2 Site Size

The site measures 0.4 hectares (1 acre) in size with direct access to the site from both Hawley Road and Station Road.

2.3 Site Boundaries

2.3.1 The northern boundary is 95.0 metres in length with the Royal Court sheltered housing site located immediately beyond this boundary.

2.3.2 The north eastern boundary is 19.2 metres in length which adjoins and extends either side of No. 66 Station Road (a separately owned freehold estate).

2.3.2 (a) 66 Station Road was originally an integral part of 68 Station Road and 4 Hawley Road.

2.3.2 (b) 66 Station Road is currently an industrial unit. The owner (Mr Andrew Cheshire) has been granted planning permission for a residential redevelopment, under appeal decision (reference number APP/K2420/A/04/1165736) dated 14 June 2005. Work is expected to start on site in 2006.

2.3.2 (c) The approval permits for demolition of the existing building and the construction of a new building accommodating four flats, with access directly off Station Road.

2.3.2 (d) Party wall awards are being agreed between site owners as 66 Station Road is inextricably linked with 68 Station Road. Both units were originally owned and constructed as one building

2.3.3 The south eastern boundary of the application site abuts the rear car park of the Railway Hotel to a length of 28.4 metres.

2.3.4 The whole of the southern boundary runs parallel with Hawley Road and is 51.2 metres in length.

2.3.5 A separately owned factory is located on the immediate western boundary of the site which stretches to 50.4 metres.

2.4 Site Topography

2.4.1 Although not visible from Hawley Road, the site has a gradual incline from the Southern boundary (facing Hawley Road) to the Northern boundary (facing the Royal Court) of approximately 1.5 metres.

2.4.2 The site benefits from vehicle access off Station Road. There is a steep access driveway from Station Road down to unit No. 1. Unit No. 1 is 1.9m lower than ground level off Station Road.

2.4.3 There is no on-site vegetation and/or landscaping.

2.5 Existing Buildings

2.5.1 There are two main adjoining buildings on the site.

2.5.2 The most prominent is Dennis House fronting Hawley Road.

i) This early twentieth century brick building is three storeys in height, with a cream painted front facade and a pitched roof. No 68 is directly linked with No 66 Station Road which has had a planning permission granted for a change of planning classification from B1 employment to residential. (Refer to 2.3.2 (b))

ii) There have been a number of later single storey side extensions which have been constructed out of red brick with shallow sloping pitched roofs. None of the extensions are in keeping with the original building.

2.5.3 There is a redundant first floor elevated walkway between Dennis House and the factory to the immediate west of the site.

2.5.4 The second main building (Number 68 Station Road) is to the rear of the site and is of similar appearance and age to Dennis House.

2.5.5 Dennis House and 68 Station Road have a maximum height of 13.8 metres with a useable built space of 34,279 sq.ft (3185.78 sq.m)

2.5.6 The undeveloped areas of the site are used for car parking and loading activities.

2.5.7 There is an electricity substation near to the southwestern corner of the site which is constructed out of red brick and a flat roof. It is understood that the electricity board are looking to renew the substation and are in discussions with the owner's agents.

2.6 Vehicle and Pedestrian Access Points to the Application Site

2.6.1 The main vehicular access is taken from the B590/Hawley Road and is located towards the southwestern corner of the site.

2.6.2 Hawley Road forms part of Leicestershire's Specified Road Network and has reasonably close access to the M69, A5 and A47.

2.6.3 There are two further access points running either side of 66 Station Road on the north-eastern flank of the site which both link directly onto Station Road.

2.6.4 All of the access points are in use at present.

2.7 Use Classifications

2.7.1 The site is a mixed use site falling under category B1, B2 and B8 of the Use Classes Order 1987.

2.7.2 The accommodation is split up into 9 separate lettable units from 3,145 sq ft to 8,389 sq ft, with a gross footprint of 34,279 sq ft.

2.7.3 Schedule No 1 attached in Appendix I itemises the individual tenancies. It is understood that all tenancy agreements are short-term and are outside the 1954 Landlord and Tenant Act.

2.7.4 The schedule of tenants (in appendix No. 1) lists the vacant units and sets out all tenancy arrangements.

2.8 Designated Use

2.8.1 The site is designated as an "employment site" in the Hinckley & Bosworth Borough Council Adopted Local Plan dated 1 February 2001 (ALP).

2.8.2 The site is designated as a "low grade employment area which provides important small business accommodation that should be retained" as described in the Final Report of the Hinckley & Bosworth Borough Council Employment Land & Premises Study (EL&PS) dated May 2004.

2.8.3 (a) The Council's general assumption that the whole site provides small business accommodation is incorrect.

(b) The Tenancy Schedule in Appendix 1 provides the list of accommodation and size of units on site.

(c) The site has 9 individual units; large units have remained unlet for 5 years ever since Cotswold Estates obtained control of the whole site in 2000.

(d) Units vary in size from 3,145 to 8,389 sq ft upwards.

(e) All units are let on short-term agreements to individual people.

(f) Units 3.1, 3.4 and 3.6 are let to DRE Property Services Limited on a Tenancy at Will (DRE Property Services Limited is associated with the site owner Cotswold Estates Ltd). DRE Property Services Ltd sublets offices within its own unit to other companies on a monthly lease agreement. There are in excess of 50 offices with 19 sublet. The viability of the serviced office business is seriously in question. The existing buildings are old and dated. The cost of running them is constantly increasing with the number of tenants reducing. If the present income remains at its existing level then it is probable that the serviced office facility will cease trading.

2.8.4 The site is also within the area covered by the draft Hinckley Town Centre Renaissance Master Plan dated Summer 2005, which has described the majority of Hawley Road for redevelopment.

2.8.5 i) No. 66 Station Road which was an integral part of this site was sold off separately a number of years ago and the present owner, Mr Andrew Cheshire, has recently obtained permission on appeal to change the planning classification from B1 to residential (under reference number APP/K2420/A/04/1165736).

ii) This adjacent site was subject to the same designations in the ALP and EL & PS as the application site, in that it was listed as an employment site and as a low grade employment area respectively.

iii) A similar permission was given at appeal in 2003 for the nearby Southfield Court flats development, which was also covered by these designations.

iv) Accordingly these two recent precedents allowed by the Secretary of State for the Environment would be a material planning consideration in the determination of this proposal, and provides significant weight to the acceptability of changing the use of a failing employment site to residential.

3. THE PROPOSED DEVELOPMENT

To convert the existing buildings into a sheltered housing complex with 54 one and two bedroom self contained apartments with communal facilities.

3.1 The Proposals

3.1.1 It supports the detailed planning application to convert the existing buildings into a sheltered housing complex with 42 one and two bedroom self-contained apartments with communal facilities and retaining part of the existing building for employment space.

3.1.2 The employment space will be located within the eastern block (68 Station Road) and will consist of 682.16 m^2 (7340 sq ft) of B1, B2 and B8 employment space with both vehicular and pedestrian access obtained directly off Station Road.

3.1.3 It would have the external appearance of multi red facing bricks intermixed with stone effect render with a dark roof tile.

3.2 The Design

3.2.1 a) *Ground Floor Accommodation*

There are 6 No. two bedroom flats and 9 No. one bedroom flats, totalling 15 No. flats

A large communal lounge on the ground floor has been designed, close to the main entrance together with other facilities such as the on-site manager's office, a kitchen, toilet and laundry/ironing rooms have also been included.

b) *First Floor Accommodation*

6 No. two bedroom flats and 10 No. one bedroom flats, totalling 16 flats.

A second communal lounge has also been designed into the first floor layout.

c) *Second Floor Accommodation*

3 No. two bedroom flats and 8 No. one bedroom flats, totalling 11 flats.

A secure open space area has been proposed by way of a roof garden on the second floor, which would only be accessible by those associated with the complex.

d) Design Consideration

The upper floors of the complex would be accessed by a number of internal stairways and centrally placed lifts.

The main pedestrian entrance would be located on its southern elevation facing Hawley Road and clearly marked with double doors leading into the main reception and residents' lounge area.

e) Vehicle Entrance into the Site

A new access of Hawley Road has been designed for the residential element of the development.

The two entrance points off Station Road would continue to be used for the employment space for both pedestrian access and vehicular access.

f) On Site Parking Provision

A total of 40 spaces have been provided for the residential occupiers, which remain completely separate to the parking provision for the employment use. All car parking spaces are accessed from Hawley Road.

A total of 18 No. Spaces have been provided for employment space. All car parking spaces are accessed from Station Road.

g) External Lighting

A number of lighting posts would be sensitively placed around the site.

They could be to a maximum height of one metre and coloured black, with anti-glare guards to minimise light pollution.

h) Refuse Collection

A sensitively placed refuse collection area/compound would be located on the northwestern flank of the site.

This location would allow any associated vehicle to enter and leave the site in a forward gear.

i) Landscaping Arrangements

The site would be landscaped so that in time it would benefit from natural screening and shading.

A landscaped garden on the southern flank of the site, near to the main pedestrian entrance is proposed. This would have a mixture of grassland, trees, shrubs and plants, intermixed with seating areas.

The proposed roof garden would also have a mixture of containerised trees, shrubs and plants, intermixed with the seating.

All external landscaped areas could be used for recreation, relaxation, exercise, gardening, painting, writing and/or reading.

A detailed landscaping scheme would be completed and agreed with Hinckley & Bosworth Borough Council prior to works commencing on site.

4. DEVELOPMENT APPRAISAL

This section demonstrates how this proposal would comply with planning policy relevant to the redevelopment of an existing employment site.

Seven criteria have been considered which prove that the proposals do not contravene planning policy.

4.1 Criteria No. 1 - Could the application site continue to be used for employment?

4.1.1 The application site is designated as an "employment site" in the ALP.

4.1.2 The EL & PS describes the site as "important small business accommodation" that "should be retained".

4.1.3 At present less than half the site is being used as serviced offices. The remainder of the units are separately let industrial units. (Tenancy details are set out in appendix No. 1)

4.1.4 Vacant units have remained vacant for approximately 5 years. Existing tenancies are due to expire shortly. Any new tenancy arrangements are short term daily agreement. The vacant units are not lettable for the following reasons:

(a) A restricted/cellular internal layout.

(b) Restricted internal access particular to the upper floors.

(c) Inadequate internal working heights.

(d) Ageing construction.

(e) Restrictions on the potential user due to the proximity of nearby houses.

(f) Inadequate parking.

(g) Inadequate loading facilities.

(h) Restricted hours of business due to complaints received from local residents.

(i) Restricted uses due to similar complaints.

4.1.5 By Autumn 2006 a further two leases will have determined. The current tenants are scheduled to vacate the site, and although the present/previous vacant units have been widely marketed for an employment use, there has been little interest. It is predictable that the same will happen with the further two units about to become vacant.

4.1.6 The site is approaching the end of its productive employment use and this assertion appears to be supported in the EL & PS which states it is a "low grade employment area" with the building quality being of a "poor-moderate" standard.

4.1.7 Part of the original site, (66 Station Road) now owned by Mr A Cheshire which was allocated for employment by Hinckley & Bosworth Borough Council, has recently been reclassified by the Secretary of State from B1 to residential (refer to 2.3.2(a)-(d)).

4.1.8 **Summary for Criteria No. 1**

i) Given the number of demonstrable restrictions on the application site, it is no longer suitable for employment. Therefore the site has been redesigned creating a mix of residential units alongside a limited amount of refurbished employment space.

4.2 Criteria No. 2 - Would there be policy support for redevelopment of a failing employment site for an alternative use?

4.2.1 Employment Policy 5 parts (a), (b) and (c) of the Leicestershire, Leicester & Rutland Structure Plan 1996 - 2016 dated 7 March 2005 (LLRSO) is relevant.

4.2.2 Within this policy allowance is made for the development of non-key existing employment sites for other uses, where the change "..... would not result in a shortage of employment, land or buildings in the area: or the land or buildings are no longer suitable for employment purposes; or the site would make an important contribution towards improving the environment ....".

4.2.3 In Policy EMP1 part (b) of the ALP, it states that the Borough Council would consider proposals for alternative uses of this site on their merits.

4.2.4 Paragraph 2.2.2 of the ALP states the Borough Council "encourages full use of opportunities arising from ... (the) ... redevelopment of redundant land and buildings. Development of this kind can make a useful contribution to the dwelling stock and assist in urban regeneration".

4.2.5 **Summary for Criteria No. 2**

Policy support exists for the redevelopment of failing employment sites for an alternative uses. This site falls within this criteria.

4.3 Criteria No. 3 - Would there be policy support for the redevelopment of a brownfield/previously developed site?

4.3.1 In paragraphs 32 and 33 of Planning Policy Guidance Note 3 - Housing dated March 2000 (PPG3) encouragement is given to the release of brownfield sites for redevelopment before greenfield sites.

4.3.2 In Strategy Policy 2A of the LLRSP a sequential approach towards the location of new development is set out.

4.3.3 It states that the priority areas to be developed first are "... previously developed land and buildings within or adjoining the central area of Leicester and the town centres of the Main Towns (which includes Hinckley)".

4.3.4 In Housing Policy 3 of the LLRSP it states "at least 50% of additional dwellings in the Plan period (1996-2016) should be provided on previously developed land and through conversions of existing buildings "... with local plans containing policies and sites ... to maximise the reuse of previously developed land ...".

4.3.5 In Policy RES5 part (a) of the ALP it states "on sites which are not specifically allocated in the Plan for housing, planning permission would only be granted for new residential development if "... the site lies within the boundaries of an urban area ...".

4.3.6 **Summary for Criteria No. 3**

Policy support exists for the redevelopment of brownfield/previously developed sites. This site falls within this criteria.

4.4 Criteria No. 4 - Would this previously developed employment site be suitable for redevelopment ?

4.4.1 Paragraph 42 (a) of PPG3 and Strategy Policy 2B of the LLRSP set out seven factors to consider when redeveloping previously developed employment sites.

4.4.2 Each factor is considered separately below.

a) Factor 1: the actual or potential accessibility of sites by non-car modes, including pedestrian, cycling and public transport links to central areas and district or local centres.

i) The site would be accessible by a number of sustainable transport options including bus, train, walking and bicycle.

ii) The nearest bus stop on Hawley Road is directly outside the existing main entrance door to Dennis House which would be approximately 20 metres away from the main entrance to the complex. Hinckley Railway Station would be 250 metres away from this same point.

iii) The complex would also be within 100 metres of the nearest supermarket, doctors, chemist, hotel and public house, and only 250 metres away from the edge of the main shopping centre in Hinckley.

b) Factor 2: the actual and potential capacity of existing public transport, utilities and social infrastructure to support further development

i) It is anticipated that there is sufficient capacity in the surrounding infrastructure to support this proposed development.

c) Factor 3: physical constraints on development, including ground contamination and stability and flood risk.

i) The only physical constraint to redeveloping the site could be the relationship of the proposal, with the adjacent active industrial units to the west.

ii) Careful consideration has been given to the issues of noise, dust and odour generation from these units.

iii) Concerning the noise it is considered that the levels are not so excessive that they would impede the amenity of any resident of the complex, but in any case it would be properly insulated and double glazed.

iv) It is the same scenario with regard to dust and odour, which are at a level that would not hinder the enjoyment of the proposed complex by any occupant.

v) Furthermore the sources of noise, dust and odour in the area would be generally reduced as the existing on-site factory would be removed.

vi) Accordingly there would be no problem with the site's location next to some active industrial premises.

viii) Existing warden controlled residential units are adjacent to the northern boundary of the application site at the Royal Court complex. There are no known complaints from the current residents, therefore it is assumed that the same would apply to the proposed scheme.

d) Factor 4: the impact of development on natural resources and environmental and cultural assets

i) The complex would reuse a brownfield site instead of a greenfield location and there would be no loss of any cultural assets.

e) Factor 5: the cost of development, the economic viability of sites and the availability of public and private resources to bring forward land and buildings for development

i) The proposal would bring private inward investment into Hinckley and lead to the regeneration of an underused brownfield site. The alternative is a site that remains boarded up as the units are unlettable.

f) Factor 6: the need to secure a balance of land uses within the area, including mixed use development

i) The proposal would contribute to the mix of uses within the area, which includes sheltered housing, residential properties, industrial, warehousing, retail, commercial, hotel/public houses and transport interchanges.

g) Factor 7: the contribution that development could make towards the strengthening of the local community, supporting local services and meeting local needs, particularly within rural centres designated in local plans

i) The proposal would contribute to the ever growing demand for sheltered housing accommodation in the Hinckley area.

ii) This new use could only strengthen the local community and support for local services and facilities.

4.4.3 **Summary for Criteria No. 4**

This proposal would meet the relevant policy requirements for redeveloping a failing employment site.

4.5 Criteria No. 5: What level of residential density would be appropriate on the application site?

4.5.1 Housing Policy 5 parts (a), (b) and (d) of the LLRSP states "housing development should be of a type and design to achieve as high a net density as possible, taking account of proximity and accessibility to centres; the provision of a mix of housing types to establish socially mixed communities; and green space and landscaping requirements".

4.5.2 This policy states further that "... housing developments on sites of 0.3 hectares or more should attain ...(within) ... main town centres and other locations well served by public transport and accessible to services and facilities ... a minimum of 40 dwellings per hectare".

4.5.3 Paragraph 2.17.5 of the ALP states that "higher densities will be acceptable in locations;

a) where development would provide for the increasing needs of single person households, the elderly and affordable accommodation;

b) within or adjoining town centres;

c) where the site is directly accessible to good public transport services".

4.5.4 Further Objective 5a of the ALP states the Borough Council will "... contribute to reducing the need to travel by encouraging high density residential development close to town centres and in transport choice locations".

4.5.5 **Summary for Criteria No. 5**

This application would comply with the relevant policy requirements regarding density levels, so the proposed 42 residential flats, alongside a separate employment unit, would be suitable.

4.6 Criteria No. 6: What policy requirements would there be for reusing the site for sheltered housing?

4.6.1 Policy CF8 parts (b), (c), (d) and (e) of the ALP state that "planning permission will be granted for the new development ... to provide residential care homes and nursing homes where:

a) Part B - the premises are of a suitable size and type;

b) Part C - adequate gardens are provided to protect and enhance the amenity of residents;

c) Part D - there is satisfactory car parking and areas for service vehicles; and

d) Part E - the future residents will have easy access to shops, public facilities and public transport".

4.6.2 **Summary for Criteria No. 6**

The proposal to refurbish the existing building, providing a mixed development of sheltered housing and retaining some employment space on the application site, would meet the relevant requirements set out in the ALP Policy CF8 parts (b), (c), (d) and (e).

4.7 Criteria No. 7: What transportation policy requirements would there be for redeveloping the site?

4.7.1 Strategy Policy 4 and Accessibility and Transport Policy 1 of the LLRSP requires developers ".... To maximise the potential for access to and from new development by walking, cycling and public transport ....".

4.7.2 Accessibility and Transport Policy 2 part (c) requires development proposals to ".... Include attractive, convenient and safe pedestrian access and facilities, including those suited to people with mobility impairments".

4.7.3 Accessibility and Transport Policy 4 states that development will be acceptable provided ".... All parts of the development are within convenient walking distance of an actual or potential bus stop .... (and) .... In identifying new sites for development, preference will be given to the siting of the development in locations best able to support bus services of an adequate frequency to provide a realistic alternative to the private car ".

4.7.4 Policy T5 and Appendix D of the ALP would require one car space per three bedrooms and one space for each member of staff at this site. Each bay would need to be 4.8 metres in length and 2.4 metres wide.

4.7.5 Further two parking bays for use by people with disabilities would need to be provided. They would need to measure 4.8 metres in length and 3.6 metres in width, and be clearly marked with the British Standard "Disabled" symbol in accordance with BS3262 Part 1.

4.7.6 In addition " .... any parking provision would need to be made within 50 metres of the destination ....", which in this case has been taken as the entrance points into the complex.

4.7.7 Policy CF8 parts (d) and (e) state that "planning permission will be granted for new development .... to provide residential care homes and nursing homes where there is satisfactory car parking and areas for service vehicles; and the future residents will have easy access to shops, public facilities and public transport".

4.7.8 **Summary for Criteria No. 7**

This proposal to construct this mixed development would meet the relevant transportation policy requirements.

5. HINCKLEY TOWN CENTRE RENAISSANCE MASTER PLAN

The application site lies within the area covered by the draft Hinckley Town Centre Renaissance Master plan dated Summer 2005. (Which it is understood will be adopted imminently).

The aim of the Master plan is to provide a clear vision for future social, economic and environmental enhancement and development of Hinckley Town Centre for the next 5 to 15 years.

5.1 Current Stage of the Master Plan

5.1.1 The Master plan has been the subject of public consultation since its inception in 2003, the most recent of which took place during August and September of 2005.

5.1.2 It is understood that since this date the Borough Council has been examining the representations made during this period, and the final version of the plan will be adopted imminently.

5.1.3 The Master plan would be a material planning consideration relevant to the determination of this proposal.

5.1.4 Accordingly careful consideration has taken place with regard to the interrelationship of this scheme with its strategic aims.

5.2 Strategic Aims of the Master Plan

The Master plan contains seven diverse strategic aims and those relevant to this proposal are considered below.

5.2.1 Strategic Aim 1: Increase the number of people living in Hinckley Town Centre as part of a mix of uses, helping to generate vitality and diversity

a) If one person occupies each of the proposed bedrooms in the sheltered housing complex, there would be an additional 68 people living within the Hinckley Town Centre.

b) In addition the complex would contribute to the mix of land uses within the town centre, which would assist in the vitality and diversity of this area.

5.2.2 Strategic Aim 2: Enhance Hinckley Town Centre's image to developers, retailers, residents and visitors by ensuring high quality development on prominent gateway sites into the town centre

a) It is acknowledged that the application site is not included within the eight Strategic Development Areas within the Master plan, but it is located between Areas 6 and 7.

b) Strategic Development Area 7 (Railway Station/Southfield Road) seeks to promote the creation of an improved gateway and transport interchange at the station, which would incorporate a new public space enclosed by new mixed use development.

c) Area 7 also offers the opportunity to create a new landmark development that gives visitors a positive impression on arrival and departure.

d) As the application site is immediately opposite to this area, the first impression of visitors to Hinckley who may have just left the railway station, could only be enhanced by a new modern sheltered housing complex, rather than the current run down semi-vacant industrial site.

e) Further the proposal could only compliment Area 6 (Rugby Road/Hawley Road).

f) This seeks to promote the creation of mixed use development including residential and commercial properties, including the provision of a landmark building at the junction of Rugby Road and Hawley Road.

g) The application site would also have direct access to the proposed bus loop which would run along Southfield Road to the junction with Station Road and Hawley Road. The aster plan proposes that this loop will circle Hinckley Town Centre to link the railway and bus stations.

5.3 Summary for Section Five

The proposal would accord with Strategic Aims 1 and 3 of the draft Hinckley Town Centre Renaissance Master plan, and also compliment the Strategic Development Areas 6 and 7.

6. HINCKLEY & BOSWORTH COMMUNITY PLAN

The Hinckley & Bosworth Community Plan 2002-2007 is interlinked with the Master plan, in particular "purpose (vii) which seeks to address community needs as identified in the Community Plan".

6.1 Background to the Community Plan

6.1.1 A Borough wide public consultation exercise on the plan took place in Spring 2000.

6.1.2 This was followed by the formulation of a number of task groups that met between Autumn 2000 and Spring 2001 to examine various environmental, transportation, youth, crime/disorder, cultural and health issues in the Borough.

6.1.3 The first draft of the Community Plan was put on public consultation between July and August 2001.

6.1.4 After the end of this period the aforementioned task groups met again to discuss revisions to the plan, in light of the issues raised during the consultation period.

6.1.5 In Spring 2002 the Hinckley & Bosworth Community Plan was launched and covers the period between 2002 and 2007.

6.1.6 The six aims that will be worked towards during the Plan period are:

i) Supporting cultural life.
ii) Young people.
iii) A healthier community.
iv) Protecting our environment.
v) Improving transport.
vi) A safer community.

6.2 Relationship of the Proposal with the Community Plan

This application would either directly or indirectly support a number of the sub-objectives within the six aims of the Plan as detailed below.

6.2.1 Within Aim 3: A healthier community

a) "Improving people's geographical access to services which can contribute to their health".

b) "Ensuring that all people are adequately housed in well maintained dwellings that meet their needs".

6.2.2 Within Aim 4: Protecting our environment

a) "Ensuring that new developments are of a high quality and have a low impact on the environment."

6.2.3 Within Aim 5: Improving transport

a) "Better bus, train and community transport services which offer a good alternative to car travel for many more journeys".

b) "Stabilising traffic levels".

c) "Safer roads".

d) "Better conditions for pedestrians - leading to more journeys on foot".

6.2.4 Within Aim 6: A Safer Community

a) "Borough wide emphasis to reduce burglary dwelling offences in line with Ministerial priorities and targets".

b) "To reduce vehicle crime across the Borough including theft of motor vehicles and theft from motor vehicles".

c) "To improve road safety across the Borough".

6.2.5 **Summary for Section Six**

The proposal would accord with the Hinckley & Bosworth Community Plan 2002-2007.

7. CONCLUSION

It is respectfully requested that this proposal for a sheltered housing complex be granted planning permission for the following reasons:-

7.1 The proposed mixed employment and residential site would be a suitable new use on a failing employment site.

7.2 It is proposed that the development will include approximately 682.16 sq m (7,340 sq ft) of B1, B2 and B8 employment space, retaining the appropriate level in accordance with the relevant policy requirements set out in Hinckley & Bosworth Borough Council's local plan, along with 45 sheltered/warden controlled flats.

7.3 With regard to the residential, a precedent has been set for a change in planning classification from B1 (employment) to residential has already been established on 66 Station Road Hinckley. This site used to be within the same ownership as the applicant's site and was classified as employment within Hinckley & Bosworth Borough Council's Master Plan. Both the decision to reclassify 66 Station Road was made by the Secretary of State at appeal. The same reasons for approval relate to the applicant's site as to 66 Station Road.

7.4 It would be a suitable reuse of a bronwfield/previously developed site.

7.5 There would be a positive contribution to the mix of land uses within Hinckley Town Centre, which would assist in the vitality and diversity of this area.

7.6 The proposal would improve the town centre demographics.

7.7 The proposed sheltered warden controlled housing accommodation will add to the supply for the ever-growing demand for this type of residential accommodation.

7.8 The size of the site is appropriate for the proposed density.

7.9 The site is accessible by a number of sustainable transport options, including bus, train, walking and bicycle.

7.10 Essential services are available to the proposed future residents that are required on a daily basis.

7.11 It could lead to a considerable amount of non-car users having better access to local services.

7.12 It would bring inward investment into Hinckley.

7.13 The proposal accords with:

a) the relevant sections from Planning Policy Guidance Note 3 - Housing dated March 2000.

b) the relevant policies from the Leicestershire, Leicester & Rutland Structure Plan 1996 - 2016 dated 7 March 2005.

c) the relevant policies from the Hinckley & Bosworth Borough Council Adopted Local Plan dated 1 February 2001.

d) the relevant sections from the draft Hinckley Town Centre Renaissance Master Plan dated Summer 2005.

e) the relevant sections from the Hinckley & Bosworth Community Plan 2002-2007.

Schedule of Tenancies at 68 Station Road, 4 Hawley Road, Hinckley

Unit No.	Description	Tenant	Tenancy Arrangements	Area Sq Ft	Comments
1	Ground floor unit	Vacant	Vacated 31 November 2006	4,571	Premises being marketed by Faulkner & Company. Marketed for past 4/5 years.
2	Ground floor unit	Vacant	Vacated 23 June 2007	3,627	Premises being marketed by Faulkner & Company. Marketed since November 2006.
3	Dennis House 3.1 First floor office and storage	** DRE Property Services Limited (part of DRE Group)	Tenancy at Will (daily agreement)	3,366	Sub-let individual offices to smaller companies on monthly licences. More than 50 No. available offices. 19 No. are sub-let. Our clients confirm that areas have been vacant for 5 years and no interest has been shown. Agents are Faulkner & Company.
	3.2 First floor office and storage	Vacant		3,866	Area vacant for 5 years. Agents Faulkner & Company - no interest.
	3.3 Ground floor	Harold Roe	Tenancy at Will (daily agreement)	3,531	
	3.4 First floor office	** DRE Property Services (part of DRE Group)	Tenancy at Will (daily agrement)	3,784 Part of 3.1	
	3.5 Ground floor industrial unit	J&M Kitchens	Lease expires 31 May 2009	3,145	
	3.6 Ground and first floor storage and office area	Vacant		8,389	Area vacant for 5 years. Agents Faulkner & Company - no interest.
			TOTAL AREA	**34,279**	

** The total number of offices available to let in Dennis House is in excess of 50. The number le let is 19. Our client confirms that the viability of the serviced office business is in doubt.

APPENDIX 1

Schedule of Tenancies at 4 Hawley Road and 68 Station Road, Hinckley

APPENDIX 2

Drawing Nos. and Descriptions

8.2 Drawing Nos. and Descriptions

1	FP4.04-04-05	**Existing Elevations**
2	FP4.04-05-04	**Proposed Elevations**
3	FP4.04-04-01	**Existing Ground Floor Layout/Site Layout**
4	FP4.04-04-02	**Existing First Floor Layout**
5	FP4.04-04-03	**Existing Second Floor Layout**
6	FP4.04-04-04	**Existing Roof Layout**
7	FP4.04-05-07	**Proposed Ground Floor Plan and Site Layout**
8	FP4.04-05.02	**Proposed First Floor Layout**
9	FP4.04-05-03	**Proposed Second Floor Layout**
10	FP4.04-05-06	**Site Layout Comparing Existing Building Footprint Compared with Proposed Building Footprint**
11	FP4.04-05 Pic 4a	**Street Scene No 1** Lined overlay of proposed building on existing building (viewed from the Southfield Court Development)
12	FP4.04-03-05 Pic 4	**Street Scene No 2** A 3D artist's impression of the proposed development in place of existing building viewed from Southfield Court
13	FP4.04-05 Pic 5a	**Street Scene No 3** Lined overlay of proposed building on existing building viewed from Hawley Road (C & J Marketing)
14	FP4.05-05 Pic 5	**Street Scene No 4** A 3D artist's impression of the proposed development in place of existing building viewed from Hawley Road (C & J Marketing)
15	FP4.04-05 Pic 1a	**Street Scene No 5** Lined overlay of proposed building on existing building viewed from the entrance to station yard
16	FP4.04-05 Pic 1	**Street Scene No 6** A 3D artist's impression of the proposed development viewed from the entrance to the station yard
17	FP4.04-05 Pic 2a	**Street Scene No 7** Lined overlay of proposed building on existing building viewed from C & J Marketing
18	FP4.04-05 Pic 2	**Street Scene No 8** A 3D artist's impression of the proposed development viewed from the C & J Marketing

19	FP4.04-05 Pic 3a	**Street Scene No 9** A lined overlay of proposed building on existing building. View from the entrance to Somerfield Supermarket
20	FP4.04-05 Pic 3	**Street Scene No 10** A 3D artist's impression of the proposed development viewed from the entrance to Somerfield Supermarket
21	25029-901A	**Road Layout Alterations**
22	FP4.04-03-05 REVA	**Location Plan**