Design Statement

07/01155/FUL

2 OCT 2007

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).

DEVELOPMENT SERVICES

0 1 OCT 2007

RECEIVED

Dennis House
4 Hawley Road and 68 Station Road,
Hinckley,
Leicestershire
LE10 0PR

Agent:

DRE Property Services Limited
High Cross
Lancaster Road
Hinckley
Leicestershire
LE10 0AW
Telephone: (01455) 632777

Site Owner:

Cotswold Estates Limited
High Cross
Lancaster Road
Hinckley
Leicestershire
LE10 0AW
Telephone: (01455) 632777

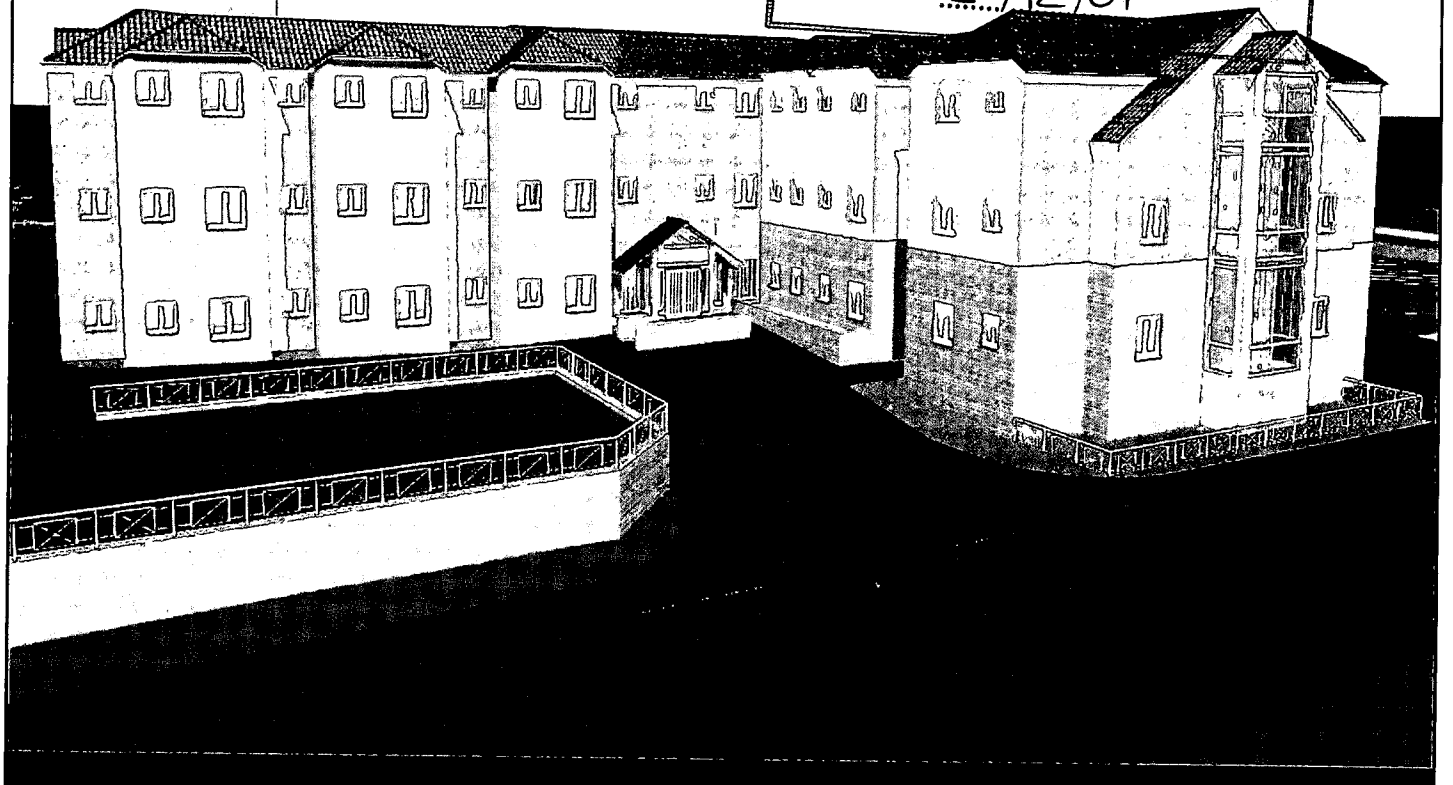
Contact:

Mr S J England

Hinckley & Bosworth Borough Council
Planning Services

REFUSED PLAN

20/12/07



Contact:
Mr S J England

DRE
Property Services Ltd

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1. Outline

1.1 This Design Statement has been prepared on behalf of Cotswold Estates Limited who are the owners of the application site.

1.2 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.

1.3 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.

1.4 It should be read in conjunction with the associated application forms, plans and Planning Development Brief.

1.5 The sections that follow demonstrate how the proposed design of the complex would be acceptable on this site.

2. Location

2.1 The application site encompasses 68 Station Road and 4 Hawley Road (Dennis House). Both sites are accessed from Hawley Road.

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

2.3 It is not within a conservation area and none of the on-site buildings are listed.

3. Site Size

3.1 The site is 0.4 hectares (1.0 acre) in size and is outlined in red on the plan FP4.04-03-05 revision A, which forms part of this application submission.

4. Appearance of Existing Buildings

4.1 *General Description*

4.1.1 There are two main adjoining factories on the site.

4.1.2 The most prominent building is the one referred to as Dennis House on its southern flank, which is sited perpendicular to Hawley Road.

4.1.3 The second main building (No. 68 Station Road) is to the rear of the site on its northern flank.

4.1.4 The buildings are to a maximum height of 13.8 metres and have a combined floor space of 34,279 square feet.

4.1.5 The Schedule in Appendix No. 1 lists all tenancy details for the whole property.

4.2 *Aesthetical Appearance of 4 Hawley Road, (Dennis House)*

4.2.1 Dennis House was constructed in the early part of the twentieth century and is three storeys in height.

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4.2.2 The original construction was a red brick external skin. The building was coated in render in the 1970s with a cream textured finish. This is how it remains today.

4.2.3 There are a number of large windows around all elevations. All frames are deteriorating and are beyond economical repair.

4.2.4 Its dark tiled pitched roof is original with a number of skylights inserted into this roof which were installed into the roofline after the original construction.

4.2.5 A metal clad first floor elevated walkway links Dennis House to a separately owned factory to the immediate west of the site. This walkway is no longer in use.

4.2.6 The front pedestrian access to Dennis House next to Hawley Road is via an external stairwell leading up to the main entrance door.

4.2.7 This entrance was constructed in the late 1980s and is currently flanked by a great deal of signage and paraphernalia, which gives the front elevation a cluttered appearance.

4.2.8 Dennis House also has a number of later single and two storey side extensions which were added in the 1950s, which were constructed out of red brick with either pitched or mono-pitched asbestos sheeted roofs.

4.2.9 Over the years there has been no continuity in the design. None of the extensions match the original building, and consequently the southern flank of the site looks disorganised and shabby.

4.3 *Aesthetical Appearance of No. 68 Station Road*

4.3.1 The second main building (No. 68 Station Road) is to the rear of the site and was constructed in the late 1940s.

4.3.2 It is three storeys in height.

4.3.3 It has a red brick exterior with numerous large windows with white window frames, and a green mineralised felt pitched roof.

4.3.4 Little or no maintenance has been carried out on the building over the last 15 years causing the whole building envelope to deteriorate to a point where it is not financially viable to repair, replace or refurbish the existing building for its present use.

4.3.5 The drab rundown appearance does little to enhance the Royal Court sheltered housing complex, located immediately opposite the building. It is likely that the existing structure does in fact have a detrimental effect on both the residents and the building of Royal Court.

4.4 *Aesthetical Appearance of Undeveloped Areas*

4.4.1 The undeveloped areas of the site are used for car parking and serving areas for all of the industrial units.

4.4.2 The concrete surfacing is in a poor state of repair, and consequently there are numerous potholes and ruts in its surface.

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4.4.3 There is also a 1.75m high electricity substation near to the south western corner of the site which was constructed in 1975. This could be incorporated within the proposals.

4.4.4 The substation is constructed from red brick exterior with a dark coloured mineralised flat roof and blue coloured access doors. With little or no maintenance the substation has deteriorated in the same manner as the buildings and requires replacing. The electricity board has written to our client as there is a need for them to look at renewing the unit.

4.4.5 Its dilapidated condition adds to the run down appearance of the whole application site.

4.5 *Site Topography*

4.5.1 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.

4.5.2 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.

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

4.6 *Summary for Section Four*

Replacing run down industrial buildings which have come to the end of their useful commercial life with a B1, B2 and B8 classification with a modern well designed and well built mixed residential and commercial development, can only improve the area for the people who live and work close by.

5. Surrounding Properties

5.1 *North*

5.1.1 The Royal Court sheltered housing complex is located immediately beyond the northern boundary of the site.

5.1.2 This complex was built in the 1980's and offers a range of single and two storey mews type properties, with associated car parking.

5.1.3 There are 35 units constructed out of dark red brick with dark tiled pitched roofs.

5.1.4 The site's pedestrian and vehicular access is taken directly from Station Road and is finished with a dark red block paving.

5.1.5 Although the complex is intermixed with a significant amount of young and semi-maturing planting, the majority of the units have direct views of the application site.

5.1.6 Beyond the Royal Court complex are a number of detached and semi-detached residential properties fronting onto Clarendon Road.

5.1.7 The residents on the southern flank of this road would have views of the site.

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5.1.8 It is considered that although both the residents of Royal Court and residents of the houses on Clarendon Road can view the site, the proposed development would be a significant improvement on the present view of a dilapidated factory unit.

5.2 *North East*

5.2.1 The northeastern boundary of the site adjoins the rear of the separately owned No. 66 Station Road.

5.2.2 This is currently an industrial unit but the owners have been granted planning permission for its residential redevelopment under appeal decision reference number APP/K2420/A/04/1165736 dated 14 June 2005.

5.2.3 This approval allows the replacement of an existing single storey workshop of municipal design, with a block of four flats and associated parking. It is understood that works on the unit are due to start in 2006.

5.2.4 The potential residents of these flats would have direct views of the application site.

5.2.5 In the wider northeastern environment is an area of mainly detached residential properties fronting onto Priesthills Road and Springfield Road. These properties are well proportioned and sit within well maintained private gardens. The site is also visible from these houses.

5.3 *East*

5.3.1 Almost to the immediate east of the site are two semi detached railway style cottages, which are both two storeys.

5.3.2 They are constructed out of red brick with dark tiled pitched roofs with a centrally placed chimney with some delicate design detailing above the windows and doors.

5.3.3 The properties face directly onto Station Road and have rear gardens that end around three metres from the application area's eastern flank. As a result the residents would have direct views of the site.

5.3.4 Station Road, which runs to the east of the site, forms the most direct route into Hinckley town centre from the application area.

5.3.5 The section to the north of the junction with Springfield Road is flanked by a number of large detached Victorian properties, which vary from two to four storeys.

5.3.6 A significant number of these have been converted over the years to offices with associated car parking to the front.

5.3.7 Unfortunately most of the original design merits have been lost under unsympathetic alterations which has lead to the neutral design appearance of this stretch of Station Road.

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5.3.8 Station Road does though undulate across a natural slope with its apex at the point where it forms a junction with Clarendon Road and Priesthills Road. As a result the on site buildings are visible from this location: when heading south of this point, and given their condition, they do little to enhance the appearance of this area.

5.4 *South East*

5.4.1 The southeastern boundary of the application site abuts the car park of the Railway Hotel.

5.4.2 This hotel occupies a prominent position on the corner of the junction of Station Road and Hawley Road.

5.4.3 It is two storeys in height with a red brickwork exterior and dark slate tile pitched roof.

5.4.4 It has a number of uniform lightly arched windows with white frames, which gives the building a symmetrical pleasant appearance.

5.4.5 The main pedestrian entrance is on its eastern elevation.

5.4.6 The occupiers of this hotel would have direct views of the application site.

5.4.7 Opposite the Railway Inn is the recently constructed Station View Medical Centre, which is on the corner of Southfield Road and Station Road. This medical centre replaced some redundant industrial units similar in appearance to those on the application site, and it has a functional appearance to best suit its needs.

5.4.8 Adjacent to the new doctors' surgery is Southfield Court, a recently completed residential development of 80 apartments ranging from three to four storeys in height, replacing the original redundant factory.

5.4.9 The newly constructed apartments have aesthetically improved the street scheme and helps to assist in increasing the prominence of the "Gateway" (Station Road) into Hinckley town centre. The proposed application would have the same impact on the opposite side of Station Road.

5.4.10 Southfield Court (and other existing street scenes) are clearly visible in drawing Nos. FP4.01-03 Pic 4a – FP4.01-03.Pic 3 which form part of the application.

5.4.11 These drawings clearly show the relationship between Southfield Court and the application site. It is easy to see how Southfield Court and the application site would create an improved 'gateway' entrance into the Town Centre.

5.5 *South*

5.5.1 The whole of the southern boundary runs parallel with Hawley Road, but beyond is a mixture of utilitarian warehousing, petrol stations, car wash facilities and supermarkets, including the Somerfield and Aldi supermarkets.

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5.5.2 This adjacent area would have originally been open when the application site was first developed, and probably used for operations associated with the railway, for example storage and/or maintenance of rolling stock.

5.5.3 By the mid-1990s though this area had been progressively developed with little thought given to the design and appearance of the resulting large shed-like buildings that cover the whole site.

5.5.4 Consequently they have little aesthetical quality, and even worse they actually diminish the pleasing appearance of Hinckley railway station which is located around 250 metres to the southeast of the application site.

5.5.5 This is replicated by the scruffy industrial units to the east of the station, which are completely vacant at present. They have little visual value and make no positive impression on the area.

5.5.6 The application site is highly visible from the land uses to the south, and consequently it is important to ensure that any replacement building would enhance this area and create a landmark feature with the same type of impact that Southfield Court has achieved in the same location, on the other side of Station Road.

5.6 *West*

5.6.1 A separately owned factory is located on the immediate western boundary of the site.

5.6.2 This factory has a similar appearance to the buildings on the application area in that it has a red brick exterior, but it also has the additional feature of sandy coloured stone capped ground floor windows and doors.

5.6.3 Once again though the presence of numerous signs and paraphernalia gives the southern/front elevation an untidy appearance.

5.6.4 Beyond is a machinery hire centre and a number of redundant hosiery factories, which stretch along the remainder of Hawley Road up to the roundabout on Rugby Road.

5.6.5 These units have little aesthetical quality and/or merit and the majority are currently the subject of an outline planning application 05/01207/OUT to redevelop them for housing.

5.7 *Summary for Section Five*

5.7.1 There is no uniform built style in the buildings that surround the site.

5.7.2 It is a mismatch of Victorian and/or early twentieth century factory units, the majority of which have later unsympathetic mid-twentieth century extension and additions.

5.7.3 Further there are a number of more recently constructed warehouses and supermarkets, which have a regimented utilitarian design.

5.7.4 The only properties, which have some aesthetical quality, are those to the east in particular Southfield Court and Hinckley railway station, which is located to the southeast of the site.

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5.7.5 The application area is also highly visible from a number of locations surrounding the site, so it is important to ensure that any replacement building would enhance this area and create a landmark feature. It is considered that the proposal would provide such a landmark building.

6. Design of the Proposed Scheme

The proposed design of Hawley Court would be to a high standard. The mix of materials forming the present aesthetic appearance detailed in the proposals are not necessarily the final finishes. If required the owners are prepared to consider other options. Accordingly a flexible approach would be taken to any suggestions the Borough Council may make regarding this issue.

6.1 *Phase One*

6.1.1 This would involve the controlled demolition of various sections of the existing buildings that are not to be included in the redevelopment.

6.2 *Phase Two - The Employment Development*

6.2.1 As visible from submitted plans the section of the building known as 68 Station Road (eastern block) is to be refurbished and will remain as a B1, B2 and B8 employment unit with a total area of 682.19 sq m.

6.2.2 Pedestrian and vehicular access will be directly off Station Road.

6.2.3 Basement/lower ground floor parking has been incorporated in to part of the lower ground floor employment space. Access to and from the parking area will be via the existing access point.

6.2.4 A new pedestrian entrance giving access to the existing first floor space is to be constructed on the alternative Station Road access.

6.2.5 2 No. visitors spaces are also provided directly in front of the new entrance.

6.2.6 The existing internal fixtures and fittings will be completely removed back to a basic shell.

6.2.7 Some new build works would be required to provide an envelope to ensure that the proposal fits within the existing structures.

6.2.8 Refurbishing and extending would ensure that there would be little change in the overshadowing and/or overlooking of the adjacent properties.

6.2.9 All windows overlooking the rear garden along to properties along Station Road will be fixed opening with obscure glazing minimising any overlooking.

6.2.10 The external walls of the complex would have multi red facing bricks intermixed with stone effect rendering.

6.2.11 As part of the residential element of the proposal a new entrance off Hawley Road will be formed in accordance with the Highway Safety Audit and proposed new road layouts (Drawing No. 25029-901A), all of which are submitted as part of this development and have been previously approved. Application No. 07/00742/OUT

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6.3 *Phase Three - The Residential Development*

6.3.1 The remaining section of the existing building, known as 4 Hawley Road, would contain a mixture of 42 one and two bedroom self-contained flats designed over three floors.

6.3.2 The existing internal fixtures and fittings will be completely removed back to a basic shell building.

6.3.3 Some new build works would be required to provide an envelope to ensure that the proposal fits within the existing structures.

6.3.4 The completed buildings would have similar dimensions to the existing on site buildings, and thus be to a maximum height of 13.8 metres with a similar footprint.

6.3.5 Refurbishing and extending would ensure that there would be little change in the overshadowing and/or overlooking of the adjacent properties.

6.3.6 The external walls of the complex would have multi red facing bricks intermixed with stone effect rendering.

6.3.7 The pitched roof would have dark grey tiles with dark coloured guttering and down pipes.

6.3.8 The proposed white framed windows, in the new building and individual flats, would be in similar positions to the original windows within the external walls as far as possible, so providing as much natural light and creating a pleasant environment for people to live in .

6.3.9 All pedestrian walkways will be finished with dark grey paviour.

6.3.10 Each flat would have its own kitchen and bathroom to allow the occupant to maintain and continue with their own independence.

6.4 *Ground Floor Accommodation*

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

6.4.2 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.

6.5 *First Floor Accommodation*

6.5.1 6 No. two bedroom flats and 10 No. one bedroom flats, totalling 16 flats.

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

6.6 *Second Floor Accommodation*

6.6.1 3 No. two bedroom flats and 8 No. one bedroom flats, totalling 11 flats.

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6.6.2 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.

6.7 *Design Consideration*

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

6.7.2 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.

6.7.3 Vehicle Entrance into the Site

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

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

6.7.4 On Site Parking Provision

a) 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.

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

6.7.5 External Lighting

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

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

6.7.6 Refuse Collection

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

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

6.7.7 Landscaping Arrangements

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

b) 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.

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

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

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

6.8 *Summary for Section Six*

6.8.1 The proposed scale, form, layout, mass, design and use of materials at the proposed sheltered housing complex is no greater than the existing building and therefore there would be no detrimental effect on any other building in the surrounding area.

6.8.2 Indeed the proposal would only enhance the area, given the site's current run down appearance, which does nothing for the aesthetical appearance of this part of Hinckley. "The Gateway" to the town.

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7. Design Policy Issues Relevant to the Application

This section demonstrates how this proposal would comply with the design policy issues relevant to this proposal within the Leicestershire, Leicester & Rutland Structure Plan 1996-2016 dated 7 March 2005, and the Hinckley & Bosworth Borough Council Adopted Local Plan dated 1 February 2001.

7.1 *Relevant design policies in the Leicestershire, Leicester & Rutland Structure Plan*

7.1.1 This proposal would comply with Housing Policy 5 part (c), which states that "housing development should be of a type and design to achieve as high a net density as possible taking account of .... good principles of design and layout which make the most economical use of land and respect the local context ...."

7.1.2 This application would accord with Employment 5 part (c), which states that development of existing employment sites for other uses would be permitted if ".... the site would make an important contribution towards improving the environment ....".

7.1.3 The scheme would also conform to Strategy Policy 10 parts (a), (b), (c), (d) and (f). These state that "good design will be promoted by ensuring that development provides for the efficient use of land in a manner which satisfactory acknowledges environmental and amenity interests and:

a) Point (a) protects or enhances the form and local character and distinctiveness of the built and natural environment;

b) Point (b) ensures that areas of open spaces and green linkages are reserved and provided in new development;

c) Point (c) incorporates comprehensive landscaping within and around the development on a scale appropriate to the scale and impact of the development;

d) Point (d) maximises conservation of natural resources through the siting, orientation, scale and layout of buildings and spaces;

e) Point (f) takes account of the access needs of all people, including people with disabilities ....".

7.2 *Relevant design policies in the Hinckley & Bosworth Borough Council Adopted Local Plan*

7.2.1 This proposal would comply with Policy RES5 part (b), which states that "on sites which are not specifically allocated in the plan for housing, planning permission will only be granted for new residential development if ... the siting, design and layout of the proposal do not conflict with the relevant plan policies".

7.2.2 This application would accord with Policy BE1 parts (a), (b), (e), (f) and (i) and section ii), which state that "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;

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a) Point (a) complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;

b) Point (b) avoids the loss of open spaces, important gaps in development, vegetation and features which contribute to the quality of the local environment;

c) Point (e) incorporates landscaping to a high standard where this would add to the quality of the design and siting;

d) Point (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;

e) Point (i) does not adversely affect the occupiers of neighbouring properties;

In addition, for residential proposals, planning permission will be granted where the development;

f) Section (ii) ensures an adequate degree of amenity and privacy is provided by the space between the buildings....".

7.2.3 Furthermore the scheme would conform with Policy BE26 parts (a), (b) and (c) which state that "planning permission will be granted for development which incorporates a lighting scheme provided that the proposal would not unacceptably;

a) Point (a) create a nuisance to nearby residents and/or road users in terms of glare;

b) Point (b) create light spillage or unnecessary high levels of light or

c) Point (c) affect the character or appearance of the area".

7.2.4 The proposal would also comply with Policy CF8 parts (a), (b), (c) and (f), which state that "planning permission will be granted for new development ..... to provide residential care homes and nursing homes where;

a) Point (a) the proposal complements and enhances the character of the surrounding area with regard to scale, materials and architectural detail and does not have a detrimental impact on the occupiers of nearby properties;

b) Point (b) the premises are of a suitable size and type;

c) Point (c) adequate gardens are provided to protect and enhance the amenity of residents;

d) Point (f) the design of the buildings should accommodate easy access by the elderly and the infirm;

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7.3 *Summary for Section Seven*

a) This proposal meets the relevant design policies from both the Leicestershire, Leicester & Rutland Structure Plan, and the Hinckley & Bosworth Borough Council Adopted Local Plan.

b) As a result the sheltered housing complex would have an appropriate design for this part of Hinckley, which could only improve the aesthetics of this location.

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8. Consideration in Respect of the 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".

8.1 *The current stage of the Master Plan*

8.1.1 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.

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

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

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

8.2 *Strategic aims of the Master Plan influencing the application site*

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

a) Strategic Aim 3: 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

i) 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.

ii) 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.

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

iv) 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, well designed sheltered housing complex rather than the current run down semi-vacant industrial site.

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v) Further the proposal could only complement Area 6 (Rugby Road/Hawley Road). 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.

b) Strategic Aim 7: Develop a public realm strategy comprising new public spaces, environment improvements and public art

i) This proposal could only enhance the environment for those residents who currently live around the site.

ii) Replacing a run down industrial site which has come to the end of its useful economic and commercial life as an industrial unit with a modern well designed and well built residential redevelopment for sheltered accommodation, could only improve the area for the people who live and work close by.

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9. The Urban Design Guiding Principles of the Master Plan

9.1 As part of the Master Plan's "clear vision for future social, economic and environmental enhancements and development of Hinckley town centre", a number of principles to guide key developments within this area have been adopted.

9.2 One of these relates to guiding urban design, which is based on the methodology set out in the Department for the Environment, Transport and the Regions and the Commission for Architecture and the Built Environment report entitled "By Design (2000)".

9.3 Although it is recognised that this proposal is not one of the key development sites listed in the Master Plan, it would be located between two of them.

9.4 Accordingly, careful examination has taken place of the urban design guiding principle, and this proposal would comply with this as follows:

a) The scheme would " .... provide all of its parking needs within the perimeter of ...." the site.

b) have an almost "continuous street frontage with active uses on the ground floor ...." along its southern boundary which is adjacent to Hawley Road. The only exception would be the vehicular access points on its south-western corner.

c) add to the " .... existing key landmark buildings .... (and) .... key frontages ...." within Hinckley town centre.

d) "ensure high density residential development ...." within Hinckley town centre.

e) contribute to the " .... range of residential accommodation from apartments to larger dwellings" within Hinckley town centre.

f) "ensure good overlooking of streets to improve community safety".

g) be of "a high quality design .... (with an appropriate) .... form, scale, massing and ...(use of) .... materials ....".

h) provide " .... external spaces appropriate to the character of the area".

i) meet the requirement that "development should be primarily two to four storey development located at the back of pavement".

j) have no "solid security shutters and blank boundary walls and fences, facing the public realm and other open spaces ....".

k) " .... clearly distinguish between public and private areas".

l) comply with the requirement that "streets and public spaces should be overlooked by the fronts of buildings that should contain windows and main entrances and have activity generating uses on the ground floor".

m) not " .... include large blank elevations .... (that would) .... reduce the vitality and surveillance of the street".

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n) ensure that the agreed landscaping scheme would "soften" the building, with the " .... long term maintenance of new soft landscape" undertaken throughout the life of the complex.

o) incorporate lighting " .... designed to minimise light pollution".

p) " .... present a positive image of Hinckley" and a " .... sense of arrival ...." to users of Hinckley railway station.

q) assist " .... people to orientate themselves".

r) not block or compromise "existing important views and vistas ...." within Hinckley town centre.

s) " .... contribute to the economic and social health of the area".

t) comply with the aim that "development close to the town centre will be expected to be high density, with an average density of between 50-100 dwellings to the hectare".

u) " .... respect adjoining development and the local street scene".

v) where possible, use " .... locally sourced materials .... " during the construction of the complex.

9.5 *Summary for Section Nine*

a) The proposals comply with Strategic Aims 3 and 7 of the draft Hinckley Town Centre Renaissance Master Plan.

b) The scheme would complement with the Strategic Development Areas 6 and 7 of the Hinckley & Bosworth Borough Council Master Plan.

c) The proposed scheme complies with a number of the criteria relevant to the "urban design guiding principles" for key developments within Hinckley town centre.

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10. 106 Agreements

An appropriate Head of Terms has been submitted as part of the proposal detailing all 106 contributions considered necessary as part of this application. The total contribution is £11,215 (Eleven Thousand Two Hundred and Fifteen Pounds).

All contributions have been calculated using the amount previously agreed as part of the approved alternative residential/commercial scheme on this site - application No. 07/00742/OUT.

Enclosed in appendix No. 2 is a copy of the Head of Terms submitted with this application.

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11. Access Considerations

11.1 Disabled Access

(a) Access and egress to the site has been considered for both able bodied and disabled persons, and have been designed into the new scheme.

(b) Pedestrian access into all units will be via individual front doors to a minimum width of 900 mm clear opening. All entrance doors will provide a level access from the parking area into the ground floor of all units.

11.2 Pedestrian and Vehicular Access to the Employment Unit

Both pedestrian and vehicular access has been provided off Station Road.

11.3 Pedestrian and Vehicular Access to the Residential Unit

Both pedestrian and vehicular access has been provided off Hawley Road

11.4 On-Site Gradients

All site gradients and access points into each unit will conform to the guidelines set out in document N of the Statutory Building Regulation.

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12 Conclusion

From a design point of view, if this proposal for a mixed commercial sheltered housing complex were granted, it would lead to the following:

12.1 A run down industrial building being redesigned, refurbished and redeveloped, re-used and extended thus giving it a new lease of life.

12.2 A proposal that would respect and enhance the various design styles already found within Hinckley town centre.

12.3 A scheme that would respect adjoining properties and the local street scene.

12.4 A proposal that would provide for a high-density residential development within Hinckley town centre.

12.5 In excess of 25% of the existing employment space has been retained as part of this document, therefore meeting the standard requirements of Hinckley and Bosworth Borough Council employment study.

12.6 A street frontage along its southern boundary (Hawley Road) that would remain continuous and to a large extent unchanged but modernised.

12.7 A complex to a size, height and massing that would be no greater than the existing footprint.

12.8 The design that would benefit the surrounding residents overlooking the development by taking a run down factory and replacing it with a modernised building.

12.9 A completed scheme that would provide high design standards with an appropriate form, scale, layout, mass and use of materials.

12.10 A proposal that would incorporate lighting designed to minimise light pollution.

12.11 A scheme that would contribute considerably to presenting a positive image of Hinckley town centre, whilst not diminishing the existing important views within this area.

12.12 A proposal that would significantly improve the aesthetics and appearance of the local street scene.

12.13 A planning application that would accord with the relevant design policies from the Leicestershire, Leicester & Rutland Structure Plan 1996 – 2016 dated 7 March 2005.

12.14 A proposal that would accord with the relevant design policies from the Hinckley & Bosworth Borough Council Adopted Local Plan dated 1 February 2001.

12.15 A scheme that would accord with the relevant design criteria from the draft Hinckley Town Centre Renaissance Master Plan dated Summer 2005.

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APPENDIX 1

Schedule of Tenants at 68 Station Road and 4 Hawley Road

07/01155/FUL
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APPENDIX 2

106 Heads of Terms

07/01155/FUL

SUBJECT TO PLANNING PERMISSION AND CONTRACT

2 OCT 2007

HEADS OF TERMS OF AGREEMENT FOR CONTRIBUTION REQUIRED UNDER THE 1990 TOWN AND COUNTRY PLANNING ACT

Between: **Cotswold Estates Limited and Hinckley & Bosworth Borough Council**
Re: **Development site known as 4 Hawley Road (Dennis House) and 68 Station Road Hinckley**

DATE:	28 September 2007
AGENT: Name: Registered Address:	**DRE Property Services Limited** High Cross Lancaster Road Hinckley Leicestershire LE10 0AW
LANDLORD: Name: Registered Address:	**Cotswold Estates Limited** High Cross Lancaster Road Hinckley Leicestershire LE10 0AW
LOCAL AUTHORITY: Name: Registered Address:	**Hinckley & Bosworth Borough Council** Council Offices Argents Mead Hinckley Leicestershire LE10 1BZ
COUNTY COUNCIL: Name: Address:	**Leicester County Council** County Hall Groby Road Glenfield Leicester
THE LAND: Address:	Development site known as 4 Hawley Road (Dennis House) and 68 Station Road Hinckley

DEVELOPMENT DESCRIPTION:	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. 05/01240/FUL in respect of the conversion of the existing building into 54 No. warden controlled flats)	
APPLICATION NO. (05/01240/FUL):	The application consists of part conversion of the existing building into residential and part retention and refurbishment providing new employment space	
PLANNING ACT:	Town & Country Planning Act 1990	
OWNER UNDERTAKING:	Upon receipt of the appropriate planning permission, the owner will sign a 106 Agreement with Hinckley and Bosworth Borough Council, the terms and conditions of which will be based on these Heads of Terms	
REQUIRED CONTRIBUTIONS:	Description	Amounts £
1. Play and open space contributions	No contribution required	NIL
2. Health care facilities	42 units @ £229.60 per unit	9,644.00
3. Libraries contribution	28 @ £25.87 - 724.36 16 @ £52.87 - 845.92	1,571.00
4. Civic amenity contribution	No contribution required	Nil
5. Parking contribution	No contribution required	Nil
Total amount of contribution required and payable on completion of the development		**11,215.00**
LEGAL COSTS:	The owner will be responsible for paying the Local Authority's fair and reasonable legal costs in respect of the preparation of the 106 Agreement	

LOCAL AUTHORITY SOLICITORS:	
Name:	Hinckley & Bosworth Borough Council Legal Department
Address:	Florence House St Mary's Road Hinckley Leicestershire LE10 1EQ
Tel:	01455 238141
Fax:	01455 234590
Contact:	Mr Stephen Payne
OWNER'S LEGAL DEPARTMENT:	
Name:	Harvey Ingram LLP
Address:	20 New Walk Leicester LE1 6TX
Tel:	01162 545454
Fax:	01162 554559
Contact:	Ms Louise Whitehead

Signed: ..... *Date:* 1/10/07

(Signed by Agent on behalf of the Landlord)
DRE Property Services Limited
High Cross
Lancaster Road
Hinckley
Leicestershire
LE10 0AW)

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

SCHEDULE

POLICIES CONTAINED IN THE HINCKLEY & BOSWORTH LOCAL PLAN

ADOPTED FEBRUARY 2001

IMP1	Contributions Towards the Provision of Infrastructure and Facilities
RES1	Residential Proposals
RES1(a)	North of Bagworth Colliery, Bagworth
RES1(b)	Former Railway Sidings, Bagworth
RES1(c)	Former Allotment Site West of Stapleton Lane, Barwell
RES1(d)	Former Allotments Site West of Kirkby Road, Barwell
RES1(e)	East of the Common, Barwell
RES1(g)	Rugby Road/Coventry Road, Burbage
RES1(h)	Shadows Lane, Congerstone
RES1(i)	Ronald Troon Road, Earl Shilton
RES1(j)	South of Breach Lane, Earl Shilton
RES1(k)	Martinshaw Lane, Groby
RES1(l)	West of Clifton Way, Hinckley
RES1(m)	North of Outlands Drive, Hinckley
RES1(n)	Nutts Lane/Coventry Road, Hinckley
RES1(o)	Barons Park, Kirby Muxloe
RES1(p)	North of Ferndale Drive, Ratby
RES1(q)	West of the M1, Ratby
RES2	The Provision of Affordable Housing
RES3	Provision of Affordable Housing on Sites Not Specifically Allocated for Residential Purposes
RES4	Affordable Housing in Small Villages
RES5	Residential Proposals on Unallocated Sites
RES10	Replacement Dwellings
RES12	New Agricultural Dwellings
RES13	Gypsy Caravan Sites
EMP1	Existing Employment Sites
EMP2	Expansion of Existing Employment Uses
EMP3	Land for Employment Development
EMP3(a)	Station Road, Earl Shilton
EMP3(b)	Land at Nutts Lane
EMP3(c)	Land at Grass Plots/A5, Burbage
EMP4	Employment Development on Sites Other Than Those Allocated for Employment Uses
EMP5	MIRA, Built Development for Employment Purposes
EMP6	MIRA, Surface Test Facilities and Landscaping to Proving Ground
EMP7	Upper Bond Street Area, Hinckley
BE1	Design and Siting of Development
BE3	Demolition of Listed Buildings

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

Retail 3	Secondary Shopping Frontages, Hinckley Town Centre
Retail 4	Other Shopping Areas, Hinckley Town Centre
Retail 6	Shop Fronts
Retail 7	Local Shopping Centres
Retail 8	Change from Retail Use Within Local Centres
Retail 9	Proposed Local Shopping Centres
Retail 11	Small Local Shops
Retail 12	Use of Upper Floors
Retail 13	Conversion of Shops to Residential Use
Retail 15	Amusement Centres
REC1	Development of Recreation Sites
REC2	New Residential Development - Outdoor Open Space Provision for Formal Recreation
REC3	New Residential Development - Outdoor Play Space for Children
REC4	Proposals for Recreational Facilities
REC6	Ashby Canal Corridor
REC7	Marina and Moorings Developments
REC9	Access to the Countryside
REC10	Former Railway Lines
REC12	Nailstone Colliery
REC13	Thornton Reservoir
REC16	Britannia Road, Recreation Ground
REC21	Tourist Accommodation
REC26	New Visitor Attractions
CF2A	Development on Allocated Educational Sites
CF2B	Alternative Uses of Existing Educational and Community Sites
CF4	Former Higham Grange Hospital
CF5	Cemetery Extensions and New Crematoria in the Urban Area
CF6	Village Cemeteries
CF8	Residential Care and Nursing Homes