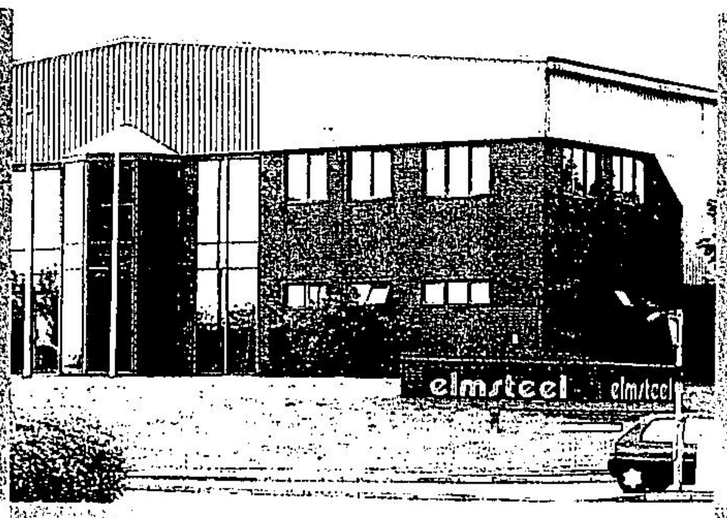
Hinckley & Bosworth Local Plan

Written Statement

ADOPTED FEBRUARY 2001





Employment



Recreation

Transportation







Countryside



The Built Environment



Housing



Community Facilities

were made. Further Proposed Modifications were published for comment between December 1999 and February 2000. The adopted plan was collated from the Deposit draft and the three sets of Proposed Modifications. The Hinckley and Bosworth Local Plan was formally Adopted on the 1st February 2001.

1.8.0 Local Plans and Sustainable Development

1.8.1 In September 1990 the Government published an Environment White Paper 'This Common Inheritance'. More recently the Government has made it clear in Planning Policy Guidance Note 1 that the planning system and the preparation of development plans in particular can contribute to the objectives of ensuring that development and growth are sustainable and Local Authorities are encouraged to take account of a wide range of environmental matters in preparing development plans.

1.8.2 Sustainable development can be described as development which "...satisfies the needs of the present generation without jeopardising the needs of future generations" (World Commission on Development and the Environment 1996).

1.8.3 The policies in this Local Plan are in conformity with those of the adopted Leicestershire Structure Plan, and in particular they support the Structure Plan concept of transport choice, which seeks to locate development where a choice of transport modes will be available, in an attempt to reduce reliance on the private car. The Structure Plan requires the Borough Council, within its Local Plan, to allocate areas of land for new housing and employment in the Borough. Wherever possible, sustainable principles have guided the choice of sites proposed along with other environmental considerations.

1.8.4 The objectives of the Local Plan seek to ensure that the Plan's policies and proposals are based on the principles of sustainable development.

1.9.0 The Objectives of the Hinckley and Bosworth Local Plan

The Hinckley and Bosworth Local Plan has seven strategic objectives.
These are:

Strategic Objective 1 - providing opportunities for investment in the Borough and promoting economic growth through sustainable development;

Strategic Objective 2 - meeting the housing needs of the Borough by promoting sustainable development;

Strategic Objective 3 - enhancing the quality of life of all members of the community by promoting high quality living environment and sustainable development;

Strategic Objective 4 - safeguarding and enhancing the environment by promoting sustainable development;

Strategic Objective 5 - reducing growth in energy use through the promotion of sustainable development that seeks to reduce transport movements;

Strategic Objective 6 - facilitating the establishment and promotion of the National Forest within the Borough; and

Strategic Objective 7 - ensuring that the proposals of the plan are capable of implementation within the plan period.

1.9.1 The strategic objectives are set out below, with more detailed sub-objectives, which contribute to the achievement of the strategic objectives. The chapters of the Plan, which include policies and proposals that contribute towards the achievement of the sub-objectives, are indicated.

1.9.2 ***Strategic Objective 1 - providing opportunities for investment in the Borough and promoting economic growth through sustainable development;***

Objective 1a):
To provide an adequate supply of land that is suitable for a range of employment purposes and capable of being developed during the Plan period (Chapter 3).

Objective 1b):
To facilitate growth in the economy without adversely affecting the environment or local communities (Chapter 3).

Objective 1c):
To encourage, where appropriate the re-use and redevelopment of derelict, vacant and underused land in preference to greenfield sites (Chapter 4).

Objective 1d):
To adopt a strategy for the promotion of tourism which will benefit the local economy, without adversely affecting the environment or the quality of life of local communities (chapter 8).

Objective 1e):
To safeguard Hinckley Town Centre as a major shopping area and to promote its role as a focal point for employment, service provision, leisure and recreation uses (Chapter 7) - also contributes to Objective 5.

Objective 1f):
To generally resist large out of town shopping centres and road related development that will adversely affect the viability of existing centres or encroach on the countryside (Chapter 7) - also contributes to Objective 5.

Objective 1g):
To protect land to enable future transport proposals of the Structure Plan to be implemented (Chapter 6).

1.9.3 ***Strategic Objective 2 - meeting the housing needs of the Borough by promoting sustainable development***

Objective 2a):
To ensure an adequate supply of housing is provided in suitable locations to facilitate a range of housing types and sizes which incorporate energy efficiency measures and which meet the needs of the Borough (Chapter 2) - also contributes to Objectives 3 and 5.

Objective 2b):
To give priority to releasing land on sites within existing settlements which are already serviced and where community facilities are available, encouraging transport choice and minimising environmental cost (Chapter 2) - also contributes to Objectives 3 and 5.

Objective 2c):
To prevent sporadic development in the countryside (Chapter 4).

Objective 2d):
To allow for affordable accommodation to meet proven local needs in locations acceptable in planning terms (Chapter 2) - also contributes to Objective 3.

Infrastructure Provision

1.10.2 Local Authorities are increasingly required to play an enabling role in helping to bring about development. This involves the co-ordination of various sources of funding to implement proposals. The Local Plan provides a framework, within which this co-ordination will take place, making clear where development is intended and making clear the contributions that are expected from the various agencies involved in development. Those agencies responsible for the provision of infrastructure and facilities will be able to use the Local Plan as a guide to identify where demands are likely to be made during the Plan period.

1.10.3 The Borough Council will seek contributions from developers towards the provision of infrastructure works and facilities that are relevant to and reasonably related to a development and which are required to enable development to proceed. In such circumstances it will seek to impose conditions on a planning permission or seek to enter into planning obligations with a developer to achieve an appropriate contribution towards the provision of infrastructure or facilities.

1.10.4 Government Policy on this issue, identifying the circumstances in which contributions towards infrastructure and facilities may be sought, and the nature of such infrastructure and facilities which might be appropriately linked to new development is set out in Circular 1/97, Planning Obligations. Examples of infrastructure and facilities which may be sought include car parking in or near the development, reasonable amounts of open space related to the development, or social, educational, recreational, sporting or other community provision, the need for which arises from the development.

1.10.5

POLICY IMP1 - CONTRIBUTIONS TOWARDS THE PROVISION OF INFRASTRUCTURE AND FACILITIES

PLANNING PERMISSION WILL BE GRANTED FOR NEW RESIDENTIAL, EMPLOYMENT AND OTHER DEVELOPMENT WHERE THE DEVELOPER HAS MADE OR WILL MAKE A CONTRIBUTION TOWARDS THE PROVISION OF THE NECESSARY ON-SITE AND OFF-SITE INFRASTRUCTURE AND FACILITIES TO SERVE THE DEVELOPMENT COMMENSURATE WITH THE SCALE AND NATURE OF THE DEVELOPMENT PROPOSED. THE GRANTING OF PLANNING PERMISSION WILL BE SUBJECT TO CONDITIONS OR TO A DEVELOPER ENTERING INTO PLANNING OBLIGATIONS TO ENSURE THE PROVISION OF APPROPRIATE CONTRIBUTIONS.

Monitoring

1.10.6 The Local Plan sets out the Borough Council's policies and proposals for the development and use of land for the period to 2006. The Plan also contains clearly defined strategic objectives and other objectives in relation to the areas of activity with which the Plan deals. To assess the Plan's effectiveness it is important to monitor the way in which the Plan's policies and proposals contribute towards the achievement of its objectives. Monitoring must be undertaken regularly and systematically in order to be effective. The process of monitoring will provide information which will enable the Borough Council to review its plans and policies and make revisions to ensure that the Plan remains "...up to date and relevant" as required by Planning Policy Guidance Note 1, General Policies and Principles; and Planning Policy Guidance Note 12, Development Plans and Regional Planning Guidance.

1.10.7 Following the adoption of the Local Plan, annual monitoring statements will be produced which will contain information on economic, social and environmental issues in the Borough which will enable an evaluation of the effectiveness of the Plan in meeting its objectives to be undertaken on a regular basis. Monitoring statements will be of value in identifying changing circumstances and emerging issues. Monitoring statements will include reference to the success of policies in guiding development, including the outcome of planning appeals at which policy issues have been a material consideration and will include information on residential and employment land availability.

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

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

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

2.11.0 Residential Proposals on Unallocated Sites

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

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

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

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

2.11.5

POLICY RES5 - RESIDENTIAL PROPOSALS ON UNALLOCATED SITES

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

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

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

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

Chapter 3 - *Employment*

3.1.0 Objectives

Strategic Objective 1 - To provide opportunities for investment in the area.

Objective 1a):
To provide an adequate supply of land that is suitable for a range of employment purposes and capable of being developed during the Plan period.

Objective 1b):
To facilitate growth in the economy without adversely affecting the environment or local communities.

Objective 5b):
To ensure that major employment sites are located in transport choice locations and that all sites are easily accessible by both the road network and by means other than the private car and to ensure a high standard of layout and design including measures to promote energy efficiency.

3.2.0 Introduction

3.2.1 Hinckley and Bosworth Borough is comprised of four overlapping areas with differing economic characteristics: -

a The urban areas of Hinckley, Barwell, Earl Shilton and Burbage with traditional manufacturing, particularly knitwear and hosiery industries located within the towns, along with modern industrial estates catering for a mix of manufacturing and distribution uses primarily on the edge of the built up area.

b The former coal mining area in the north of the Borough which has suffered economic and environmental decline with the closure of 4 mines over the last twenty years, the most recent closure taking place in 1991.

c The eastern part of the Borough, on the fringe of the city of Leicester, has relatively limited amounts of employment within the settlements but significant commuting into Leicester.

d The rural area to the west of the Borough primarily based upon an agricultural economy, but with small areas of manufacturing employment in some settlements.

3.2.2 Employment in the Borough is heavily biased towards manufacturing with significant numbers of manufacturing jobs still found in the traditional textile, hosiery, clothing, footwear and mechanical engineering sectors.

3.2.3 The Borough's unemployment rate has been consistently lower than neighbouring areas in both the East and West Midlands. The current rate (January 2000) is 2.7%.

3.2.4 Parts of Hinckley and Bosworth fall within both the Leicester and Coventry Travel to Work areas, and the area cannot be considered merely in the context of the Leicestershire economy.

3.2.5 Tourism also makes a valuable and increasing contribution to the economy of the Borough. The Borough includes major visitor attractions such as Bosworth Battlefield, Twycross Zoo, Shackerstone Light Railway, and Mallory Park Racing Circuit. The Local Planning Authority encourages the provision, development and improvement of tourist facilities throughout the Plan area. The policies of this Plan provide the framework within which proposals for tourism development can be evaluated. Tourism policies and proposals are contained in Chapter 8, of this Plan.

3.3.0 Existing Employment Sites

3.3.1 Existing employment sites within the Borough are categorised into three groups, to which Policy EMP1 will apply.

3.3.2 Firstly, there are those employment sites that are of importance to the economy of the Borough, and whose operation presents no significant environmental problems. The Borough Council will actively seek to ensure the retention of employment uses on these sites.

3.3.3 Secondly, there are those employment locations where existing industrial uses are acceptable and where applications for other industrial uses or alternative uses will be considered on their merits.

3.3.4 Thirdly, there are those employment sites where environmental problems are being or have been experienced. Alternative uses, more compatible with the locality will be encouraged on these sites unless effective measures can be taken to mitigate the environmental problems being experienced.

3.3.5 The classification of individual sites has been carried out on the basis of local knowledge and planning histories, together with information received primarily from the Borough Council's Environmental Health Department regarding current usage of sites and problems reported in relation to noise and air pollution, HGV usage and movements, proximity of employment uses to residential areas and problems associated with site contamination.

3.3.6 Older, longer established industry in the urban areas tends to be found in predominantly residential areas, which can result in environmental problems. Although, these areas of employment uses form an important part of the local economic structure, there is scope for rationalisation and improvement of many of these areas, but this must be carried out in a manner which is sensitive to other people living and working in the area. The quantity of industrial land that is available for development is, however, of great importance in enabling firms wishing to expand to do so on sites which are not constrained by other forms of development.

3.3.7 Dawkin's Slaughter House at Congerstone is identified within the category (b) sites listed under Policy EMP1 below. For category (b) sites, the Borough Council will consider proposals for employment activities, or alternative uses on their merits. The sites are considered to be acceptable employment locations. With regard to Dawkin's Slaughterhouse, whilst the Borough Council are satisfied that the site should be included within EMP1, category (b), it will not support proposals which lead to any intensification of activity at the site because of concerns over the impact of the operation of the site on the village of Congerstone.

3.3.8

PROPOSAL EMP1 - EXISTING EMPLOYMENT SITES

THE LOCAL PLANNING AUTHORITY WILL:

a ACTIVELY SEEK TO RETAIN THE FOLLOWING SITES, AS SHOWN ON THE PROPOSALS MAP, FOR EMPLOYMENT PURPOSES DURING THE PLAN PERIOD:-

URBAN AREA:

BARWELL

MILL STREET INDUSTRIAL ESTATE

BURBAGE

JOHNSONS APPAREL, RUGBY ROAD

SKETCHLEY MEADOWS INDUSTRIAL ESTATE

HINCKLEY

FORMER ATKINS FACTORY, LOWER BOND STREET

TRANSCO HQ/JARVIS PORTER, COVENTRY ROAD

HARROWBROOK INDUSTRIAL ESTATE

DODWELLS BRIDGE INDUSTRIAL ESTATE

HINCKLEY FIELDS INDUSTRIAL ESTATE

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RURAL SETTLEMENTS:

DESFORD
CATERPILLAR (UK) LTD.,
RATBY ENGINEERING, PECKLETON COMMON EMPLOYMENT AREA

HIGHAM ON THE HILL
MIRA WORKS AND PROVING GROUND, A5 WATLING STREET

RATBY
TIMKEN, DESFORD LANE

STANTON UNDER BARDON
INTERLINK PARK, BEVERIDGE LANE

STOKE GOLDING
WILLOW PARK INDUSTRIAL ESTATE, STATION ROAD

b CONSIDER PROPOSALS FOR OTHER EMPLOYMENT ACTIVITIES, OR ALTERNATIVE USES OF THE SITES IDENTIFIED BELOW ON THEIR MERITS IN THE CONTEXT OF THE APPROPRIATE DESIGN POLICIES OF THIS PLAN. THESE SITES ARE GENERALLY CONSIDERED TO BE ACCEPTABLE EMPLOYMENT LOCATIONS AND ARE INDICATED ON THE PROPOSALS MAP.

URBAN AREA:

BARWELL
WORKS, SOUTH OF STAPLETON LANE
FACTORY, OFF THE BARRACKS
WORKSHOPS/BARWELL BUSINESS CENTRE, ARTHUR STREET
FACTORY, SOUTH OF SHILTON ROAD
LAND FRONTING ON TO THE HIGH STREET AT THE REAR OF MILL STREET INDUSTRIAL ESTATE

BURBAGE
HINCKLEY BUSINESS CENTRE, LONDON ROAD
SAPCOTE ROAD INDUSTRIAL ESTATE
PRINTING WORKS, EAST OF HINCKLEY ROAD
FACTORY, EAST OF HINCKLEY ROAD
FACTORY, WEST OF RUGBY ROAD
BUILDERS YARD, WEST OF HINCKLEY ROAD
WORKSHOP UNITS, EAST OF LUTTERWORTH ROAD
WORKS, NORTH OF WINDSOR STREET

EARL SHILTON
FACTORY, WEST OF HILL TOP
WORKS/DEPOT, SOUTH OF WEST STREET
HOSIERY FACTORY, SOUTH OF HEATH LANE SOUTH

HINCKLEY
DEPOT, NORTH OF COVENTRY ROAD
FACTORY, EAST OF PARSONS LANE
HOSIERY FACTORY, WEST OF QUEENS ROAD
WAREHOUSE/FACTORY, EAST OF HILL STREET
HOSIERY FACTORY/BUILDERS YARD, SOUTH OF JOHN STREET
FACTORY/WORKS, SOUTH OF WOOD STREET
KNITWEAR FACTORY, HOLLIERS WALK
MILL HILL FACTORY, EAST OF TRINITY LANE
FACTORY/PRINTING WORKS, WEST OF STATION ROAD

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FACTORY/TIMBER YARD, BRUNEL ROAD
TRINITY MOTORS, NORTH OF COVENTRY ROAD
PAYNES GARAGE, SOUTH OF COVENTRY ROAD
COUNCIL DEPOT/FACTORY, MIDDLEFIELD ROAD
AREA OF MIXED USES, UPPER BOND STREET
E.M. ELECTRICITY, EAST OF NUTTS LANE
FACTORY, NORTH OF WOOD STREET
HAWLEY ROAD/SOUTHFIELD ROAD INDUSTRIAL ESTATE

RURAL SETTLEMENTS:

BAGWORTH
EAST OF STATION ROAD
WORKSHOP UNITS, STATION TERRACE

BARLESTONE
INDUSTRIAL PREMISES, NORTH OF BARTON ROAD
CORAH PLC, EAST OF BOSWORTH ROAD

CONGERSTONE
DAWKINS SLAUGHTERHOUSE

DESFORD
FORMER GLENGATE HOSPITAL SITE, LEICESTER LANE

GROBY
GROBY TRADING ESTATE, FIR TREE LANE

HIGHAM ON THE HILL
INDUSTRIAL ESTATE, WEST OF STATION ROAD

MARKET BOSWORTH
INDUSTRIAL ESTATE, SOUTH OF STATION ROAD
TIMBER FIRE PROOFING WORKS, NORTH OF STATION ROAD

MARKFIELD
INDUSTRIAL ESTATE, SOUTH OF ASHBY ROAD

NAILSTONE
NAILSTONE HIGHWAYS DEPOT

NEWBOLD VERDON
CPL LTD, CHURCH VIEW OFF DRAGON LANE

NORTON JUXTA TWYCROSS
HENTONS ENGINEERING, SOUTH OF WOOD LANE

RATBY
BAKERY, SOUTH OF STATION ROAD
ALEXANDRA STONE WORKS, DESFORD LANE
TEXTILE FACTORY, SOUTH OF WHITTINGTON DRIVE
BENNETTS/CARDINAL BROACH WORKS, PARK ROAD

SHEEPY MAGNA
FACTORY/MILL, NORTH OF MILL LANE

THORNTON
MERRYLEES INDUSTRIAL ESTATE

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TWYCROSS
STARTIN'S TRACTOR SALES, WEST OF MAIN STREET

c ENCOURAGE ALTERNATIVE USES SUBJECT TO THE APPROPRIATE DESIGN POLICIES OF THIS PLAN, ON EMPLOYMENT SITES IDENTIFIED ON THE PROPOSALS MAP WHERE ENVIRONMENTAL PROBLEMS HAVE, OR ARE BEING EXPERIENCED.

URBAN AREA:

BARWELL
FACTORY, OFF FRISWELL LANE
WORKS, OFF BANK TERRACE
WORKS, WEST OF HILL STREET
FACTORY, SOUTH OF DAWSONS LANE

BURBAGE
ENGINEERING WORKS, EAST OF LUTTERWORTH ROAD
WORKS, WEST OF BRITANNIA ROAD
WAREHOUSE, SOUTH OF COVENTRY ROAD
ENGINEERING WORKS, NORTH OF COVENTRY ROAD

EARL SHILTON
FACTORY, KEATS LANE
FACTORY, SOUTH OF ALMEYS LANE
FACTORY/WORKS, ROSSENDALE ROAD
FACTORY, NORTH OF EQUITY ROAD
OAKS INDUSTRIAL ESTATE, STATION ROAD
FACTORY/DEPOT, SOUTH OF NEW STREET

HINCKLEY
FACTORY, EAST OF TEIGN BANK ROAD
FACTORY, GARDEN ROAD
WORKS, NORTH OF CANNING STREET
FACTORY, SOUTH OF MILL HILL ROAD
TIMBER YARD SOUTH OF WESTFIELD ROAD
NUTTS LANE INDUSTRIAL ESTATE

RURAL SETTLEMENTS:

BARLESTONE
STATHAM POTATOES, SOUTH OF NEWBOLD ROAD

GROBY
WORKSHOPS, ROOKERY LANE
WALKER-SMITHS HAULAGE SITE, RATBY ROAD
SCANIA DEPOT, A50 MARKFIELD ROAD

KIRKBY MALLORY
MALLORY INDUSTRIAL COATINGS, NORTH OF MAIN STREET

MARKFIELD
ENGINEERING WORKS, WEST OF MAIN STREET

RATBY
CASEPAK, WEST OF STATION ROAD

Chapter 4 - *Conservation & the Built Environment*

4.1.0 Objectives

Strategic Objective 4 - Safeguarding and enhancing the environment

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

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

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

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

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

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

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

4.2.0 Introduction

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

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

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

4.3.0 Design and Siting of Development

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

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

4.3.2

POLICY BE1 - DESIGN AND SITING OF DEVELOPMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6.9.4

POLICY T3 - NEW DEVELOPMENT AND PUBLIC TRANSPORT

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

6.10.0 Lorry Routes and Weight Restrictions

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

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

6.11.0 Retention of Car Parking Facilities

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

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

6.11.3

POLICY T4 - RETENTION OF CAR PARKING FACILITIES

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

6.12.0 Highway Design and Vehicle Parking Standards

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

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

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

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

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

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

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

6.12.8

POLICY T5 - HIGHWAY DESIGN AND VEHICLE PARKING STANDARDS

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

6.13.0 Existing Car Parking Provision within Hinckley Town Centre

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

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

now been replaced with the introduction of Local Transport Plans. Under the new procedures, local highway authorities now have to prepare five year integrated transport strategies that cover all modes of urban and rural transport, linking them together. It is proposed to monitor the Plans through annual progress reports to ensure they deliver the aims and objectives of Regional Planning Guidance and Leicestershire Structure Plan.

6.20.0 Development and the Road System

6.20.1 The potential for road accidents can be reduced considerably by ensuring that the layout of new developments, road junctions and such like comply with current standards and by the implementation of local road safety initiatives. The Borough Council is anxious to ensure that the road network adequately serves all new development and that existing road conditions are not significantly affected by the extra traffic generated. The impact of new development will be measured cumulatively with other development in the locality and developers will be expected to meet the cost of road improvements if these are found to be necessary to mitigate the impact. The Borough Council will encourage road layouts that preclude excessive traffic speeds and implement specific traffic calming measures in relation to all new development proposals.

6.20.2 Proposals for new development will be considered in the context of Leicestershire Structure Plan Transport Policy 4 Development and the Road System.

6.21.0 Traffic Impact Assessment

6.21.1 The traffic impact of developments can give rise to considerable concern. In order to help assess the traffic generation potential of a development and its impact on the highway network, a Traffic Impact Assessment (TIA) will normally be required for all developments where

a the development is a major development, or is expected to generate over 250 vehicle movements per day or 50 vehicle movements in the peak hour; if the generated traffic exceeds 10% of the traffic flow on the adjoining highway, or 5% where traffic congestion exists or will exist; or

b a large proportion of the additional vehicles are heavy goods vehicles (e.g. quarry, landfill site).

In considering the need for, and content of a TIA, the Highway Authority and Local Planning Authority will also have regard to guidelines on Traffic Impact Assessments produced by the Institution of Highways and Transportation and in Government and Local Government publications.

6.21.2 Guidance relating to Traffic Impact Assessments is currently being reviewed and the implications of revised Planning Policy Guidance 13 - Transport will need to be taken into account where relevant.

6.21.3

POLICY T11 - TRAFFIC IMPACT ASSESSMENT

PROPOSALS FOR DEVELOPMENT LIKELY TO GENERATE SIGNIFICANT TRAFFIC FLOWS, ESPECIALLY HEAVY GOODS VEHICLES, SHOULD NOT HAVE A DETRIMENTAL EFFECT ON THE LOCAL TRAFFIC SITUATION. WHERE THIS MAY OCCUR DEVELOPERS SHOULD PROVIDE A TRAFFIC IMPACT ASSESSMENT OF THEIR PROPOSALS AT THE PLANNING APPLICATION STAGE.

9.7.3

POLICY CF7 - ARTS AND CULTURAL FACILITIES

PLANNING PERMISSION FOR THE DEVELOPMENT OF ARTS AND CULTURAL FACILITIES, EITHER FOR NEW BUILDINGS, REDEVELOPMENT OR CONVERSIONS, OR THE EXTENSION OF EXISTING FACILITIES WITHIN OR ABUTTING THE CENTRES OF LOCAL SETTLEMENTS WILL BE GRANTED UNLESS:

a THE PROPOSED DEVELOPMENT WILL HAVE A DETRIMENTAL EFFECT ON THE AMENITIES ENJOYED BY THE OCCUPIERS OF ADJOINING RESIDENTIAL PROPERTIES IN TERMS OF HEIGHT, MASS, DESIGN, PROXIMITY, NOISE, DISTURBANCE OR EXCESSIVE TRAFFIC GENERATION;

b THE PROPOSED DEVELOPMENT WILL HAVE A DETRIMENTAL EFFECT ON THE GENERAL CHARACTER OF THE AREA;

c THE PROPOSED DEVELOPMENT WOULD REPRESENT AN OVER DEVELOPMENT OF THE SITE WHICH WOULD BE OUT OF KEEPING WITH THE CHARACTER OF THE SURROUNDING AREA;

d THE PROPOSED DEVELOPMENT WOULD INVOLVE THE INTENSIFIED USE OF AN EXISTING ACCESS OR THE CREATION OF A NEW ACCESS WHICH IS INADEQUATE IN TERMS OF WIDTH, LAYOUT AND/OR VISIBILITY, TO THE DETRIMENT OF HIGHWAY SAFETY;

e THE PROPOSED DEVELOPMENT WOULD MAKE INADEQUATE PROVISION FOR OFF STREET CAR PARKING;

f THE PROPOSED DEVELOPMENT FAILS TO COMPLY WITH THE GENERAL DEVELOPMENT REQUIREMENTS SET OUT IN THE CURRENT EDITION OF LEICESTERSHIRE COUNTY COUNCIL'S "HIGHWAY REQUIREMENTS FOR DEVELOPMENT" AND THE BOROUGH COUNCIL'S PARKING STANDARDS AS SET OUT IN THE BOROUGH COUNCIL'S SUPPLEMENTARY PLANNING GUIDANCE

9.8.0 Residential Care Homes and Nursing Homes

9.8.1 The Borough Council will seek to ensure that proposals for the conversion of existing buildings into, or the construction of new residential care homes and nursing homes will not create problems for the occupiers of nearby properties because of traffic generation, parking or the scale of the development proposed. Proposals should also provide satisfactory amenities for the residents of the home.

9.8.2 New homes should be easily accessible to the user and have easy access to facilities such as shops, libraries, doctors' surgeries and public transport.

9.8.3 Regard will be had to assessing proposals against the guidelines set out in Supplementary Planning Guidance Note 1C, "Residential Care Homes and Nursing Homes" and particular consideration will be given to meeting the following guidelines which are set out in details in supplementary guidance.

9.8.4

POLICY CF8 - RESIDENTIAL CARE AND NURSING HOMES

PLANNING PERMISSION WILL BE GRANTED FOR NEW DEVELOPMENT OR EXTENSIONS TO EXISTING BUILDINGS TO PROVIDE RESIDENTIAL CARE HOMES AND NURSING HOMES WHERE:

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;

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b THE PREMISES ARE OF A SUITABLE SIZE AND TYPE;

c ADEQUATE GARDENS ARE PROVIDED TO PROTECT AND ENHANCE THE AMENITY OF RESIDENTS;

d THERE IS SATISFACTORY CAR PARKING AND AREAS FOR SERVICE VEHICLES;

e THE FUTURE RESIDENTS WILL HAVE EASY ACCESS TO SHOPS, PUBLIC FACILITIES AND PUBLIC TRANSPORT; AND

f THE DESIGN OF THE BUILDINGS SHOULD ACCOMMODATE EASY ACCESS BY THE ELDERLY AND THE INFIRM.

Community Facilities

Community Facilities