



Planning Design and Access Statement



Figure 1 – 3D Visual Concept Render Front View

In Support of A Full Planning Application for the Erection of a Two Storey Boxing Facility on
behalf of The Heart of England Community Boxing Club

At

Land Adjacent to Hinckley Rugby Club, Hinckley, Leicestershire

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1.00 Introduction

- 1.01 This statement has been prepared by Corporate Architecture Ltd on behalf of The Heart of England Community Boxing Club. The applicants are seeking full planning permission for the erection of a new Two Storey Boxing Facility.
- 1.02 This design and access planning justification statement should be read in conjunction with the drawings and reports which accompany the application and are included with then appendices to this document.
- 1.03 This statement has been prepared in accordance with Article 9 of the Town and Country Planning Act (Development management procedure (England) Order 2010) as amended in June 2015 which requires certain applications to be accompanied by a Design and Access Statement.
- 1.04 The purpose of this statement is to explain how the proposed development of a new facility is necessary & suitable for its setting within the wider Hinckley Sports Complex Site located on the Leicester Road, east of Hinckley.
- 1.05 This statement has been prepared in accordance with the Commission for Architecture and the Built Environment (CABE) 2006. It will set out the planning background for the site and policy context together with an assessment of the site and its context.

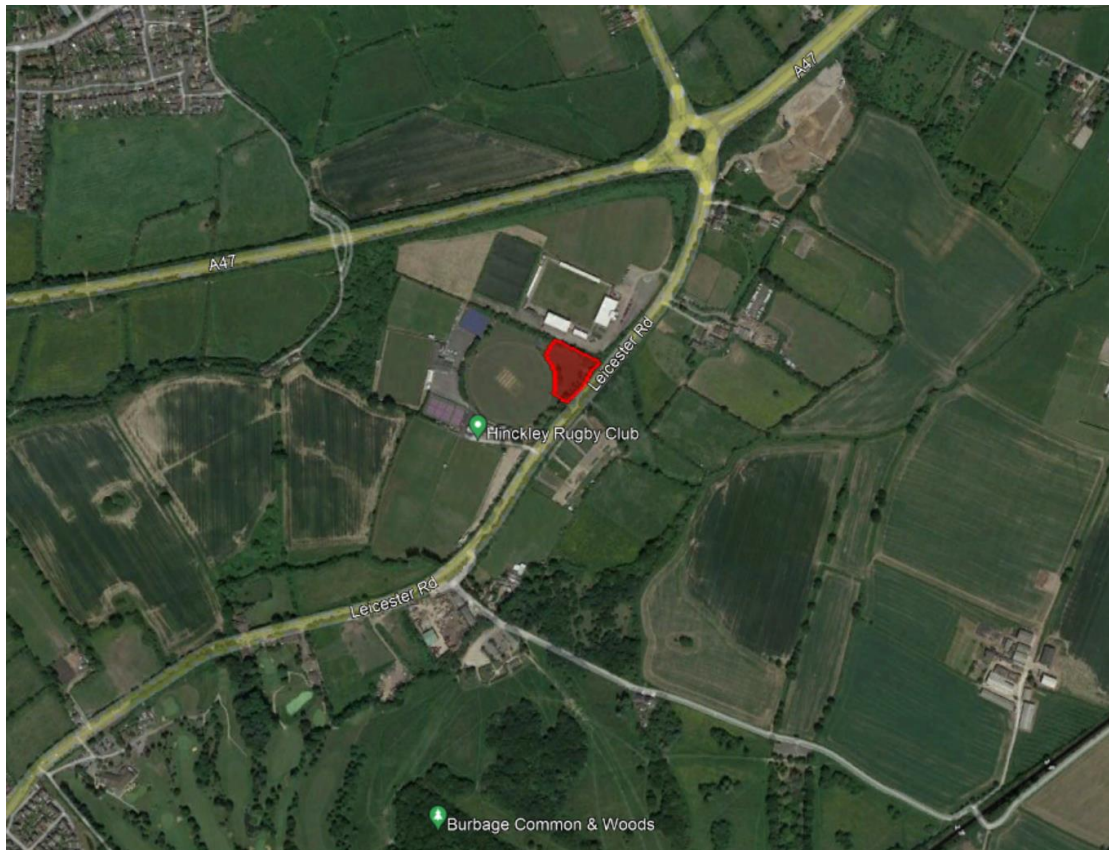


Figure 2 - Google Aerial View of the Site in Relation to Surrounding Area (Copyright Google Maps 2022)

2.00 Principle of Development

- 2.01 The Application site is located to the southeast of the Hinckley Town Cricket Club boundary, Leicester Road, Hinckley, Leicestershire, LE10 3DR.
- 2.02 The proposed building would be erected on a vacant and unused area of the existing sports fields which also forms part of the wider Hinckley Town Sports facilities including the local Football, Rugby, Cricket, Tennis & Netball clubs.
- 2.03 The intention is that the building would be predominantly occupied by both existing & new members of the Heart of England Community Boxing Club. The building also provides provision for local established businesses to hire out spaces, albeit the proposed business case does not rely on this additional income. This directly accords with the economic aims of the National and Local Planning Framework.
- 2.04 The boxing facilities offered by the proposal have been designed to accord with the requirements of national teams hosting competitions. The incorporation of two full size rings & one competition ring guarantees to draw additional national interest to the facility and the town of Hinckley.



Figure 3 - 3D Visual Concept Render Side View

3.00 Applicant

- 3.01 As part of this submission seeking full planning consent for the proposed Heart of England Community Boxing facility, it was considered beneficial to provide a brief background of the basis of the organisation of the voluntary supported club.
- 3.02 The Heart of England Community Boxing Club was established in 2003 and is co-ordinated by Head Coach Nick Griffin, a retired physics teacher, and formerly a director of England Boxing.
- 3.03 Historically, the club has been located within a former Burbage clothing factory; however, in 2018 the factory was sold to make space for a housing development forcing the club to relocate premises within the Hinckley area.

- 3.04 The boxing club is currently within a temporary facility located at 127 Upper Bond Street, Hinckley, Leicestershire LE10 1RT within a largely derelict factory. Images of the facility are included within the text.



Figure 4 - Existing Boxing Facility 127 Upper Bond St.

- 3.05 Despite the condition of their current facility, the existing club is well attended attracting upwards of 60 members 3 times a week for most of the year.
- 3.06 This said, the temporary factory lease is soon to expire and is not likely for the club to renew and as a result the club will soon be without a training premises which could see boxers leaving the Hinckley catchment to seek other clubs.
- 3.07 The club, which seeks to provide opportunities and a safe place for the betterment of disadvantaged sections of the younger generation, are confident that with new purpose-built facilities, the club would see a dramatic increase in memberships as well as attracting England and potentially other national boxing teams to use it as a training facility.
- 3.08 As such, the club have actively been searching for new locations within Hinckley & Bosworth catchment area for several years which, until recently have been unsuccessful.
- 3.09 In tandem with these searches, the club have actually raised an astonishing proportion of the development budget through a mixture of dedicated fund raising, club funds and grants making the project a reality subject to a successful planning outcome.
- 3.10 Much of this fundraising has been generated in the name of Christian Hobbs, a former member who tragically passed away from heart failure in 2017 at the age of 17, and whose name the building would be named after as – ‘The Christian Hobbs Boxing Gym’.

4.00 Advantages to The Community

- 4.01 Included as part of this document within the Appendix E is the government report – The Right Hook Report by the All-Party Parliamentary Group for Boxing. Some of the key information from this report has been included below;
- 4.02 Boxing has the power to transform lives. It has an almost unmatched capability to engage some of the most disaffected young people and help to combat a massive range of social problems, covering crime, educational underachievement, health and fitness and community cohesion.
- 4.03 Although Boxing is primarily viewed as an elite sport in reality it is a grass roots activity that cannot be detached from community it serves.

4.04 A safe, sociable and inclusive environment. In communities affected by crime and anti-social behaviour, boxing clubs can offer a secure environment in which young people can integrate with peers and socialise with individuals from different geographical areas and cultural backgrounds.

5.00 The Application Site – Location & Description

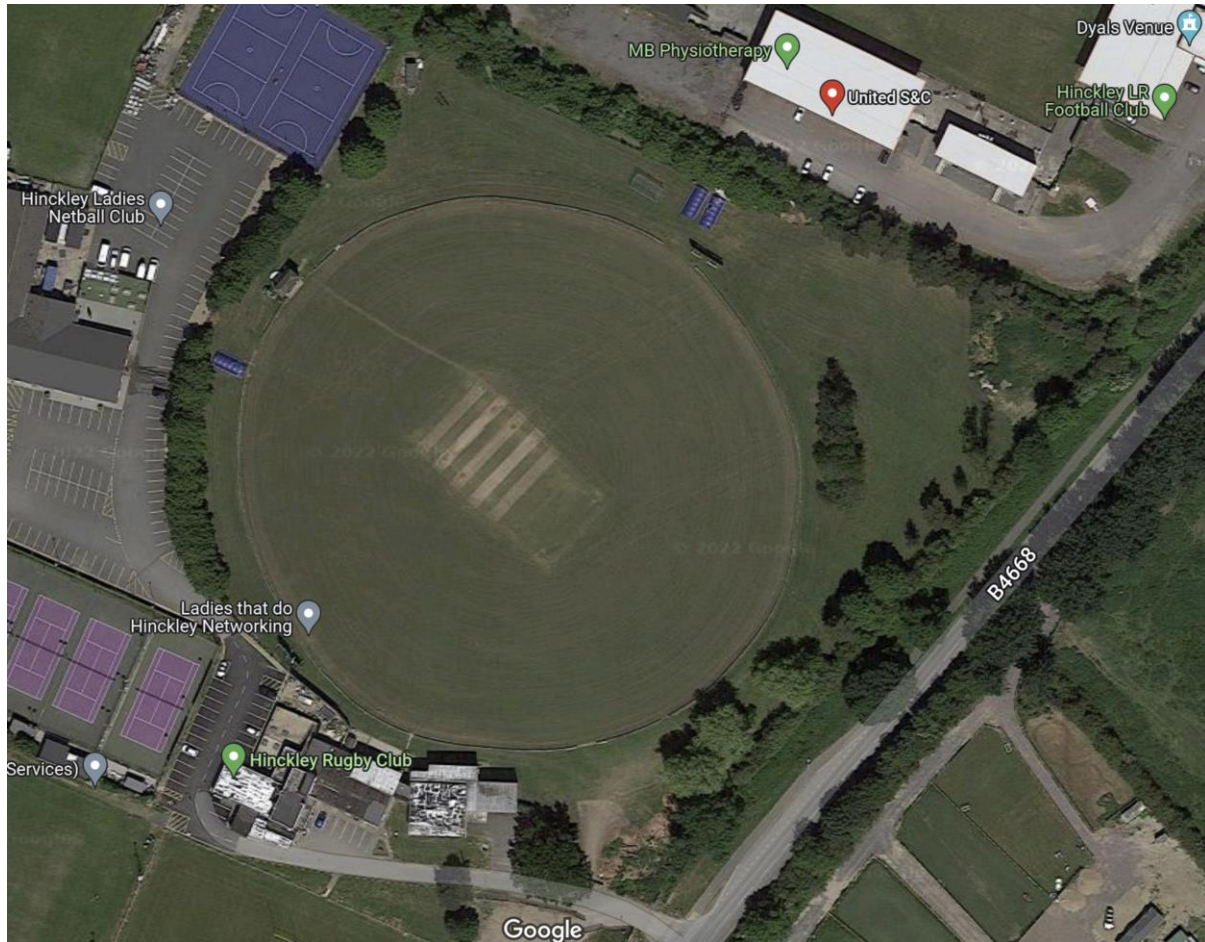


Figure 5 - Google Aerial View of Proposed Site

- 5.01 The application site (hereafter called the site) is located to the North-East of Hinckley town centre, on the main Leicester Road (B4668) heading out of the town centre.
- 5.02 Leicester Road is the main access route into the town centre from neighbouring towns Earl Shilton, Barwell & Elmsthorpe.
- 5.03 The site is a recognised local centre for sport being the home for Hinckley Football, Rugby, Cricket, Tennis & Netball clubs.
- 5.04 The wider site is accessed via an existing junction off Leicester Road which immediately filter into two carparks on both the left & right hand sides, providing suitable decompression from the main road.
- 5.05 The site topography is predominantly level throughout as required by the adjacent cricket circle.

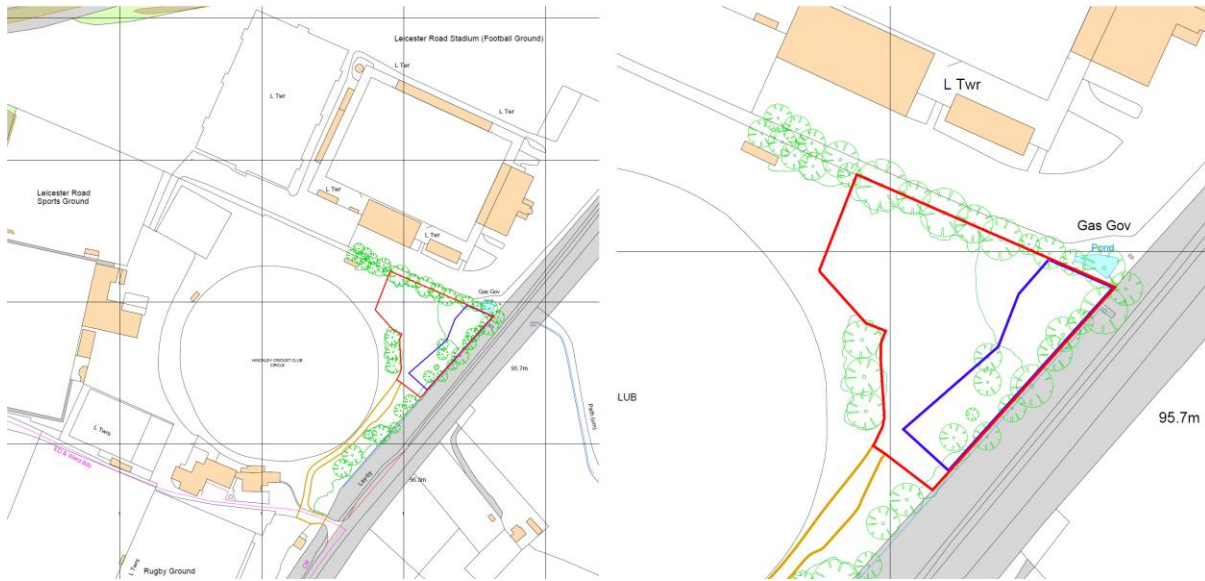


Figure 6 - OS Map with Approximate Existing Tree Locations

- 5.06 The site is well concealed from the north & eastern (roadside) boundary by a well-established series of mature mixed trees. (See Photo Document Appendix B for further photos).



Figure 7 - Existing Trees to North & Eastern Boundary

- 5.07 Beyond the site boundary, to the North exists the home of Hinckley Football Club (Leicester Road Stadium). To the East on the opposite side of Leicester Road exists a Travellers settlement.
- 5.08 Due to the location of the site it is clearly sustainable being located within easy walking distance of the town centre and one of the town's main arterial road routes. No public rights of way exist within the site.
- 5.09 Research has confirmed that the proposed site is not at risk of flooding as defined by the environment agency's official flood map, please refer to Appendix C for Flood Map.
- 5.10 The site area is approximately 0.9 Acres (3644m²) running parallel with the Leicester Road.
- 5.1012 Further information is provided later within the document pertaining to the Hinckley National Rail Freight Interchange 'Railway Freight Boundary' indicated with a blue edging in the Figure above.

6.00 Description of the Development

- 6.01 The development comprises of the erection of a new two-storey boxing gym with associated parking & outdoor activity areas.
- 6.02 The proposed two-storey boxing facility would generate a net (usable) internal area of 1018m² split over two floors (682m² Ground Floor / 336m² First Floor).
- 6.03 The building would be approximately L36m x W20m x ridge height of 8m (subject to final build ups for u-value & building regulations compliance).
- 6.04 The building would occupy a gross external floor area on the site of 720m².
- 6.05 The overarching vision for the site is to expand on the already established sports facilities that occupy the wider site, creating an attractive high-quality designed building which responds positively with the town of Hinckley whilst creating a hub for nurturing the up-and-coming youth talent locally and nationally.
- 6.06 The detailed proposal seeks to create a 'fit for purpose' building of the highest standard with a clear recognisable identity for the sport of boxing.



Figure 8 - Conceptual 3D Renders

7.00 Pre-Application Engagement & Feedback

- 7.01 The client (Heart of England Community Boxing Club) and the Architect have undertaken positive engagement with the local planning authority to seek advice on the massing concept of the scheme and its proposed use.
- 7.02 A pre-application submission was made to Hinckley & Bosworth Borough Council on 20/10/2022. Feedback was received on 15/03/2022 (Reference: 21/10162/PREHMO).
- 7.03 Pre-Application feedback is appended to this document. Please refer to Appendix A.
- 7.04 The overriding statement of recommendation from the Authority was "It is likely that the proposed scheme would be supported by the authority, subject to the detailed matters discussed below being addressed appropriately."
- 7.05 It is also stated that "The proposals are likely to be considered favourably given the role they would play in supporting the existing sports hub in the vicinity of the site."
- 7.06 Following pre-application submission, design development has led to a re-adjustment in orientation & size of the scheme to facilitate a more economical layout both internally and externally. This does not impact the functionality or use purpose of the facility.

8.00 Planning History of the site

- 8.01 Research into the local authority records for the planning history of the site confirms that there have been no previous planning applications on the site relevant to the parcel of land forming the application site.
- 8.02 The local authority engagement during pre-application also confirms there is no relevant planning history associated with this component part of the wider sports hub making up the overall sports fields.
- 9.00 Future Planning Applications for the site (Hinckley National Rail Freight Interchange)**
- 9.01 Subsequent to our pre-application submission, we have been made aware by the site landowner of a proposed infrastructure development for Hinckley National Rail Freight Interchange (HNRFI) which impacts part of the proposed site.
- 9.02 HNRFI is a Strategic Rail Freight Interchange (SRFI) which lies south of Elmesthorpe between the Leicester to Hinckley railway line and the M69 motorway at Junction 2.
- 9.03 This type of development is considered by the government to be Nationally Significant Infrastructure Projects (NSIPs), such applications are determined by the relevant Secretary of State.
- 9.04 Subject to the consent of the HNRFI development, there will be a new single carriageway over the railway leading to the B4668 where a new roundabout has been proposed which currently slightly protrudes into the proposed site boundary for the boxing club application.
- 9.05 It should be noted that the red line boundary indicated is required for construction purposes only. Once construction is complete, the boundary would be adjusted to sit tightly against the roundabout extremities thus freeing up the current area indicated within the blue box indicated on the proposed site plan.
- 9.06 It should also be noted that we are advised that the land required for the construction of this roundabout would be subject to a Compulsory Purchase Order if necessary due to the nature of the development.

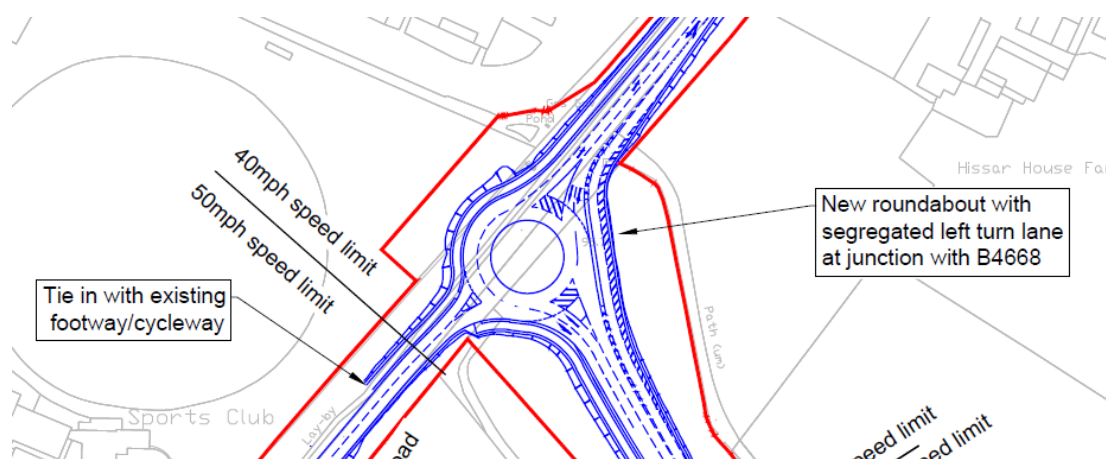


Figure 9 - HNRFI Proposed Roundabout along B4668

- 9.07 As a pro-active approach, Corporate Architecture, on behalf of our client, have already liaised directly with the Planning Director of Tritax Symmetry (Developer) to discuss the boundary in question and the practicalities of the construction programme.

9.08 These discussions have resulted in an agreement to re-adjust the 'construction' red line boundary slightly to step around our proposed building.

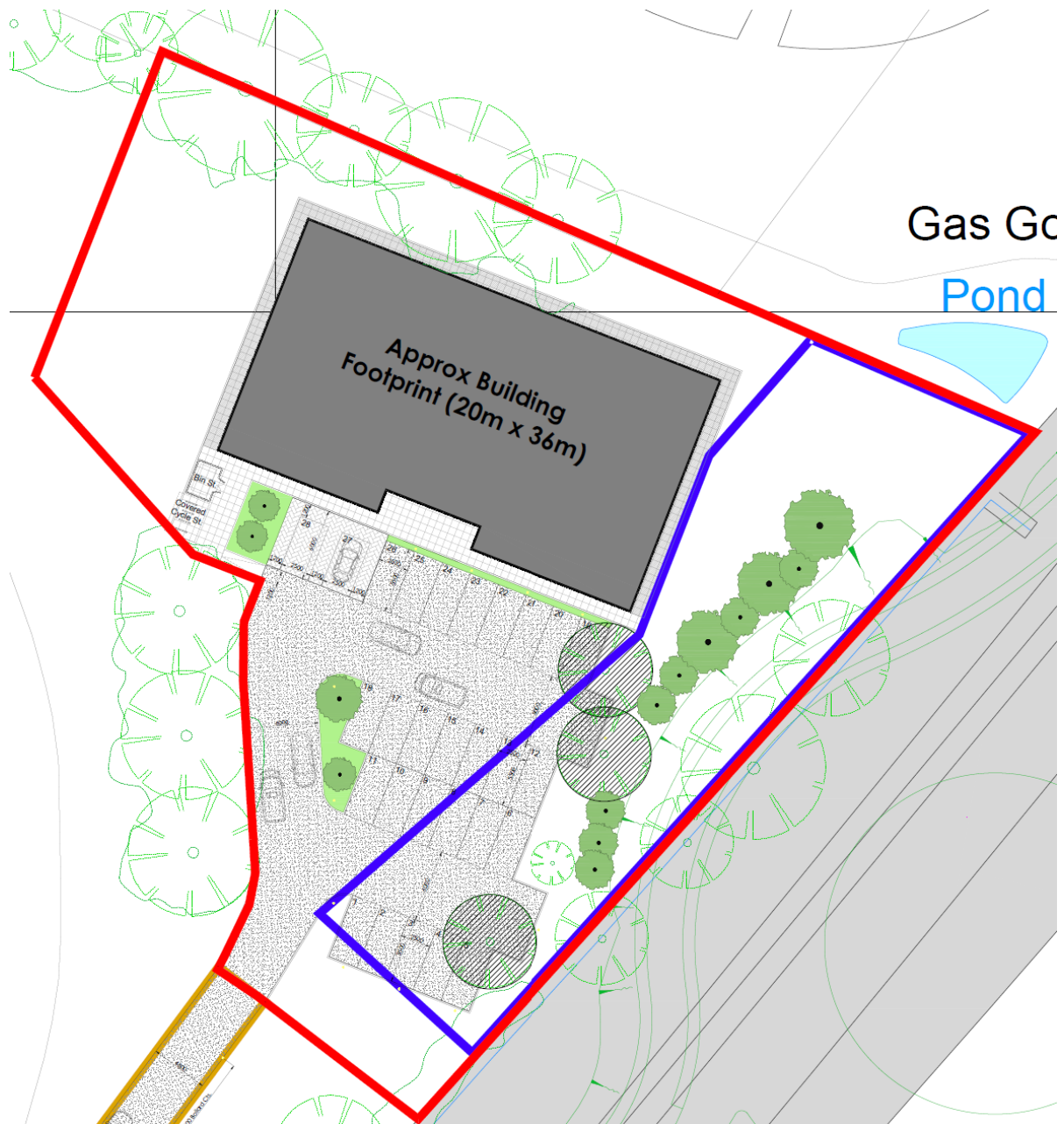


Figure 10 - Proposed Site Plan Showing Tritax Development

9.09 It is programmed that a final decision on the development would likely fall Q4 2023. As such, it would be likely that our client's development would take place prior to the construction of the Roundabout in question.

9.10 For this reason, it is proposed that external works relating to the carparking area & landscaping to the roundabout boundary would be delayed until completion of the roundabout development.

9.11 Please refer to Appendix D for further information from Tritax Symmetry (developer).

10.00 Relevant Planning Policy and Guidance

10.01 The key aspects of national planning policy and guidance and the development plan of particular relevance to the consideration of the proposals are highlighted as follows.

The revised National Planning Policy Framework, July 2021 (The Framework)

The revised Framework focuses on the achievement of sustainable development. This includes supporting communities' health, social and cultural wellbeing (paragraph 8). There is a presumption in favour of sustainable development – this means that local authorities should approve applications that accord with an up to date development plan without delay. In situations where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, this also means granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. This is a case where the proposal accords with the development plan and accordingly, permission should be granted for that reason.

The following paragraphs from the revised Framework are of particular relevance to the proposal:

Paragraph 92 - this paragraph advises that planning policies and decisions should aim to achieve healthy, inclusive and safe places which, inter alia, promote social interaction, which are safe and accessible and which support healthy lifestyles (especially where this would address identified local health and wellbeing needs, for example, with the provision of new sports facilities).

Paragraph 93 – to provide the social, recreational and cultural facilities the community needs, planning policies and decisions should plan positively for the provision of community facilities including sports venues to enhance the sustainability of communities and residential environments. In addition, they should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Paragraph 98 – this paragraph advises that access to a network of high quality (open spaces) and opportunities for sport and physical activity is important to the health and well-being of communities.

Paragraph 99 – advises that existing open space should not be built upon unless, inter alia, the development is for alternative sports and recreation provision, the benefits of which (as in this case) clearly outweigh the loss of the current (or former) use.

Paragraphs 126 – 130 - section 12 of the revised Framework stresses that the creation of high quality, beautiful places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development. Paragraph 130 provides criteria that new development should aspire to, including, inter alia, the need to function well and add to the overall quality of the area, the need to be visually attractive and with a strong sense of place. The application submission clearly demonstrates that the scheme fully complies with the criteria set out in paragraph 130 of the Framework.

The Development Plan

The development plan for Hinckley and Bosworth Borough Council (HBBC) comprises the policies of the adopted Core Strategy (CS) which was adopted in December 2009 and the policies of the adopted Site Allocations and Development Management Policies Development Planning Document (SADMP DPD), which dates from 2016. There is an adopted Town Centre Action Area Plan, however, this site is outside of the boundary of this Plan area.

The adopted Core Strategy, 2009

The adopted Core Strategy has a number of Spatial Objectives, of which Spatial Objective 7: Healthier Active Communities is the most relevant to the proposal. The objective states that the Plan will develop healthier and stronger communities by improving access to, and the provision of community, sports and cultural facilities.

The spatial strategy and policies for urban areas section of the Core Strategy advises that there are four main urban areas of the borough, including Hinckley, which is the largest.

Policy 1 relates to Hinckley and states that to support the town's role as a sub-regional centre, development of new leisure facilities and a sporting hub will be supported on land off the A47 (at Hinckley United Football Stadium).

The adopted Site Allocations and Development Management Policies DPD, 2016

The following policies contained in the SADMP DPD are relevant to the proposal:

Policy DM1 – Presumption in Favour of Sustainable Development restates the presumption provided in paragraph 11 of the Framework that planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise. The proposals accords with all relevant policies and there are no material considerations which would indicate that there should be a departure from the development plan.

Policy DM10 – Development and Design states that development will be permitted provided that a number of detailed criteria are met. These criteria include, inter alia, the need to ensure that the proposal would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings. The site location means that it is not close to existing residents, however, the scheme has been designed to minimise any harm to residential amenity by virtue of loss of light, overlooking or the creation of an overbearing effect. Furthermore, the scheme has been formulated to ensure that it complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features. Appropriate building materials would be used which respect the existing adjoining dwellings.

Policy DM17 – Highways and Transportation advises that development proposals will be supported where they, inter alia, demonstrate that there is not a significant adverse impact upon highway safety. This policy is met, notwithstanding the fact that the proposal would not generate significant movement.

Policy DM18 – Vehicle Parking Standards states that all proposals for new development will be required to provide an appropriate level of parking provision. The site plan for the proposed development shows more than adequate off street car parking spaces, as required by current standards.

All the relevant policies of the Development Plan are complied with and accordingly as indicated above, the proposal should benefit from the presumption in favour of sustainable development provided by paragraph 11 of the Framework.

11.00 Constraints & Opportunities

Design Constraints & Opportunities

11.01 Constraints

- Highway access from main road to be considered to avoid any tailbacks
- Major Development to Leicester Road
- Cricket square and boundary to remain unaffected
- Existing sporting requirements of the site throughout the year

11.02 Opportunities

- Flat vacant sustainable site close to the centre of Hinckley.
- Proposal would enhance the existing wider site sports facilities surrounding the site.

- The site is situated on a main route from neighbouring towns which would generate interest outside of the immediate catchment area and nationally.
- Located on a non-residential site with no residential properties within significant distance.
- Site is bounded by mature trees & hedgerow which provide screening to adjacencies.
- Opportunity to create an attractive landmark building that can be used by the wider community & for national boxing events.

12.00 Use

- 12.01 At ground floor, the building would be split with an approximate 65% - 35% space allocation with the larger gym area capable of holding up to 2 full size boxing rings & 1 full size competition (Olympic) boxing ring as well as a large training space.

The 35% would be made up of non-binary & fully accessible changing facilities, a café/lunch area with break out zones and ancillary functions such accommodation stair/disabled lift/reception/storage etc.

- 12.02 The entrance lobby would be served by a large expanse of curtain walling glazing to flood the area with natural light and provide a logical entrance focal point.
- 12.03 Within the canteen area a large glazed screen would provide views into the main boxing gym for spectators creating an active visual link to the club activities.
- 12.04 A large scale changing area would provide facilities for members to shower and change prior and post training. Lockers would also be provided for the storage of personal belongings.
- 12.05 Fire escape doors are provided to three critical locations throughout the ground floor providing direct access to external areas as requested to meet current legislation.

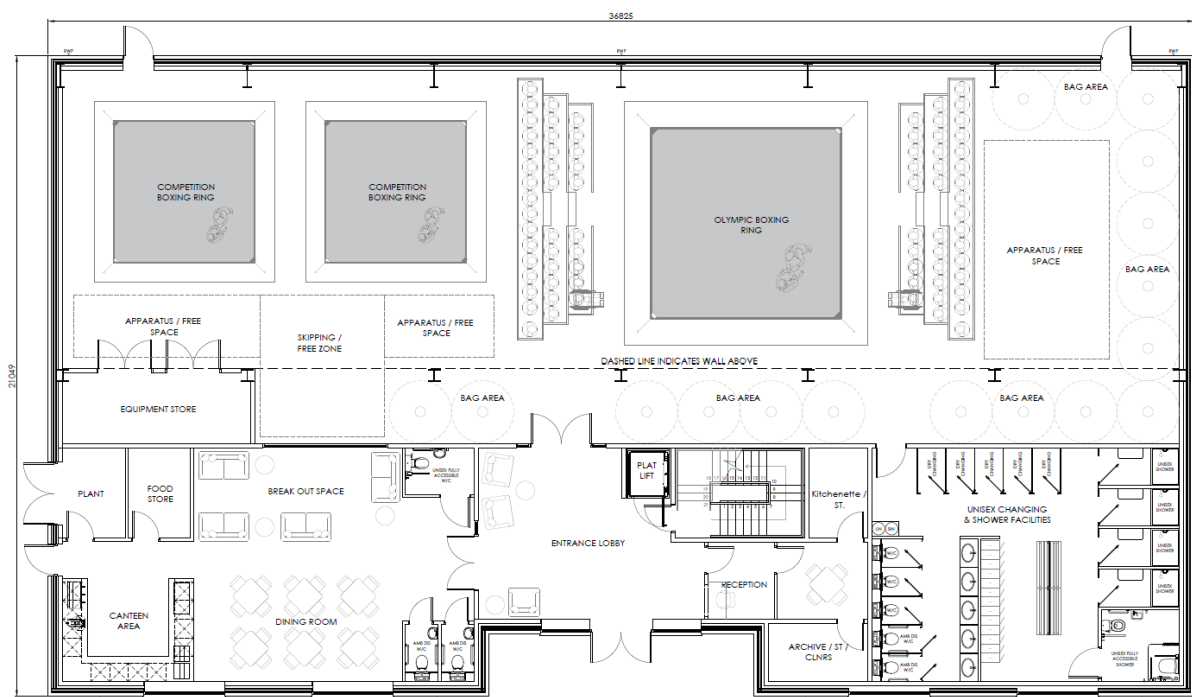


Figure 11 – Proposed Ground Floor Plan

- 12.06 The layout at first floor is also divided providing a mixed-use gymnasium space which may be used by the members or rented out to a private personal trainer for sessions. A large physiotherapy room and classroom are also provided which again, may be used by both members & non-members. The remaining space is taken up with storage, toilet provision & ancillary functions.

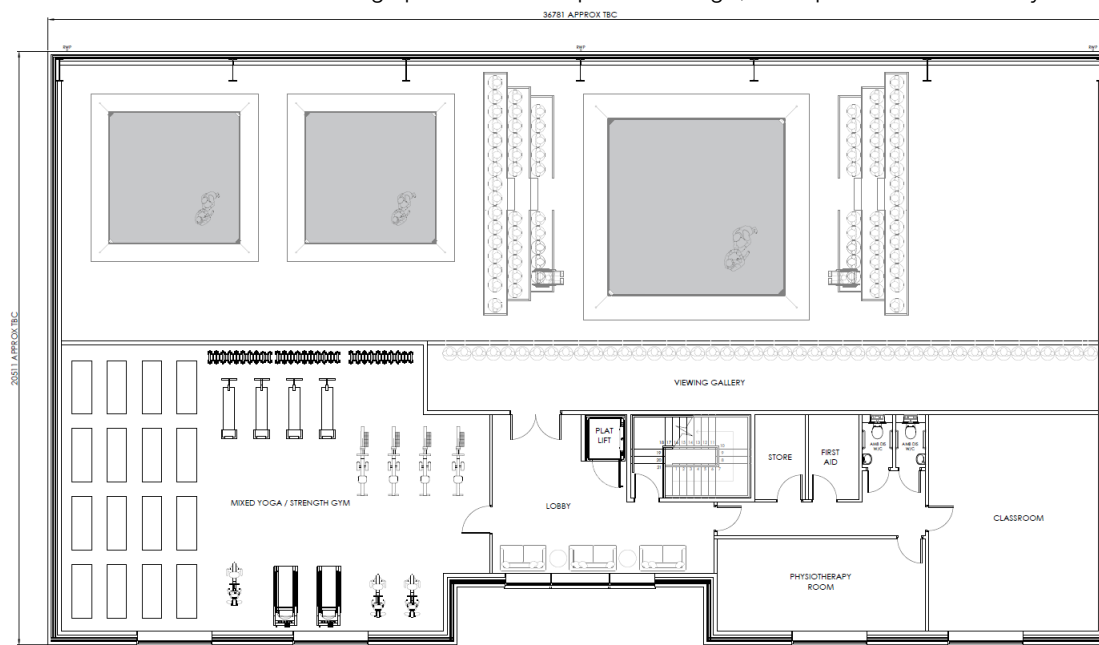


Figure 12 - Proposed First Floor Plan

- 12.07 The usable first floor footprint is cut back to provide a large atrium space and viewing gallery which looks out over the ground floor boxing rings.

This unique feature will provide the boxing gym with a bespoke facility for viewing, filming content & spectating competitions.

- 12.08 The overside lobby area also provides a suitable decompression zone at the top of the staircase during more popular events within the gym or during classes using the gym space.
- 12.09 Although a large footprint the building would typically be occupied by up to 60 persons at any one time increasing, on event days to 100 persons using the building. For this spread of occupancy specific management procedures would be implemented to control this.
- 12.10 The proposed development site being part of a large sporting complex currently offers no employment opportunities and as such, the development will naturally increase the employment levels on the site.

13.00 Amount and Layout

- 13.01 During the design development the amount of space required for boxing related activities was paramount during training and events.
- 13.02 A larger footprint (+120m² / floor) was submitted as part of the pre-application discussion however, as the scheme design developed it was considered unnecessary with accurate space planning & setting out of equipment contribution to the reduction in floor space.
- 13.03 In addition, the reduction of the building has provided valuable additional external area within the parcel of land which will be utilised by the coaches for outdoor summer activities.

- 13.04 Through design development using 3D Modelling, the two-storey building height has also been reduced by approx. 1.5m and a pitched roof incorporated rather than a curved roof which no longer served the aesthetic of the building following a site plan re-orientation.
- 13.05 The re-orientation of the building provided more rational internal footprint for boxing activities whilst reducing the overall footprint of the building submitted as part of the pre-application and thus reducing the construction costs.
- 13.06 During design development, a series of alternative site layouts were tabled all ensuring that the primary entrance elevation was orientation facing south-west towards the vehicular entrance into the wider existing site from the B6448 Leicester Road was crucial.



Figure 13 - 3D Visual Entrance View

- 13.07 To the North-West of the site boundary as part of the design development it has been possible to create a space offset approximately 15m from the building which has provided an outdoor activity space which used for external hybrid cardio/strength training sessions during the warmer months will be successfully.
- 13.08 To the South-East of the site boundary, a pending HNRFI application forming part of the wider Hinckley Railway Development has been allowed for and discussed at length with the developer this has already been explained within the earlier sections to this statement.
- 14.00 Scale**
- 14.01 Due to the need to keep the overall footprint to a minimum a two-storey building became necessary making best use of the site available.
- 14.02 The two-storey scale also provides a sense of presence announcing the building to the surrounding sporting area and the compact design with a careful use of solid and glazed provides an attractive solution of the club which sits well within its immediate neighbours to the north east.

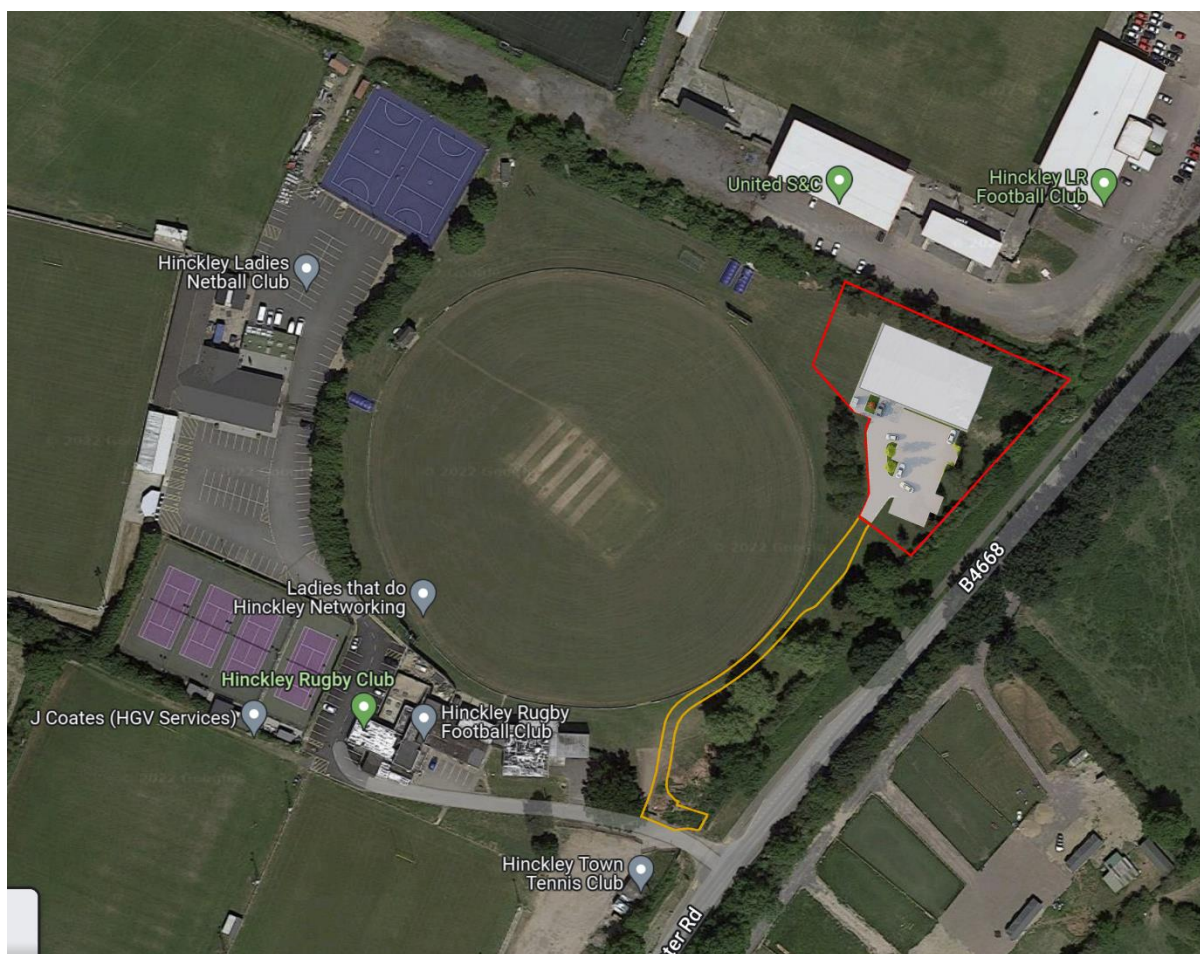


Figure 14 - Aerial View with Proposal Overlaid

14.03 It is clear that the scale of the building is appropriate for the proposed use of the building as a centre for local and national boxing excellence. Careful use of cladding interspaced with glazing ensures the building has an attractive impact as one approaches from the west.

15.00 Appearance

15.01 The building shell will be of portal frame steel construction with an insulated cladding panel outer skin sitting above the brickwork courses provided at DPC level.

15.02 The roof shall be a dual pitch single span pitched roof with an approximate 7-degree fall. The eaves height shall be approximately 6m with a ridge height of approximately 8m.

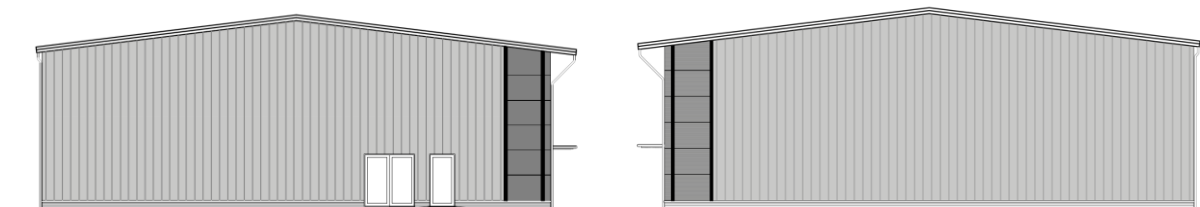


Figure 15 - Proposed North-West Side Facing Elevation (left) & South-East Side Facing Elevation (Right)

15.03 Eaves overhangs to the front elevation are extended for aesthetic purposes but also to provide solar shading to the upper windows. To the rear elevation eaves overhangs will more standard detailing with metal flashing overhangs only.

- 15.04 The colour coated double glazed windows are proposed to the front (South-west facing) elevation only. All occupiable areas at first floor have openable window provision with two windows provided to the gymnasium to provide natural light & purge ventilation.
- 15.05 Windows are not provided to the boxing gym as controlled lighting conditions would be necessary, however, escape doors are provided to the rear elevation which will provide a level of purge ventilation, which will be supported with mechanical supply & extract ventilation.



Figure 16 - Proposed North-East Rear Facing Elevation

- 15.06 The principal design feature to of the building will be centred around the dramatic front (south-west facing) elevation which creates a modern aesthetic with a two-storey curtain wall glazing element.



Figure17 - Proposed South-West Front Facing Elevation

- 15.07 In addition to the south western elevation brise solei has been provided to the lower level windows to reduce solar gain. Brise solei has also been provided to the curtain walling at the upper level for a similar purpose whilst adding a visual interest.
- 15.08 It is proposed that all doors & windows will be of UPVC construction finished RAL7016 Anthracite Grey
- 15.09 Soffits, Fascias, Rainwater Goods will be Aluminium finished PPC RAL7016 Anthracite Grey
- 15.10 Cladding finishes have been chosen from a small palette of three panelling systems to provide visual interest whilst also controlling overall costs elevation. Refer to elevational drawings & Appendix F for Materials Schedule.

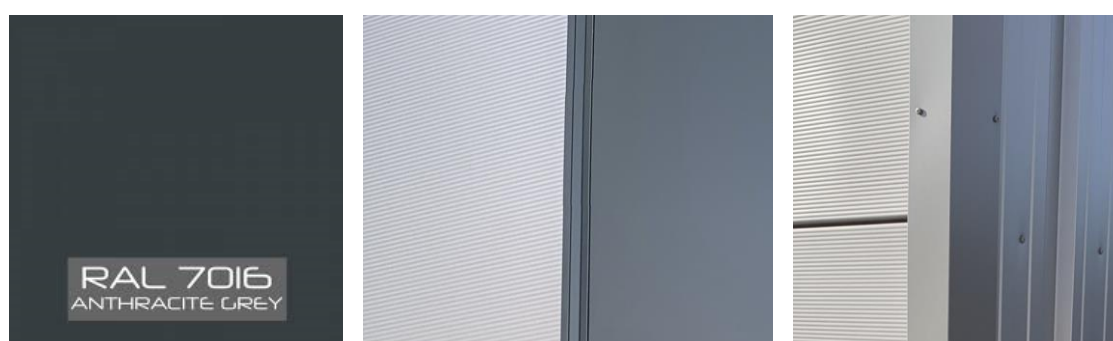


Figure 18 - Kingspan Mini Miro-Rib (Mid-Left) / Kingspan Evolution (Mid-Right) / Kingspan KS1000RW (Right-Right)

16.00 Landscaping

- 16.01 Although not detailed at this stage a full landscaping scheme will be submitted to satisfy any conditions the local authority includes within the consent.
- 16.02 It is the intention to install a mixture of shrubbery, planting & semi-mature landscaping to enhance the development from the initial opening of the boxing centre.
- 16.03 Interest in the scheme has been shown by Marcus Barnett who has won many medals at Chelsea Flower Show (including two golds).

17.00 Sustainability

- 17.01 Energy use has been carefully considered in this proposal for both the construction and operation periods of the development.
- 17.02 The building would be constructed in a sustainable manner, using labour and materials from the local area where possible/feasible, in order to reduce the travel distances to the site.
- 17.03 Any contaminated material (if present) would need to be removed and disposed of in accordance with legislation.
- 17.04 A 'fabric first' approach has been adopted to ensure that the building specification will ensure a high thermal envelope to the building, reducing heat loss through the use of windows with low U-values and high levels of insulation in walls, floors and ceilings.
- 17.05 For operation, the building would be fitted with a low energy lighting scheme. Lighting to circulation spaces and stairwells will incorporate proximity or timed control systems. The internal layout also provides large windows to all areas of the building, maximising the use of natural light.
- 17.06 At the lower level, brise solei has been provided to all windows to control glare and reduce overheating.
- 17.07 Extended eaves overhangs to the south facing front elevation have been increased to reduce solar glare to the upper-level windows whilst adding articulation to the principal façade.
- 17.08 Glazing specifications will ensure that tinted glass is used to reduce heat gain and reduce the thermal load on building environmental systems.
- 17.09 External doors will be installed with closers and draught exclusion technology to reduce the heat loss through these apertures.
- 17.10 High energy rated appliances will be installed throughout the building, along with water saving devices to all toilets, sinks and showers.
- 17.11 Recycling bins will be provided, reducing the quantity of waste material generated.
- 17.12 The car parking layout provided encourages the use of alternative transport modes. This includes cycling, to which secure covered cycle racks are provided.

18.00 Vehicular and Pedestrian Access

- 18.01 The existing wider site is accessed via an existing junction off Leicester Road. Traffic entering the site immediately filters into two carparks on both the left & right-hand sides of the entrance, providing suitable decompression from the main road.

- 18.02 It is also to be noted that Leicester Road also serves the popular Burbage Common Woods & Hinckley Golf course. Which, having been established for many years without issue, the addition of this building it is unlikely to create any additional highways issues.



Figure 19 - Aerial View Looking West Showing Site Location In Context of Leicester Road

- 18.03 Existing wider site access remains un-altered as part of the proposal and as such visibility splays are clear in both directions in excess of the required standards. Road speeds along Leicester Road are medium with vehicles travelling up to 50mph, however this may be reduced subject to the introduction of the Hinckley Railway Freight Proposals.
- 18.04 The entrance driveway into the proposed site would be formed as a gravel track with plastic eco-grid subsurface to prevent movement of gravel. The track runs alongside the retained cricket boundary circle used by Hinckley Cricket Club.
- 18.05 The parking layout has been designed to conform with the requirements of Leicestershire County Highways and also provides service vehicles a suitable turning head giving direct access to the bin store.
- 18.06 In total, the site has been designed with 26No. Carparking spaces each 5.5m x 2.5m & 2No. Disabled spaces with the required additional access space, giving a total of 28No. spaces.
- 18.07 Where necessary on event days the wider site would provide sufficient overflow parking which would be managed by the club. There is easily in excess of 200 parking spaces to the wider site.
- 18.08 The main carpark area & parking spaces would be formed of gravel hardstanding plastic eco-grid subsurface to prevent movement of gravel, with block paving provided to both disabled bays to ensure level and compliant access.
- 18.09 Eight cycle parking spaces are proposed within a covered store. The cycle store is overlooked by the building, offering passive surveillance, as well as ease of access for users of the facility.
- 18.10 In terms of the internal and external environments, the car park levels are designed to ensure ease of use for wheelchair users. Level threshold door access to the main entrance is provided. This ensures access to the building and site for all users. Internally, a lift is proposed, ensuring inclusive access to all floors for everyone.

- 18.11 Due to the location of the site in close proximity to the town centre, the site is accessible on foot, public, transport, and cycling as an alternative to vehicle access underlining the site sustainable credentials.
- 18.12 The site is approximately a 7-minute walk from the Carr's Hill, Barwell bus stop which is used by the Number 2 bus route which is linked with the 158 and provides direct access to a number of larger cities and towns including Leicester city Nuneaton and Coventry.

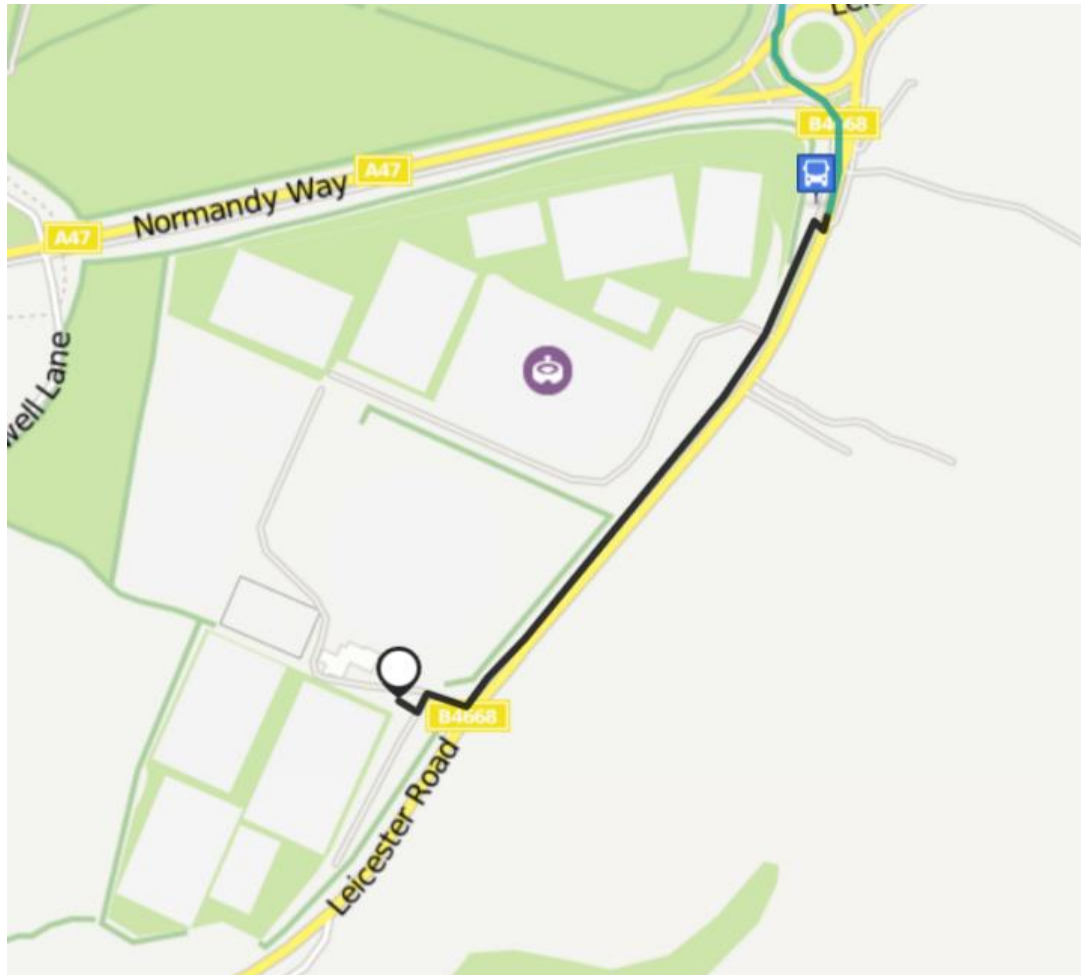


Figure 20 - Bus Stop Nearest to The Site

- 18.13 The site location is perfect for the proposed boxing club being easily accessible from main population areas being situated approximately 10 minutes from Hinckley Town Centre via Bike & 40 minutes by foot. This is crucial for the club to fulfil its requirements as a Community Amateur Sports Club (CASC) status organisation.

19.00 Internal Accessibility & Inclusion

- 19.01 The client and Corporate Architecture Ltd are committed to a policy of equality, inclusion and accessibility and recognises the value that the entire community have to offer.
- 19.02 It is the intention of any further design development to the scheme to ensure a standard of accessibility that is of a higher standard than the acceptable minimum levels set out by the current building regulations.
- 19.03 Design standards and guidance followed;

- Approved document M (2021)
- BS8300 (2001)
- Planning and Access for disabled
- Disability Discrimination Act 1995

- 19.04 The proposed car park has been designed to provide level access wherever possible with dropped kerbs and level access provided to the main entrance.
- 19.05 Internally the upper floor will be accessible by a platform lift which is located within the main entrance foyer.
- 19.06 At ground floor level, shower & changing facilities have been designed to provide fully accessible and inclusive facilities incorporated within the main building envelope accessible.
- 19.07 To the upper floor, toilet provision has been designed as non-binary cubicles.
- 19.08 In accordance with The Equality Act 2010, unisex changing provisions have been provided to encourage inclusion in line with the boxing ethos but with emerging requirements will be non-binary.

20.00 Ecology

- 20.01 Due to the location of the proposed new building at the edge of an established sports field a full ecology report has not been included but could be submitted to satisfy any conditions the local authority includes within the consent if deemed appropriate by the county ecologist.
- 20.02 It is the intention to install a mixture of measures including hedgehog houses, bird nesting boxes & any other recommendations required to satisfy any findings.
- 20.03 Provisions such as Bird Boxes (both sparrow & swift), Bat Boxes, and Hedgehog Homes would all can provided where required.



Figure 21 - Typical Ecology Provisions Where Required

21.00 Conclusion

- 21.01 The contents of this statement has sought to provided a planning assessment of the proposed erection of a two storey boxing facility against national and local planning policy requirements and has demonstrated that the proposal represents an acceptable high quality scheme for Hinckley & Surrounding Areas.
- 21.02 The proposed scheme offers an opportunity to deliver a high quality and sensitively designed development which has carefully considered its context and setting, and which will support the ongoing benefits that boxing offers to the national and local community.
- 21.03 It is the intention of The Heart of England Community Boxing Club to create a world class boxing facility in Hinckley. The club already have the right people, a strong base of members, and the money for the project which has been raised through years of fundraising and hard work.

- 21.04 The club are also dedicating this project to the loving memory of a former very active member, Christian Hobbs, who's name will be forever remembered with the development being titled "Christian Hobbs Boxing Gym".
- 21.05 The proposal will be a huge asset within the community and will be located within a sporting centre in a sustainable location this statement demonstrates it accords with all local and national planning policies. It is hoped that the local authority will support this excellent proposal and as such the application will be considered favourably with consent being granted without delay.

Document Produced by Jack Geary, BSc (Hons), Corporate Architecture - August 2022
On behalf of the Heart of England Community Boxing Club



For and on behalf of



The Christian Hobbs Boxing Gym