

**All Cars Repaired, Queens Road, Hinckley**

**Proposed Re-Development of site for 14 no. flats and  
associated parking**

**Planning Statement**  
**(including Design and Access Statement).**



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## 1.0 Background.

The site lies within a mixed residential/commercial area close to Hinckley Town Centre. It comprises an elongated rectangular site fronting onto Queens Road, with the rear site boundary backing onto Queens Park. The north boundary adjoins an access road running into Queens Park off the junction with Thorneycroft Road.

The area is generally characterised by two-storey by-law terraced housing positioned at the back of footway, although there is some more modern housing immediately to the north of the site. There are some two-storey houses with gables allowing rooms in the roof and a three-storey apartment building close to the site.

The site itself is occupied mainly by a large low rise single-storey workshop building that covers the majority of the site apart from the open forecourt area at the northern end of the site. A taller brick building is also located in the SE corner of the site. Residential properties adjoin the southern site boundary. The site location including the prevailing development form of the immediate surroundings to the site is shown below:



## **2.0 The Proposal**

The site owner is now seeking to re-develop the site for housing development following the demolition of the existing buildings.

A site design has now been prepared showing 14 apartments in a single contemporary designed building, which is now proposed as part of the site re-development. The key features of the design and layout are as follows:

- One of the building frontages has been placed to provide an attractive elevation, including two building entrance directly off Queens Road, to provide a well-designed building frontage that addresses this road.
- The principal building frontage (including the main living room windows and outdoor balconies) faces onto Queens Park, so that better overlooking of this part of the park is provided.
- Following pre-application comments from HBBC planners, the building design has been amended to create a much more contemporary “landmark” building, which is in taller height than surrounding buildings but with setbacks at the upper floors to minimise dominance to neighbouring dwellings
- Building materials will be red Leicestershire brick with slate (or similar) to the roofs, to reflect the character of the immediate surroundings.
- Although the site is fairly narrow, 11 parking spaces plus a secure store for cycle parking as well as waste/recycling bins can be provided in the side/rear forecourt area

## **3.0 Pre-Application Submission.**

A pre-application submission was made in August 2025 with a traditionally designed two-storey building (with rooms in the roofspace) containing 18 flats and 7 car parking spaces within the site.

The pre-application written response stated that the development as proposed did not properly complement the character of the area, and that the opportunity to provide a higher quality design had not been achieved.

Subsequently at a meeting to discuss the written response above in September 2025 (attended by Sullivan Archer and Tim Hartley of HBBC) further comments were made and in particular a more contemporary building design (and potentially a taller building) for this landmark site was encouraged.

After this meeting, a revised proposal was then tabled to the Council, reflecting the comments provided by them. The revised proposal sought to take on board the

feedback from the meeting and in particular amended the design and layout to provide a more contemporary building design and to increase the building height to make more effective use of a brownfield windfall opportunity.

In addition, and following feedback from the planning officers regarding concerns in other recent developments about levels of on-street parking in higher density town centre sites; the opportunity was taken to increase the number of on-site parking spaces relative to the number of flats proposed. Further details of this are included in the supporting Highways and Parking Statement.

#### **4.0 The Current Proposal – Design and Layout**

This broadly reflects the revised contemporary design tabled at the pre-application stage. The key features of the design and layout of the proposal are as follows:

- Revised the design to give a more contemporary building appearance, introducing an additional floor and with a flat-topped contemporary design; embracing the thoughts expressed by HBBC planners at the meeting
- A reduction in the overall number of flats proposed down from 18 to 14
- All the flats as currently shown are 1 bed flats but of different layouts to each floor.
- By reducing the number of flats proposed the scheme is now able to provide 11 on site car parking spaces
- In addition, the proposals would allow for the creation of cycles stores within the building
- The overall height of the building would be approximately 10.2 m (adjacent dwelling is 9.35m and property opposite 9.8m in height) however the design minimises the number of window openings facing onto Queens Road thus minimising any issue of overlooking across the street.
- The design also reduces the width/footprint of the top floor with a set-back,, thus increasing the distance between the top floor of development and dwellings on the opposite side of Queens Road as well as reducing visibility from Queens Road close to the new building.
- The main habitable room windows face onto Queens Park and incorporate small open balconies/ terraces into the design overlooking the park
- The scheme allows for the creation of small areas of planting/landscaping to improve the appearance of the site - details of appropriate fencing along the rear boundary can be agreed with the Council. However, it is envisaged that the existing brick boundary wall is replaced with a lower wall with brick piers and railings above to improve inter-visibility between the site and the park
- The external materials of the building are proposed to be a composite of brick, vertical wooden cladding and render, plus interesting glazing detailing to produce a contemporary building form.

## **4.0 Planning Considerations.**

In terms of the above the following appear to be the main planning issues that would need to be addressed in any planning application. An initial review of the design and planning matters surrounding the pre-application submission are set out below:

### **(a) Principle of Development**

The site is located in a mixed residential/commercial area very close to Hinckley Town Centre as well as the railway and bus stations. The re-development of a potentially noisy car repair activity (non-conforming use) with a residential scheme would therefore result in an improvement to the amenity of the immediately surrounding residential properties. The re-development of brownfield sites in urban areas is normally be supported in planning policy terms, unless material considerations result in unacceptable impacts.

The NPPF (Dec 2024) at paragraph 124 seeks to ensure the effective use of land, making as much use as possible of previously developed land. Paragraph 25 (c) gives substantial weight to the value of using suitable brownfield land within settlements for homes. This approach is also supported in Policy DM1 of the Site Allocations & Development Management Policies DPD (2016) which supports the provision of sustainable development in sustainable locations.

The proposal would also provide an important windfall of 14 flats in a highly sustainable location, boosting housing supply when the Borough cannot currently demonstrate a 5 Year Supply of housing land

### **(b) Design & Layout**

The proposed design and layout also responds positively to the site location, with frontage development to Queens Road as well as overlooking Queens Park to the rear. A contemporarily landmark building in a single block is provided that turns the corner and addresses both Queens Road and the access drive that runs into Queens Park. Positive overlooking of Queens Park will also be achieved from the rear elevations, through a railing fence to replace the existing brick wall.

The site is located in a fairly prominent location when viewed from a number of viewpoints around it and provides the opportunity to create a building that will act as a minor landmark and provide increased visual interest in the locality. This is provided in the design features including the flat roof design with small overhangs, the third floor set-back, a clear expression of each floor and use of modern materials

The external materials of the new building are proposed to be a composite of brick, vertical wooden cladding and render, plus interesting glazing detailing to produce a contemporary building form.

The car parking area is provided to the rear of the building. Opportunities to break up the open expanses has been taken with the use of boundary planting, including some trees.

Activity along the Queens Road frontage will be provided, by the use of two separate building entrances and narrower bedroom windows providing further overlooking onto this street – see also Impact on Neighbouring Amenities section below for reasoning behind the narrow windows. The use of balconies on the rear elevation provides good overlooking towards this part of Queens Park to increase overlooking and well-being for the users of the park.

It is therefore considered that an appropriate design and layout has been provided in this re-development proposal and produces the good design that is needed at this site.

(c) Impact on Neighbouring Amenities.

The proposal will remove a non-conforming use from the locality. The replacement buildings will be sited to address the existing street form and will not result in any direct overlooking of private rear garden areas or principal windows apart from houses on the opposite side of Queens Road

Whilst overlooking across a street is a traditional type of building relationship in areas containing predominantly terraced houses. However in recognition that the introduction of a new building may lead to concerns about potential loss of privacy non-habitable rooms (bathroom) and bedrooms are provided along this elevation with the principal elevations facing onto Queens Park. In addition, the bedroom windows are narrower than normal (to reduce the feeling that direct views are available from the majority of the Queens Road elevation) and the third floor elevation is set back to minimise any potential over-bearing impact that may occur.

Therefore, the proposed design is considered to address any potential impact on the existing amenities of neighbouring properties.

(d) Access

Due to the site location close to Hinckley Town Centre, a lower level of parking provision could expect to be provided. The proposal will have total of 11 parking spaces. Following pre-application guidance from the Council, the number of spaces was increased to 11. This is the maximum number of spaces that can be realistically provided on such a constrained site.

The Highway authorities normal parking standards require 2 parking spaces per flat (i.e. 28 spaces) In their pre-application advice, the Council recognised that the site is in a sustainable location, and indicated that they were prepared to accept a reduction in provision in this instance – 1 space per flat plus visitor spaces at a ratio

of 0.25 spaces per flat (i.e.  $14 + 3 = 17$  spaces). As stated above, the maximum number of spaces provided is 11.

This provision is thus 65% of normal requirements for apartment developments in urban locations. However, given the very sustainable location the lower provision is justified given the close proximity to the wide range of facilities in the town centre plus access to bus and rail services close by. It is proposed to provide covered cycle storage facilities within this development to ensure that alternative means of transport – cycling and walking – are encouraged.

If the Council feels that this shortfall needs addressing in some other format the applicant is prepared to contribute to the purchase of 6 parking spaces in town centre car parks. Further details are contained in the submitted Highway & Parking Statement and Draft Unilateral Undertaking.

Consultations have taken place with the Councils' Waste Officer and there is sufficient space provided at the side of the building to store and collect household waste and re-cycled material.

A detailed Waste Management Plan has also been submitted in support of this application, which sets out in more detail how waste and recycling materials in this development are dealt with satisfactorily.

(e) Development Contributions.

The pre-application enquiry response set out a draft list of developer contributions, including amounts, for a development containing 18 flats.

A draft Heads of Terms document has been prepared and is submitted with the current application. The amounts set out in the pre-application enquiry response have been adjusted pro-rata from 18 to 14, reflecting the amount of housing units in the current proposal.

The applicant will move forward to produce a Unilateral Undertaking once the Heads of Terms are agreed with the Council.

(f) Biodiversity Net Gain.

The site is fully sealed (buildings and forecourt) and thus is exempt from the requirement to provide a 10% Biodiversity Net Gain.

However, the proposal will contain additional tree and shrub planting (where non currently exists), and by using predominantly native species, the proposal will result in a benefit to ecology and biodiversity as a result.

## **5. Conclusion.**

The proposal represents a significant housing windfall site located in a sustainable location close to Hinckley Town Centre.

The design and layout are considered to comply with the Council's development plan policies as well as national planning policies relating to new housing development.

It will provide an additional 14 housing units, which will also meet an identified need for smaller housing units in a sustainable location.

For this reason, the application should be approved. However, if any issues emerge during the application process, the applicant requests that the Council engage in dialogue and allow amendments to be submitted if required.