



Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

Adopted March 2011

Local Development Framework

# Hinckley Town Centre Area Action Plan



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## 1.0 Background

### What is an Area Action Plan?

- 1.1** An Area Action Plan has been prepared for Hinckley Town Centre. Area Action Plans are developed where there is a requirement to provide the planning framework for areas where significant change or conservation is needed. A key feature of an Area Action Plan is its focus on the implementation of development proposals. The Hinckley Town Centre Area Action Plan forms part of Hinckley and Bosworth's 'Local Development Framework'. As such, the 'Area Action Plan' is a formal 'Development Plan Document' and sets out statutory planning policy for the town centre.
- 1.2** Its context is provided by, and it should be read in parallel with, the overarching strategy and corresponding core policies within the Hinckley and Bosworth Core Strategy (adopted December 2009) as well as National policies.
- 1.3** The adoption of the Area Action Plan is timely. At present there are a range of development proposals and potential projects relating to sites in Hinckley town centre following the production of the Hinckley Town Centre Renaissance Masterplan in May 2006. This Area Action Plan updates the proposals contained in the Hinckley Town Centre Masterplan, to provide a planning framework for the town centre up to 2026.
- 1.4** A key objective of this Area Action Plan is to ensure that these projects are not considered in isolation – but that they are viewed within the context of an overall vision for the future of Hinckley town centre. Importantly, the Area Action Plan will focus upon the delivery of regeneration initiatives within Hinckley town centre.
- 1.5** The plan not only sets out the policy framework against which planning applications will be assessed, but it considers how the regeneration of the town centre should be proactively delivered and coordinated by the public and private sectors in partnership – including consideration of issues of programming, resource requirements, service delivery and funding. The Area Action Plan also has a promotional role – articulating a long-term inspirational vision for the future of the town.

## 2.0 Policy Framework

**2.1** In developing spatial planning policies and proposals in the Area Action Plan, the Borough Council needs to ensure consistency with:

- Relevant planning policies and guidance at the national, regional and local level
- Other relevant strategies and plans prepared by the Borough Council and its key partners.

The Hinckley Town Centre Area Action Plan forms part of the Local Development Framework (LDF) and development plan for Hinckley & Bosworth Borough Council. As such, the Area Action Plan should be read in conjunction with all adopted LDF documents, including the adopted Core Strategy (December 2009) and Supplementary Planning Documents, where applicable. It is the Council's view that there is a clear relationship between the objectives/monitoring of the Core Strategy, Policy 1: Development in Hinckley of the Core Strategy and the Hinckley Town Centre Area Action Plan, which expands and adds detail to the aspirations and visions for the town centre.

### Spatial Planning Policies:

#### Planning Policy Guidance Notes/Planning Policy Statements

**2.2** National policy guidance on spatial planning matters is now set out in **Planning Policy Statements**. Planning Policy Statements replace **Planning Policy Guidance Notes**, although some Planning Policy Guidance notes still remain in force pending review. Policy advice on spatial planning matters is also set out in Government Circulars.

### Local Planning Policy:

#### Hinckley and Bosworth Core Strategy (2009)

**2.3** The Core Strategy was adopted by the Borough Council in December 2009 and provides strategic guidance for the development of Hinckley and Bosworth Borough up to the year 2026 and identifies a number of priorities for Hinckley town centre. The policy which guides the Area Action Plan most is Policy 1: Development in Hinckley. The Area Action Plan will expand upon a number of the points made within this policy.

Other policies of the Core Strategy will support and complement the Hinckley Town Centre Area Action Plan include:

- **Policy 4:** Development in Burbage – in its regard to how the development of Burbage can jointly be served and offer support to Hinckley town centre.
- **Policy 5:** Transport Infrastructure in the Sub-Regional Centre – with relevance to car parking and public transport which is elaborated on in the Area Action Plan, specifically Area Action Plan Policy 17 – Transport Infrastructure Delivery and Developer Contributions.
- **Policy 15:** Affordable Housing – which will be applied as and when applicable to Area Action Plan applications.
- **Policy 16:** Housing Density, Mix and Design – which will be applied as and when applicable to Area Action Plan applications.
- **Policy 19:** Green Space & Play Provision – which will be applied as and when applicable to Area Action Plan applications.
- **Policy 20:** Green Infrastructure – with particular regard to the Hinckley town centre and measures necessary to mitigate a 'heat island' effect.
- **Policy 23:** Tourism Development – which will be applied as and when applicable to Area Action Plan applications.
- **Policy 24:** Sustainable Design & Technology – which will be applied as and when applicable to Area Action Plan applications.

## Hinckley and Bosworth Local Plan (2001)

- 2.4** The Local Plan is gradually being replaced by Development Plan Documents which form part of the Local Development Framework. The Hinckley and Bosworth Borough Local Plan had an original end date of 2006; however, under the provisions of the 2004 Planning Act, a number of Local Plan policies are now saved until they are replaced by policies in Development Plan Documents.
- 2.5** Chapter Seven of the Local Plan (Retailing and Town Centre Issues) has had the largest influence on this document. When adopted, the policies within this Area Action Plan will replace a number of existing Local Plan policies.

## Leicestershire Sustainable Community Strategy (2008)

- 2.6** The Leicestershire Community Strategy sets out the priority outcomes for Leicestershire for the next 5 years, from 2008 - 2013. It has been developed by Leicestershire Together, which is the Local Strategic Partnership for Leicestershire and includes all of the organisations and partnerships that deliver public services in the County. The aim of Leicestershire Together is to improve the quality of life for the people of Leicestershire and make Leicestershire the best possible place to live and work for everyone.

## Hinckley and Bosworth Borough Community Plan (April 2007 – March 2012)

- 2.7** Hinckley and Bosworth's second Community Plan sets out the priorities for improvement over a five year period 2007–12, but puts this into the context of a longer term vision for the type of place the Borough should be in 2026. The Community Plan identified fifteen priorities under seven themes for the Borough, seven of the priorities directly relate to Hinckley town centre.

## Other Strategies

- 2.8** A series of other regional and local strategies were considered to ensure that the Area Action Plan takes into account the spatial implications of relevant documents. These are summarised in Appendix 1.

## 3.0 Context

### General Context

- 3.1** Hinckley acts as a main shopping centre for a large proportion of the population who live in south-west Leicestershire. Hinckley cannot be seen in isolation and competes with nearby neighbouring towns and out-of-town developments including: Nuneaton, Fosse Park (a shopping centre on the outskirts of Leicester), as well as Leicester and Coventry city centres. As a result, there is a need to clearly define the role of Hinckley Town centre in relation to the regional hierarchy of centres and facilities.
- 3.2** Hinckley offers a range of activities and services and provides accessible public transport facilities. It contains the main retail area within Hinckley and Bosworth Borough, town centre car parks, offices, leisure and entertainment establishments, a large health centre, bus station and many other commercial uses.

### History of Hinckley

- 3.3** Hinckley's historical development has played a very important part in establishing its distinctive character. Heritage is and will continue to be a key driver of its regeneration in the future.
- 3.4** The parish church is the oldest building in the community and although it retains substantial medieval features, it was heavily restored in the 19th century. The nonconformist buildings however are of considerable interest and significance. The Unitarian Great Meeting House of 1722 is outstanding and its location beneath the towering walls of the late 19th century former hosiery factory is highly significant in a social and historical context, the Atkins family being both the principal benefactors of the meeting house and the owners of the factory. The Baptist church and the Congregational Church are both provided with halls and schoolrooms a tribute to the desire to educate the community. From the medieval period, the timber-framed museum on Lower Bond Street is the best example although other frames exist behind brickwork externally and plaster internally on Castle Street, Regent Street and Trinity Lane.
- 3.5** Towards the end of the Victorian and Edwardian periods, the return of prosperity to the town brought some quite striking new buildings, the best of which are on Station Road. The town has also preserved quite a number of late 19th and early 20th century factory buildings, the Atkins factory in the Italianate style being the most significant. Locally important buildings of the 20th century include the jazzy Art-Deco Holly Bush Inn and the factory office, now apartments at the junction of Druid Street and Albert Road.
- 3.6** There are 25 listed buildings within Hinckley town centre, including 2 Grade II\*, with a concentration in the Hinckley Town Centre Conservation Area. Some of these have experienced change over the years, for example the closure, and subsequent refurbishment of the former Atkins factory.

### Conservation Areas

#### Hinckley Town Centre Conservation Area

- 3.7** Originally designated in 1986 and later reviewed in 1998 the Hinckley Town Centre Conservation Area is centred on Castle Street, Regent Street and the area around the Baptist Chapel. The centre of Hinckley retains much of its character with many buildings from key periods of its

history, some of which are listed as being of national importance. From the early medieval period is the Castle Mound in Argents Mead and the parish church of St. Mary's. Other fine religious buildings include the Great Unitarian Meeting Hall, 1722, in Baines Lane and the United Reformed Church, 1886-8, a mixture of Italianate and Gothic styles in The Borough. From the same period but showing Arts and Crafts influence, is the Free Library, 1887-8, on Station Road.

- 3.8** Buildings which reflect the town's role as the home of the hosiery industry are the 17th century frame knitters cottages and the late 19th century Atkins factory by Architect, Joseph Goddard (which has recently been listed), both in Lower Bond Street.

## Hollycroft Conservation Area

- 3.9** Hollycroft Park is one of the finest inter-war parks in the Midland Region. Originally opened in 1936, the park today retains the majority of its original features, including pavilion, bandstand area, railings, gates and planting design. The design and excellent condition of the park is enhanced by the high quality inter-war housing surrounding it on three sides i.e. Shakespeare Drive, St. Georges Avenue, and Hollycroft itself. Many of these houses were individually architect designed and most still illustrate period features of the day.

- 3.10** The Conservation Area also includes Hinckley Police Station and Magistrates Court, the former cinema, the Leicestershire Social Services Offices and 'The Holly Bush' public house. Once again these are all high quality inter-war buildings, built from high quality materials, and illustrating typical design features of their day.

- 3.11** These architectural features and their relationship with the park provide a high quality environment which is important to maintain and support.

## Druid Street Conservation Area

- 3.12** Located immediately to the north of Hinckley town centre, this part of the town has undergone recent restoration. Known nationally as the cradle of the hosiery industry, the town itself has few protected buildings associated with the trade. The most important phase of factory based hosiery production extended from the late 19th until the mid 20th Century. Recent changes in clothing retailing, however, has led to the closure of several of these factories and has put these important local heritage buildings and the area's industrial environment under threat. Druid Street was a major centre for the town's industrial development at this time and is fortunate in having escaped modern development.

- 3.13** The Druid Street Conservation Area was designated in 2001 to provide some protection to the area. The designation was also seen as a way to highlight the importance of the hosiery industry to the town's heritage and benefit the wider community by possibly acting as a lever for financial support.

- 3.14** Key features of historic and architectural interest in the conservation area include fine gated industrial interior courtyards, jitties (pedestrian footways) associated with the development of the 18th and 19th century hosiery industry, a legacy of outstanding late Victorian, Edwardian and Art Deco factories and a cluster of mid Victorian community buildings.



## Druid Quarter

- 3.15** As well as the Druid Street Conservation Area, the Council has defined an area known as the Druid Quarter which is larger than the Conservation Area. This Druid Quarter was the centre of Hinckley's hosiery industry and contains many simple yet attractive and characteristic industrial buildings that at the time of the declaration of the conservation area were either vacant or in marginal use. Apart from the conservation area designation, these buildings are unprotected and vulnerable to demolition and change.
- 3.16** The closure of the factories raised issues for both residents and the remaining local employers who are concerned about crime, and the poor image that the factories and vacant sites projected for the area. The decline of the hosiery industry provided an excess of low cost space, attracting uses that are economically marginal which was deterring the regeneration progress.
- 3.17** In 2002 the Council employed consultants to develop a regeneration strategy and masterplan for the area. The purpose of the study was to identify an economic and spatial strategy that would halt and eventually reverse the economic and environmental decline and retain the area's unique identity. The study sought to identify the industrial heritage of the Druid Quarter and put forward proposals to harness this as an economic asset and encourage and direct private sector investment into the area.
- 3.18** The strategy identified a series of key priorities and projects, which would be necessary to halt the decline, and transform and enhance the Druid Quarter over a 15-year target programme. This strategy and masterplan has been very successful in drawing the general public and developer attention to the area. Several large projects have been implemented and the area is becoming environmentally more attractive and a target for the relocation of design led companies, start up businesses and housing developers.
- 3.19** The Borough Council proposes to formally review the current Druid Quarter Regeneration Strategy and Masterplan and produce further supplementary documents, which will reinforce the direction of travel to date. These, together with a full appraisal of the Druid Street Conservation Area, including its boundaries, and the development of a conservation area management plan to protect and enhance the industrial heritage will further promote the regeneration of the area. These documents will be developed in full consultation with the public and local employers to ensure their continued support.

## Employment

- 3.20** Good road and rail connections and the close proximity of Coventry and Leicester, ensures that local businesses have access to a wide, diverse and skilled pool of labour. Furthermore good transport links also help to ensure that the area has retained higher-than average levels of manufacturing despite a recent decline of traditional industries. 25% of the Borough's working population are employed within manufacturing industries.
- 3.21** The Hinckley & Bosworth Employment Land and Premises Study was completed by consultants BE Group in 2010. This document appraised employment premises within the Borough in terms of their influence and potential for redevelopment.

## Transport

- 3.22** The town centre is well located in relation to the strategic road network, in particular the M69 that links Hinckley with Leicester and Coventry, and the A5. Junction 22 of the M1 also passes

through the northern part of the Borough. There are access routes to Leicester (A47) and North west Leicestershire (A447). Leicestershire County Council is the Highways Authority for roads and public rights of way in the Hinckley and Bosworth area. The Highways Agency has overall control of the A5, along with the M1 and M69 motorways which pass through the Borough.

**3.23** Hinckley town centre has rail and bus linkages. The current bus station is located within the town centre whilst Hinckley Railway Station is located off Hawley Road, approximately 600m south of Hinckley town centre, resulting in poor connections. The station is situated on the main Leicester to Birmingham train line.

## 4.0 Issues Facing Hinckley Town Centre

### Retail Issues

- 4.1** A Retail Capacity Study completed by Roger Tym and Partners in 2007 advised that Hinckley has some key deficiencies, including a limited convenience and comparison retail offer, with static retail rents. It also lacks suitable and available premises to accommodate interested retailers. As a consequence, it under performs due to a high leakage of activity to other centres that could be recaptured to sustain and enhance Hinckley town centres role as a sub regional centre. The Borough Council recently commissioned consultants Lambert Smith Hampton to complete a town centre retail health check, using the Roger Tym study as baseline information. The health check found that although there have been recent difficulties in the town centre; this is due to a national economic trend as opposed to a local downturn. The health check confirmed that the aspirations of the 2007 study are still valid.
- 4.2** Most of the retail floorspace in the town centre is concentrated along Castle Street, Regent Street and Station Road. Castle Street is pedestrianised and is only open to traffic for access purposes during restricted hours. Reduced vehicular access and environmental improvement schemes have also been introduced on Regent Street in order to make the area more pedestrian friendly. A town market is held on Mondays, Fridays and Saturdays, and a Farmers market is held monthly. The markets add considerably to the vitality of the town centre and have recently been awarded the National Outdoor Market of the Year 2010 at the National Association of British Market Authorities awards. The Borough Council is committed to their retention and has sought to improve market facilities over recent years.

### Employment Issues

- 4.3** The economy of Hinckley town centre has historically relied heavily on the manufacturing industry. Recent decline in this area, specifically the hosiery, textiles and boot and shoe industries has led to job losses and factories becoming redundant. Although there have been recent local increases in the media and graphic sectors, it is considered essential that a broad range of employment and education opportunities are retained and enhanced within the town centre. As some of these redundant buildings date back many years, it is important to ensure that the economy of Hinckley town centre is maintained without neglecting its historical background and character.
- 4.4** The Core Strategy identifies a need for a range of employment opportunities in the town centre and a particular need for significantly increased office provision.

### Transport Issues

- 4.5** Although well connected in terms of public transport, Hinckley town centre does experience some transport issues. Passenger facilities at the train station are currently poor and there are no monitors or public announcement facilities and it is not staffed after 1pm. It is recognised that the facilities at both the bus station and train station could be improved and that the public realm in relation to both facilities is poor. This creates a negative first impression for those arriving to the town centre by public transport. Further, local bus services do not pick up or set down passengers at the railway station, contributing to a poor level of public transport interaction.

**4.6** There is a need to improve cycling and pedestrian facilities at both the bus station and railway station. Improved linkages to the town centre and between the two facilities are also needed.

**4.7** Car parking facilities in the town centre are poor. Although there are many car parks of varying sizes, signage to and between them is inadequate. This dispersed layout of car parks can lead to confusion for those travelling to the town centre by car. This led to a parking review being carried out by consultants White Young Green. The review concluded that in order to rationalise car parking in the town centre, a number of larger consolidated car parks should be provided.

## Housing Issues

**4.8** Hinckley town centre generally experiences lower housing prices than its competing neighbours in Leicester and Coventry. Price, as well as accessibility via the motorway network and railway station has been one of the causes for commuter living within the area.

**4.9** There has been a significant increase in the amount of new housing in the town centre; however, this has concentrated on one and two bedroom apartments. Although these developments have undoubtedly satisfied a need for such accommodation, it is considered that the market for one and two bedroom apartments has saturated, especially in terms of buy-to-let. This concentration of small units has also neglected need for larger, family sized accommodation. One of the key objectives of renewal and urban regeneration is to try and reverse this trend, ensuring an appropriate range and mix of housing types.

## Leisure Issues

**4.10** The existing commercial leisure offer in Hinckley is fairly limited. The main leisure focus is the mass public house trade predominately aimed at the younger end of the market. This has historically given rise to a poor perception of the town centre at night and concerns about safety and security. The restricted evening and entertainment provision is contributing to elements of consumer expenditure being lost to competing centres, which offer a more diverse range and better quality of evening and social activities. Through a number of successful campaigns, this situation has dramatically improved and the Council was recently awarded Beacon status for its work in managing the night time economy.

**4.11** There is a growing trend nationally for continental style cafes or café quarters, which add to the vitality and viability of a centre. Hinckley has seen an increase in this market over recent years, but there remains significant potential to expand and diversify this offer in the future.

**4.12** There is much public demand for a cinema yet provision is non-existent, however initial research has identified a number of cinema operators who have an interest in locating in Hinckley town centre.

**4.13** There are a number of sports clubs and teams present in Hinckley and the surrounding areas. There are also a number of independent health and fitness clubs in the Borough as well as the Hinckley Leisure Centre. The leisure centre is a public facility situated on Coventry Road that offers a wide range of activities. Although this centre is meeting need in the Borough, it is currently under performing and the existing building is coming to the end of its life.

**4.14** A study conducted by consultants MACE in 2007 found that it would not prove economically viable to refurbish the existing public leisure centre indefinitely. The study also considered it unfeasible to demolish and rebuild the leisure centre on the existing site due to capacity issues. Therefore, in order to offer the users an improved service and better value for money it is proposed that the existing public leisure centre will be demolished and rebuilt on an alternative

site. This is proposed to be delivered through the creation of an expanded 'sporting hub' which lies 3km north east of Hinckley town centre off the A47. This already includes Hinckley United Football Club, cricket and rugby pitches but it is considered that this facility could become more wide ranging and accessible in order to reach its full potential as a community facility. This is supported and promoted in Policy 1 of the Core Strategy.

## Environmental Quality and Public Realm

- 4.15** Whilst the town centre overall has an attractive character, with some high quality buildings and spaces, it lacks a feeling of cohesive quality, with areas of high quality historic environment and contemporary development interspersed with areas of poor environmental quality. Some parts of the town centre have a very mixed or undistinguished character; others have great-unrealised potential; are affected by proximity to busy roads; lack connectivity or purely require environmental improvements. Gateways into the town centre on all approaches are poor and fail to reflect the centre's status and identity.
- 4.16** The quality of the public realm and pedestrian environment has declined and whilst improvements have occurred at Argents Mead and Regent Street, there is a need to enhance the overall appearance and image of the town centre. The town centre contains attractive open spaces which are largely hidden from public view but contribute to its character and distinctiveness. Whilst the town centre contains a number of high quality buildings, there are also a number of poor and under-utilised buildings and a limited number of distinctive landmark buildings. The town centre also lacks public art.
- 4.17** Argents Mead is the principal public open space in the town centre and is of high quality, providing a good landscaped area, comprising of a bandstand and seating for 100 people as well as the War Memorial that has recently become more accessible. The impact of its location is reduced by Church Walk, which gives it a sense of poor legibility and access from the pedestrian area of Castle Street through vehicle conflict.
- 4.18** Clarendon Park, Hollycroft Park and Queens Park are all located on the edge of the town and are also important public spaces with greater potential to be linked to the town centre.

## Culture and tourism Issues

- 4.19** Culture and the arts perform an important town centre role. Hinckley has one theatre as well as a studio at North Warwickshire and Hinckley College. There is also a popular library but the existing facilities are not well integrated with the town centre. The town lacks a strong focus for community activity and the arts.
- 4.20** Hinckley town centre currently has little to offer in terms of tourism and experiences an under provision of quality hotel operators in the area. Tourism in the Borough is dominated by day trips to rural areas, with the historical attractions of the town centre being largely overlooked. It is considered that an opportunity exists to build on the tourism potential of the town centre in order to attract visitors that can contribute to the daytime and evening economies.
- 4.21** The Concordia Theatre, which is situated off Stockwell Head offers a wide variety of plays, musicals and comedy shows and is a strong asset for the town. The auditorium seats about 400 people with a bar and a coffee lounge. It is however in need of modernisation and improvements to public facilities, including the public realm around the theatre area. Parking facilities are desired to support this facility.
- 4.22** The library is currently well used, with the existing facility having undergone a major refurbishment in 2006 in order to accommodate the changing role and function of modern libraries to include information technology, education and cultural facilities as well as providing limited gallery space.

## 5.0 Vision

**5.1** As the previous chapters have highlighted, Hinckley town centre has much to offer residents and visitors, however there are areas in which improvements can be made. The issues highlighted in the previous chapter have shaped a vision that will ensure that Hinckley Town Centre remains a vital and viable town centre, now and in the future.

**5.2** The Vision for the Hinckley town centre is as follows:

Hinckley town centre will provide a welcoming image, promote design excellence, attract new investment and create a high quality environment that respects (or builds on) its cultural heritage and character where people would want to live, work, shop and visit in order to fulfil Hinckley's role as a sub-regional centre. There will be a wide choice of housing, varying in price and tenure in new and converted buildings (including above shops). There will be business premises ranging from small workshops to office accommodation.

People will find a wide selection of national retailers and local shops, together with a range of commercial and leisure activities catering for a range of user-groups. Hinckley will be a vibrant and safe place with well-used public spaces. Pedestrians and cyclists in particular will enjoy improved accessibility to the town centre with particular improvements to the bus and rail stations and car parking facilities for motorists. New leisure, cultural and education facilities will be an integral part of the town centre, encouraging residents and visitors to spend time in the town centre during the day and night.

## 6.0 Spatial Objectives

**6.1** To ensure that the vision is achieved, the following spatial objectives have been identified:

### **Spatial Objective 1:**

To increase the number of people living in Hinckley town centre as part of the mix of uses, helping to generate vitality and diversity.

### **Spatial Objective 2:**

To increase and improve accessibility within, to and from the town centre for pedestrians, cyclists and public transport and improve and rationalise car parking facilities in Hinckley town centre.

### **Spatial Objective 3:**

To increase and improve the range of retail provision in the town centre to support Hinckley's role as a sub regional centre.

### **Spatial Objective 4:**

To enhance Hinckley town centre's image to developers, retailers, residents and visitors by ensuring high quality, safe and well designed, environmentally friendly development in the town centre.

### **Spatial Objective 5:**

To support the development of new leisure, cultural and education facilities to improve the quality of life and leisure within Hinckley, whilst adding value and attractiveness to the town centre to encourage active recreation.

### **Spatial Objective 6:**

To promote Hinckley town centre as part of a wider tourism initiative and to develop the evening economy.

### **Spatial Objective 7:**

To improve the public realm through new public spaces, environmental improvements and public art, and to enhance the conservation of the historic character of the town centre through heritage-led regeneration.

### **Spatial Objective 8:**

To retain and enhance employment opportunities in the Hinckley Town Centre Area Action Plan boundary.

## 7.0 Strategic Development Framework

- 7.1** The Strategic Development Framework is comprised of the Area Action Plan boundary, Strategic Development Areas, smaller allocations, public realm improvements and general policies that make up this document.
- 7.2** Through the implementation of the Strategic Development Framework, the spatial objectives will be achieved. This will lead to the overall vision for Hinckley town centre being realised, ensuring that the town centre continues to function as a vital and viable sub-regional centre to support and serve the wider Borough.

### Area Action Plan Boundary

- 7.3** The Area Action Plan boundary is wider than the town centre boundary. It has been defined to allow the incorporation of key sites (some of which are subject to redevelopment proposals) that have an important relationship to the core retail areas of the town centre. The redevelopment of these key sites outside of the town centre will support the main town centre and further enhance its role as a sub-regional centre.
- 7.4** Major development within the Area Action Plan boundary is likely to have a direct effect on services, facilities and transport infrastructure within Hinckley Town Centre, therefore, all development within the Area Action Plan boundary would need to comply with the policies set out in this document. In addition, a town centre boundary has been identified, the basis for which is the existing pattern of retail and other uses appropriate to a town centre.
- 7.5** The Area Action Plan boundary is detailed on the Key Diagram at Appendix 3.

### Development within the Area Action Plan Boundary

- 7.6** The proposed growth and regeneration within the town centre needs to be accompanied by necessary improvements to physical and social infrastructure. This includes public transport services, road improvements, car parking and green infrastructure. Improvements to the public realm will also be required to ensure the town centre is developed with regards to sustainable communities. Public realm improvements are considered in further detail on page 41 of this document.
- 7.7** As part of the Hinckley Area Action Plan development the Borough Council may need to make a Compulsory Purchase Order to acquire land within the town centre to take forward key development proposals. A compulsory purchase order is a process where the government or a local authority can acquire land or buildings compulsorily for public purposes. However, this will only be considered if all other efforts to assemble land have failed.

#### **Policy 1 – Compulsory Purchase Orders**

The Council will give full support to encouraging discussion and negotiation with key stakeholders in furthering the aspirations of this Area Action Plan and will seek to work in partnership wherever possible. However, where the regeneration of Hinckley Town Centre is threatened and attempts at alternative courses of action have proved unsuccessful, the Council will use Compulsory Purchase Orders to bring forward the identified key development sites.

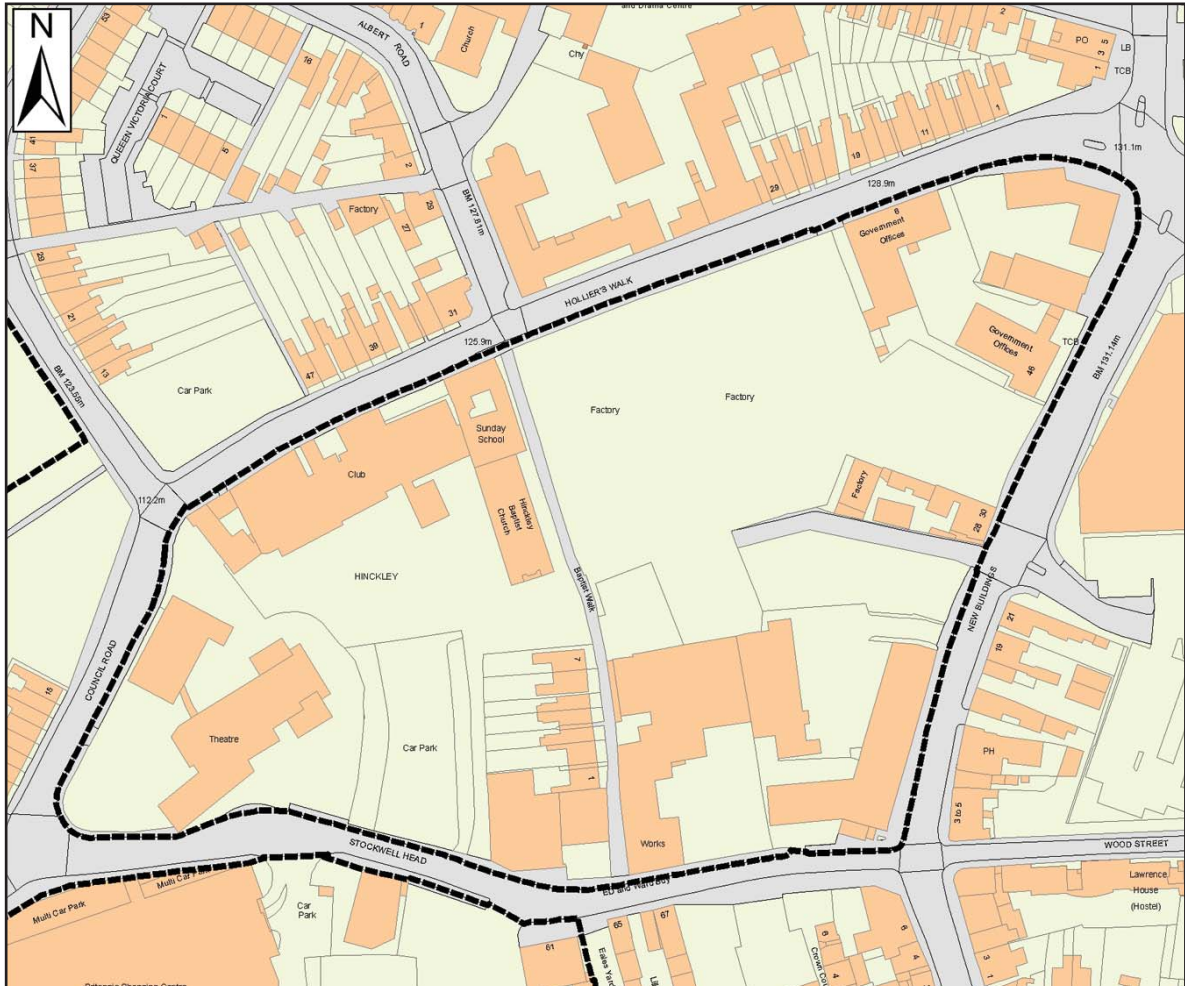


## 8.0 Development Site Policies

- 8.1** This Area Action Plan identifies nine Strategic Development Areas, which, through their redevelopment, would contribute significantly to the vision and eight spatial objectives of the Area Action Plan by bringing wide ranging regeneration benefits to Hinckley town centre and the Borough as a whole.
- 8.2** Each of the nine sites is introduced by highlighting the issues and opportunities that exist for the Strategic Development Areas. Following this, a policy sets out the Council's aspirations for the site. As this document is concerned with the development of the town centre up to the year 2026, it is acknowledged that the economic market and other external forces will change the potential developments over time. Therefore, the principles and requirements highlighted in the policies are intentionally non-prescriptive so that they offer flexibility.
- 8.3** The Area Action Plan has indicated a range of potential uses that could be incorporated on each of the sites which can be found on page 36. Proposals which depart considerably from the broad range of uses found within this table will not necessarily be deemed unsuitable but would need to be supported by sound evidence or they are unlikely to be supported by the Borough Council.
- 8.4** For sites that are identified to provide new residential development, the size, type, tenure and design of new dwellings sought within Hinckley Town Centre is outlined within policies 15, 16 and 24 of the Core Strategy. Proposed developments must be in accordance with the policies within the Core Strategy document in order to be deemed acceptable.
- 8.5** Due to the size of a number of the key redevelopment sites, it will be likely that some developments will need to take place in phases. In order to avoid piecemeal developments and conflict between sites, a masterplan would need to be produced which shows how the individual parcels of land in a site would relate to each other. Masterplans should also establish, in more detail than the policies below, the precise mix, scale and distribution of uses and the general approach to urban design.

## Stockwell Head/ Concordia Theatre (site size – 3.08 ha)

- 8.6** This site currently includes a mix of uses including the Concordia Theatre, Working Men's Club, Baptist Chapel, a residential terrace overlooking Baptist Walk, offices, industrial premises, car parking and retail outlets. Council Road, Hollier's Walk, New Buildings and Stockwell Head form the boundaries of the site.



### Issues

- 8.7** There have been a number of issues identified with this site. A key issue is that the site provides an important gateway for those entering the town centre from the northeast. The site has seen poor development fronting Stockwell Head and New Buildings, which contrasts with historic buildings and character along Baptist Walk. New developments should respect the setting and character of these historic buildings.
- 8.8** A lack of street hierarchy, topographical issues and fragmented land ownership will also need to be overcome during the redevelopment of this area. There is currently poor connectivity to this area for pedestrians and shoppers.
- 8.9** The existing uses to the west of Baptist Walk at this site are currently functioning as viable businesses; therefore it is unlikely that there will be much development taking place on this half of the site. Recent improvements have been made to the Concordia Theatre and the Council will fully support any further works to this cultural asset. There is still potential for improvements to the west of Baptist Walk, including the introduction of a new public space on the existing surface level car park north of Stockwell Head. Any development to the west of Baptist Walk should reflect its location within the Hinckley Town Centre Conservation Area.

**8.10** Multiple land ownerships exist in this location. This is an acknowledged obstacle to the development of the eastern half of this site and the Council will work closely with landowners in order to facilitate the development of this important town centre site. Due to the presence of multiple land ownerships, it is accepted that improvements to the west of Baptist Walk and the larger scale redevelopment to the east of Baptist Walk could take place independently of each other.

**8.11** Stockwell House lies at the corner of Stockwell Head and New Buildings. This is currently running a profitable business and it is acknowledged that it may not be viable to include this building in the development of this site. It is however considered that cosmetic improvements to this building could take place so that it remains in character with any new development on the remainder of this site.

**8.12** So that the Council can deliver a more rational car parking system for the town centre, a consolidated car park is proposed at this location. This facility would be funded from the pot of contributions obtained through the implementation of this document; therefore the developers of this site would not be solely responsible for its delivery.

## Opportunities

**8.13** An opportunity exists to create a positive entrance to the town centre by redeveloping this site for mixed uses, incorporating a consolidated car park. The aspirations of the development are set out in the policy below:

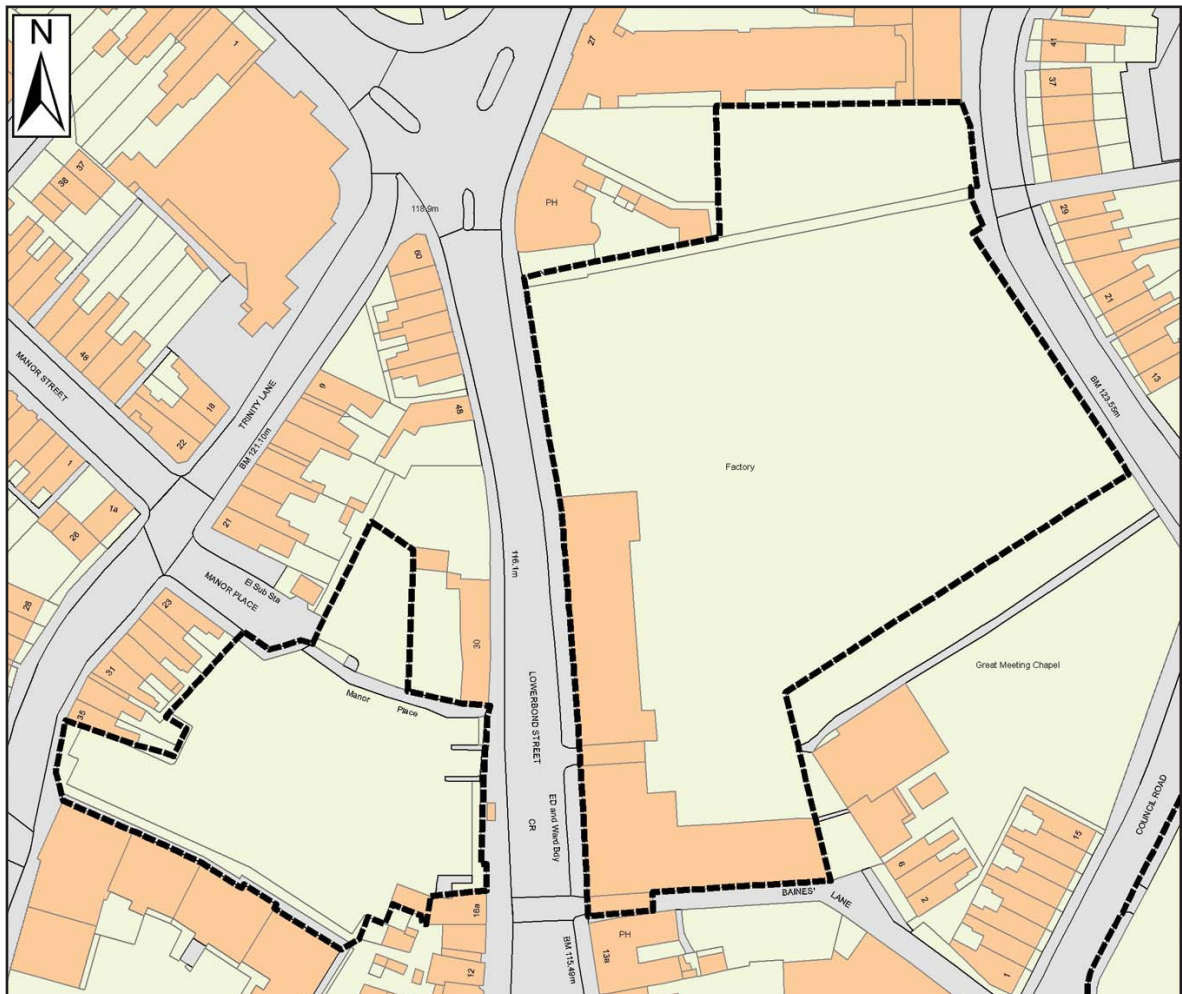
### **Policy 2 – Stockwell Head / Concordia Theatre Strategic Development Area**

*Key aspirations of this site's redevelopment are:*

- Provision of a mixed use development incorporating office and commercial floorspace and residential units to the east of Baptist Walk. This should include the provision of a landmark building at the junction of Leicester Road, New Buildings, Derby Road and Hollier's Walk to provide a key entrance into the town centre.
- Possible infill development in the western half of the site between Baptist Walk and the Concordia Theatre
- Continued improvement to the facilities at the Concordia Theatre
- Creation of a new landscaped public open space on the surface level car park north of Stockwell Head, to the east of the Concordia Theatre
- Provision of a 180 space consolidated car park
- Increased pedestrian access by introducing a new legible street layout through the site
- Enhancement of the public realm along Stockwell Head, New Buildings and Upper Castle Street.

## Atkins Factory (site size – 1.19 ha)

- 8.14** This site currently includes the former Atkins hosiery factory and surface level car park on Lower Bond Street. The boundaries of the site are set out below.



### Issues

- 8.15** This site has been cleared of poor quality factory buildings that fronted onto Druid Street and Lower Bond Street. The design of these factories led to a lack of natural surveillance of the Great Meeting Chapel grounds. There are however, high quality historic buildings present on the site that will need to be incorporated within redevelopment proposals.
- 8.16** The Atkins building has undergone recent refurbishment to provide office space and a creative enterprise centre. Refurbishment of the car park to the west of Lower Bond Street has also been recently completed which has improved car parking facilities within the town centre. Although these works have been completed, the requirements will remain in the policy in order to ensure these uses remain throughout the Area Action Plan period.

### Opportunities

- 8.17** An opportunity exists to redevelop this site; retaining the Grade II Atkins building for mixed-use development and a creative enterprise centre, and a new high quality landmark building to accommodate community or employment uses.
- 8.18** At the time of writing, there is an aspiration to provide a new educational facility on the currently cleared area of this site. This would enable Hinckley Town Centre to significantly

improve its educational offering for the Borough. Should an educational facility not come forward for development on this site, other uses which could be suitable for this land are community facilities or further office space.

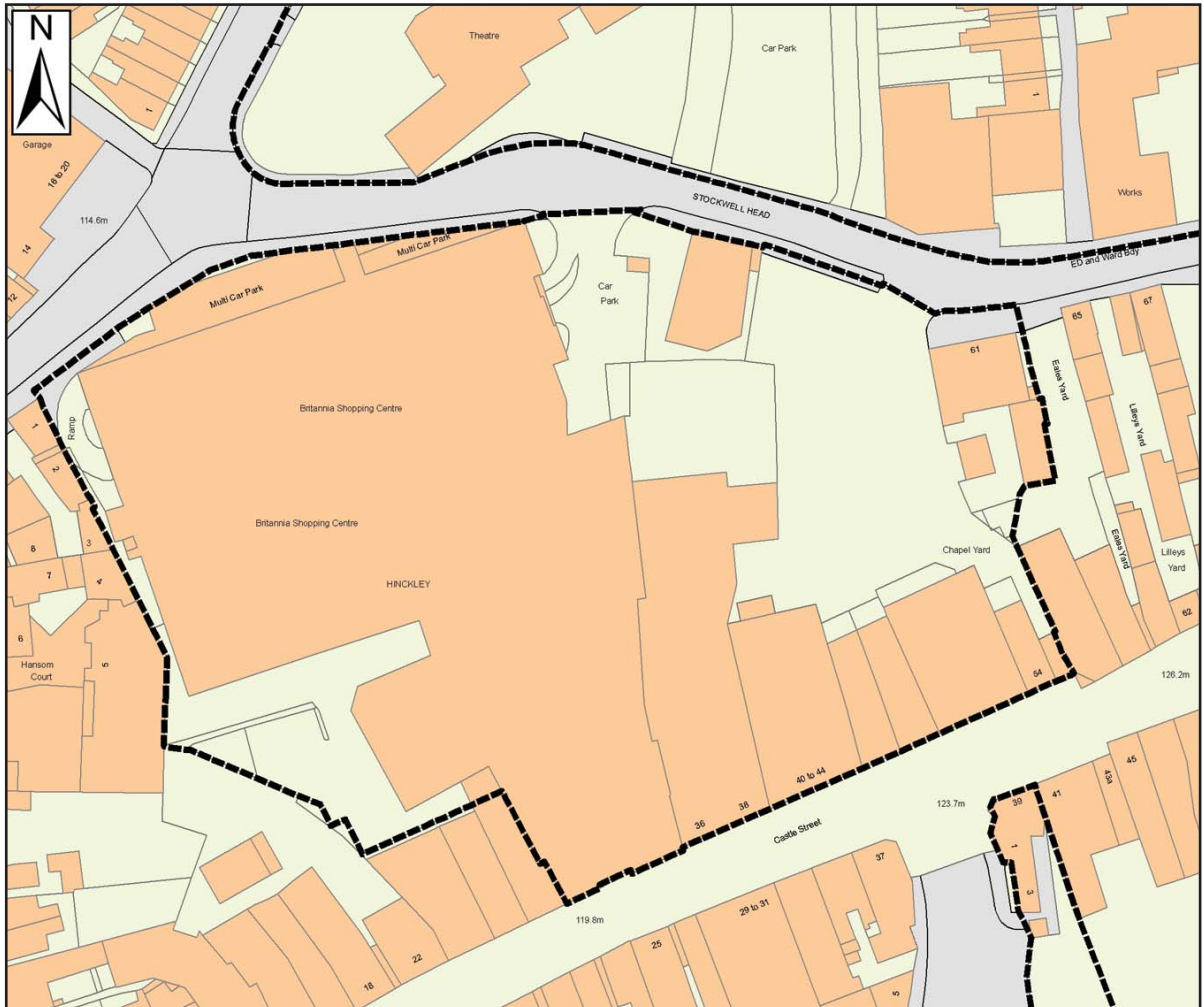
### **Policy 3 – Atkins Factory Strategic Development Area**

*Key aspirations of this site's redevelopment are:*

- Retention and enhancement of the car park to the west of the Atkins Factory Building.
- Retention and reuse of the Atkins Building for mixed uses including office space and a creative enterprise centre
- Redevelopment of the site formerly occupied by modern factory buildings for the occupation of an educational facility, a community facility and/or office space
- Provision of an improved frontage to Lower Bond Street.
- Enhanced visual surveillance of the Druid Place footpath, Druid Street and open space to the south.

## Britannia Centre/ Castle Street (site size – 1.38 ha)

**8.19** This site currently includes the Britannia Shopping Centre, the retail units fronting onto Castle Street, a rear surface level car park and service access. Stockwell Head, Chapel Yard and Castle Street form the boundaries of the site.



### Issues

**8.20** Hinckley town centre currently lacks competitive levels of comparison retailing. The Britannia Centre is the key site within the primary shopping area of the town centre and, along with additional units fronting Castle Street, has the potential to be redeveloped in order to provide a truly competitive retail core for the town centre. Redevelopment of this site should focus heavily on the provision of comparison goods in order to improve the attractiveness of the town centre and maintain its vitality and viability. The additional floorspace proposed at the Britannia Centre / Castle Street site would mean that this remains as the focus for comparison retail in the town centre, as advocated by evidence gained from the Retail Capacity Study (2007).

**8.21** A further issue with this site is that there are very few connections between Castle Street and Stockwell Head. It is also clear that there is a lack of activity between the existing site and Stockwell Head, in terms of frontage and visual surveillance. This site lies wholly within the Hinckley Town Centre Conservation Area; any redevelopment of this site would need to take this into account during design considerations.

## Opportunities

**8.20** Through the redevelopment of this site an opportunity exists to not only improve the retail offering within the retail core of Hinckley town centre, but to also link a number of the town centre's Strategic Development Areas.

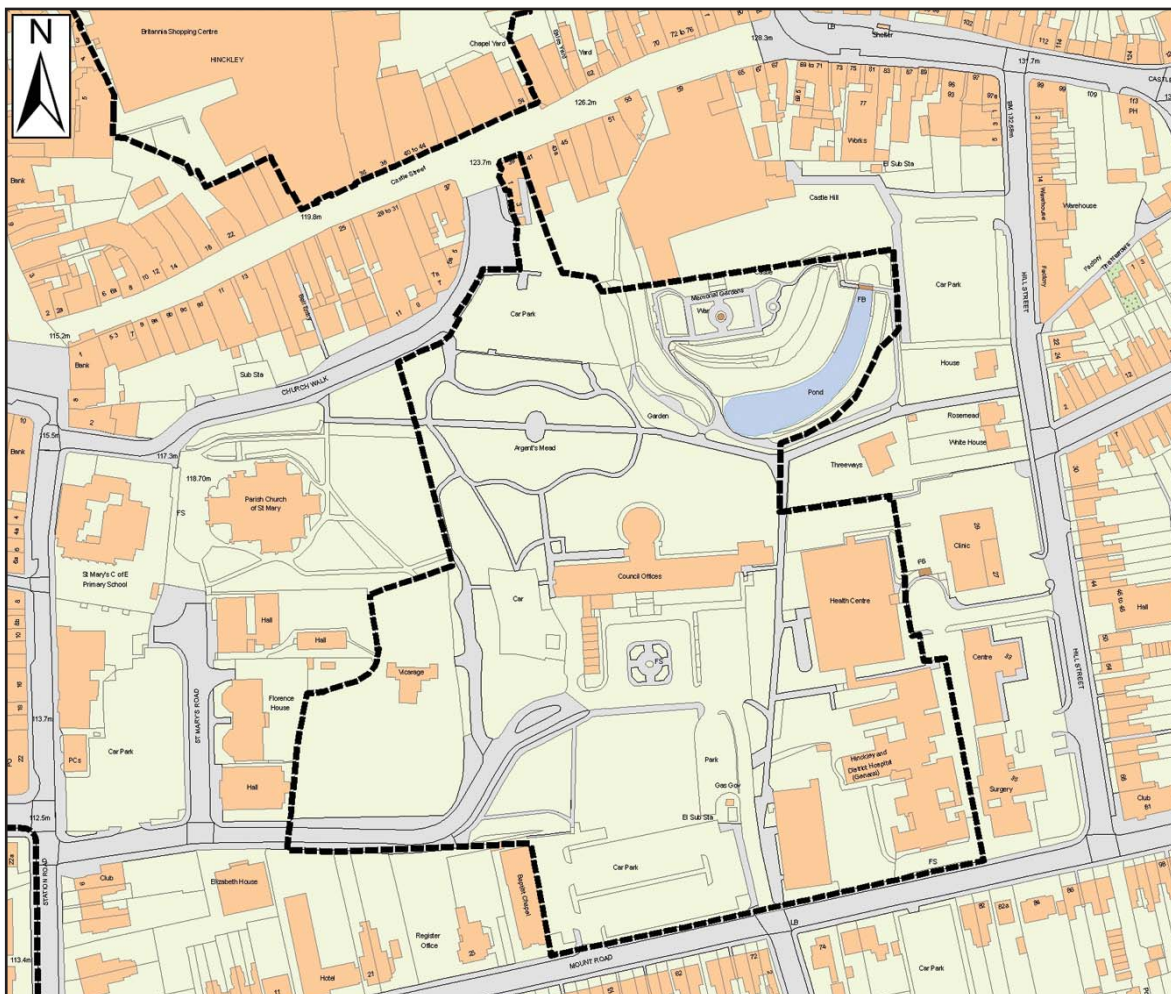
### **Policy 4 – Britannia Centre / Castle Street Strategic Development Area**

*Key aspirations of this site's redevelopment are:*

- The provision of a scheme of new comparison retail floorspace to make this site the focus for comparison retailing in the town centre.
- 8.21**
- Creation of a new retail circuit from the existing Britannia Centre to new connections between Castle Street and Stockwell Head
  - Improvements of the Britannia Centre frontage on to Stockwell Head in order to strengthen links between the Britannia Centre, Concordia Theatre development and the north of the town centre
  - Improved frontage between the existing Britannia Centre and Castle Street to enhance the appearance of the current facility
- 8.22**
- Improved connectivity between, and enhanced openings to Castle Street and Stockwell Head.
  - Active frontages to Castle Street

## Land North of Mount Road (site size – 4.36 ha)

**8.23** This area includes the Council Offices, the Castle Mound, Memorial Gardens, the Vicarage, District Hospital and health centre to the east; Mount Road car park to the south and Church Walk car park and Council owned retail units to the north.



### Issues

**8.24** The Borough Council’s existing main office is located within this site and is a 1960’s concrete framed building that is now reaching the end of its life. The building is currently underperforming in terms of energy efficiency and would not be able to perform to current standards without significant financial investments. For this reason, Hinckley and Bosworth Borough Council will be relocating to alternative office accommodation between 2010 and 2012. Once this relocation has taken place the existing offices will be demolished in order to make way for an improved town centre site.

**8.25** There are three predominant land ownerships on this site and its layout is split into three clear parcels of land. The Council accept that due to differing timeframes, the development of this site could take place in separate phases. Due to their proximity to each other it is essential that these phases of development have regard to each other in order to provide a successful and coherent development.

**8.26** Any redevelopment proposals for this site would need to reflect it’s location within the Hinckley Town Centre Conservation Area. The Castle Mound Scheduled Ancient Monument to the north east of the site is an extremely important asset for the town centre and must be complimented by any future redevelopment.



## Opportunities

**8.27** This site is currently extremely well used as a community facility in the heart of the town centre. There is an opportunity to enhance this role to establish this area as a town park, creating a 'green link' from the predominantly residential area in the south to the retail core of the town centre to the north. There is also an opportunity to provide mixed use new development including residential units, office space, civic space and retail units.

### **Policy 5 – Land north of Mount Road**

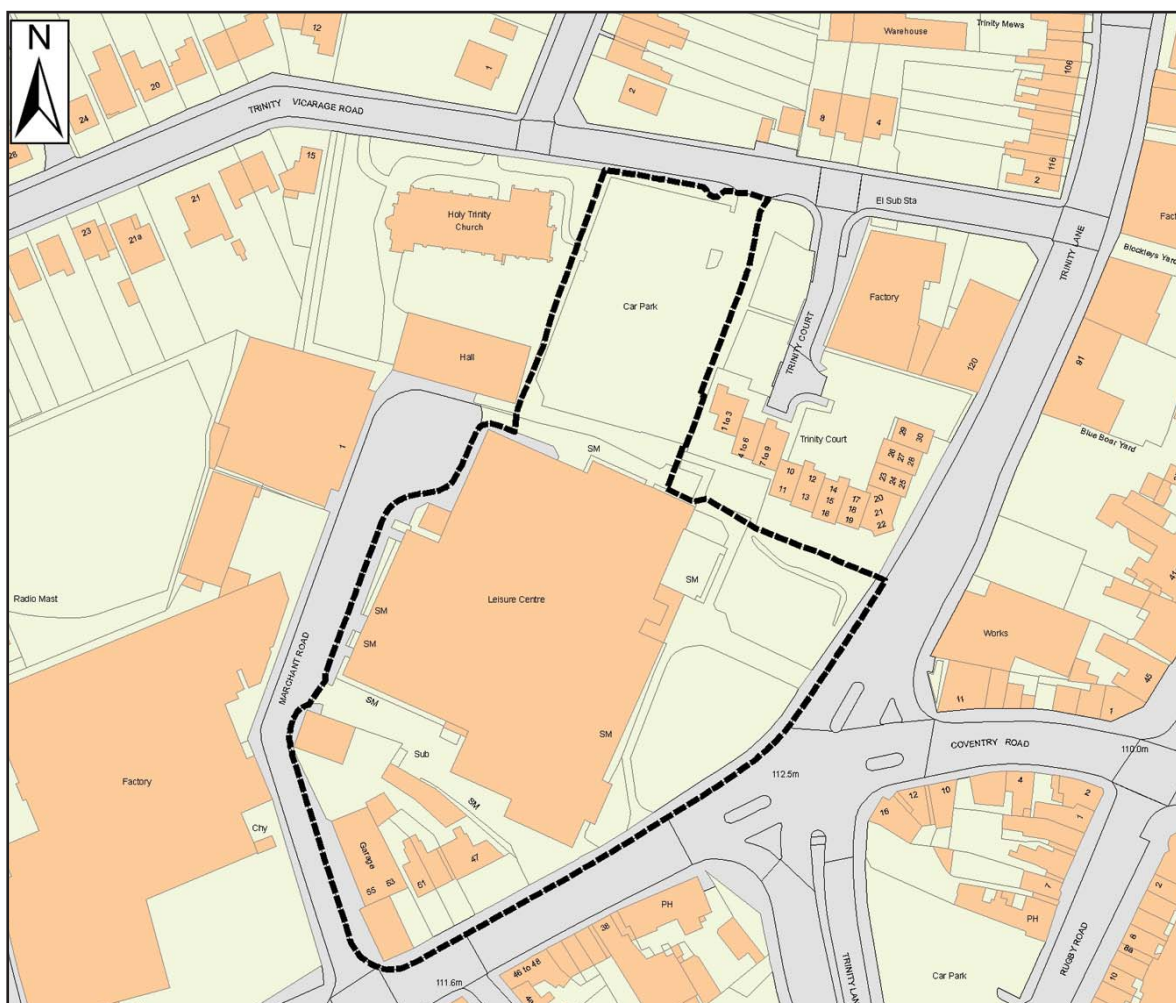
*Key aspirations of this site's redevelopment are:*

- Retention and enhancement of Argents Mead and the Memorial Gardens to provide public walkways and improved linkages within the site and the wider town centre. This could include a 'green link' running through the site from north to south.
- Provision of mixed use development within the site. Uses could include residential units, office space and community facilities. The development of a residential care home and/or retirement living units could also be explored in this location.
- Provision of retail units and a civic facility to the north of the site to compliment existing uses on Castle Street.
- Enhancement of town centre car parking facilities

## Leisure Centre (site size – 1.31 ha)

**8.28** The existing Hinckley Leisure Centre building has a limited life and there is a need to update and improve the existing facilities. The Core Strategy supports the development of new leisure facilities as part of a sporting hub on land off the A47. This sporting hub would include the provision of a new and improved leisure centre which would be supported by sustainable transport links and enhanced walking and cycling connections from Barwell, Earl Shilton, Hinckley and Burbage. Due to the level of growth planned in the urban area (particularly in Barwell and Earl Shilton), it is felt that a sporting hub central to these main settlements would be best placed to provide a top class and accessible facility for all residents.

**8.29** If a new leisure centre is provided at the sporting hub, the current site would provide a prime development opportunity at a key entrance into the town centre.



### Issues

**8.30** The Leisure Centre has recently undergone refurbishment which has improved local facilities in the short term. This site is on a key route into the town centre and therefore has an important role in both functional and aesthetic terms. In its current state, the Leisure Centre is not fulfilling either of these roles to the sites full potential.

**8.31** Other issues that will need to be taken into account during redevelopment of this site will be the potential acquisition of properties adjacent to the leisure centre and the loss of an existing surface car park.

## Opportunities

**8.32**

Following the relocation of the Leisure Centre an opportunity to create a landmark residential scheme will be present. This would bring improvements to the immediate area and also improve views of the site along Lancaster Road and Trinity Lane. If developed using the minimum density for the town centre (as highlighted in the adopted Core Strategy) this would facilitate the development of approximately 30-40 units. It is however anticipated that in order to provide the potential landmark building, a higher density scheme may be appropriate for this location.

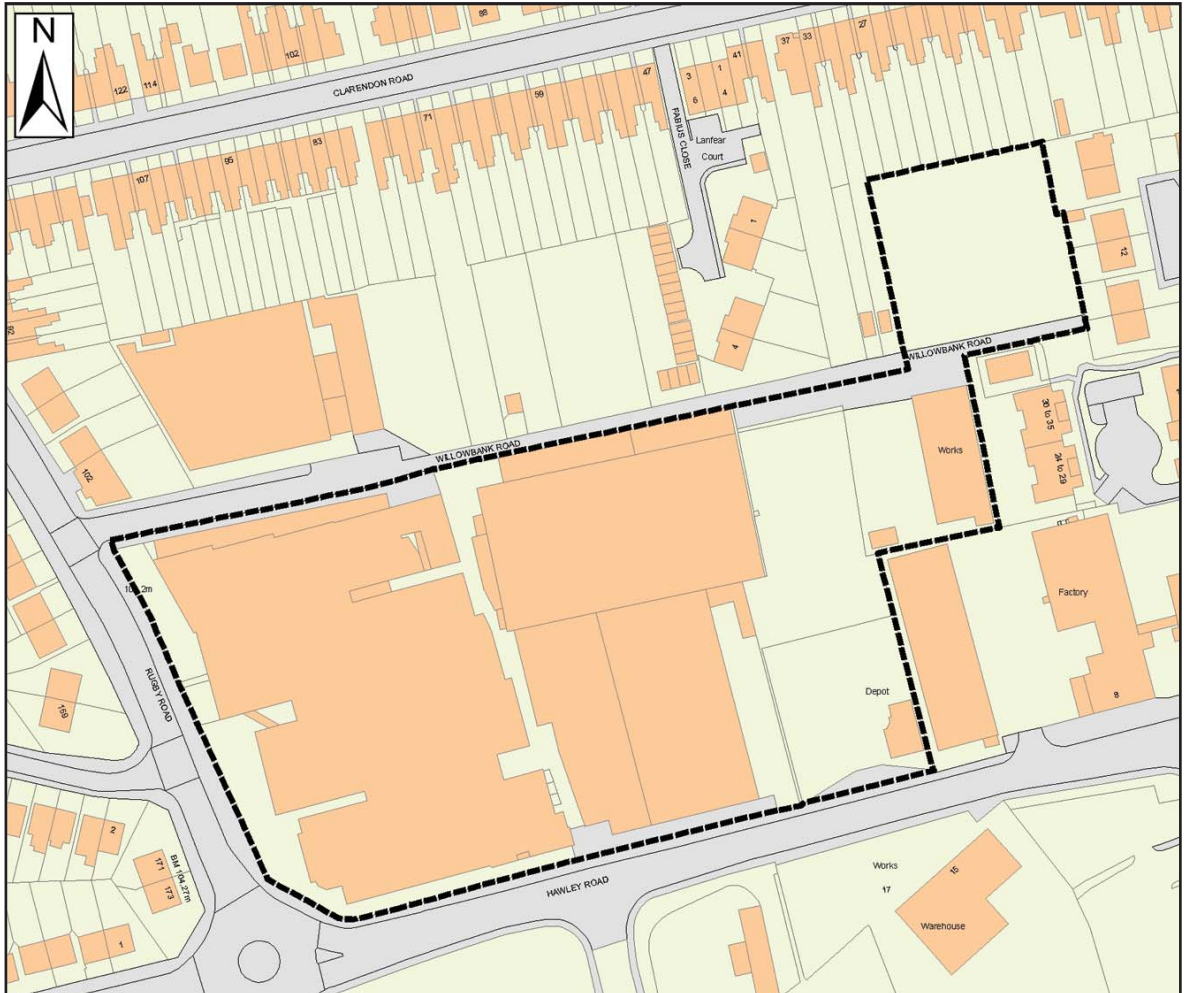
### **Policy 6 – Leisure Centre**

*Key aspirations of this site's redevelopment are:*

- Provision of a landmark residential scheme to provide a welcoming image at this key entrance to the town centre
- Provision of a soft landscaping scheme to the residential frontage with Coventry Road
- Maintaining and improving pedestrian links from Trinity Vicarage Road to Trinity Lane / Coventry Road.

## Rugby Road / Hawley Road (site size – 2.13 ha)

**8.33** This key gateway site to the town centre was previously occupied by Fludes Hosiery Factory but currently stands vacant. For those approaching Hinckley town centre from main transport routes to the west and south, this site provides the initial image of the town which at present, is considered to be outdated and unwelcoming.



### Issues

**8.34** The redevelopment of this site will also need to overcome the issue of multiple land ownerships in this location which could provide a barrier to the regeneration. It is therefore accepted that phased development of this site could take place subject to the agreement of a comprehensive masterplan.

### Opportunities

**8.35** In order to significantly improve this gateway into the town centre, an opportunity exists for this site to be redeveloped for mixed-uses, with the inclusion of a landmark building at the corner of Rugby Road and Hawley Road.

**8.36** The aspirations and potential uses for this site have been formulated from up to date discussions between the Council, landowners and potential developers. This has been reflected in the potential land use table on page 36 of the Area Action Plan.

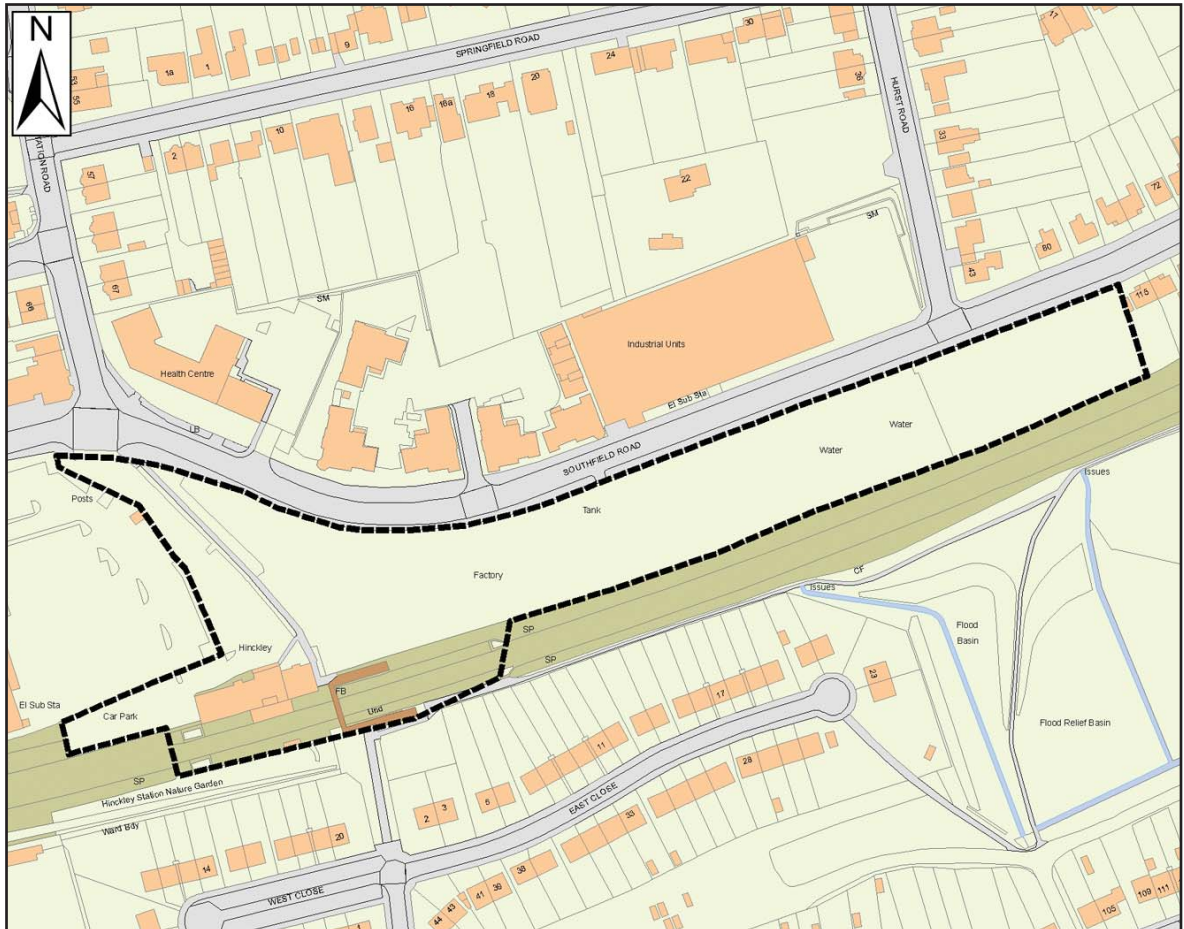
### **Policy 7 – Rugby Road / Hawley Road**

*Key aspirations of this site's redevelopment are:*

- Provision of a landmark building at the junction of Rugby Road and Hawley Road.
- Provision of a mixed use development incorporating new residential, commercial and other employment uses.
- Creation of a new street network throughout the site to improve pedestrian connections
- Retention and enhancement of existing buildings where this proves possible
- Provision of active frontages to Hawley Road and Willow Bank Road

## Railway Station / Southfield Road (site size – 1.78 ha)

**8.37** This site includes the railway station forecourt and land to the east of the railway station and Southfield Road. The site is comprised of vacant brownfield land, formerly occupied by the Richard Roberts factory.



### Issues

**8.38** The train station has the potential to be the most important gateway into Hinckley town centre. Currently, users are met with a poor station forecourt and an environment dominated by motor vehicles. This provides an inadequate first impression of the town centre when arriving by train. This impression is not improved through the presence of the former Richard Roberts factory to the east of the train station which, since its demolition, has remained as derelict, brownfield land. Any redevelopment of this area would also need to take into account issues regarding the poor connections for pedestrians and cyclists to the town centre.

**8.39** It is accepted that due to land ownership issues, the redevelopment of the former Richard Roberts site would not necessarily be dependent on the delivery of improved facilities at the train station. However, the inclusion of a small retail unit on this site fronting the passenger area at the station could add to the passenger experience and attractiveness of the facility.

### Opportunities

**8.40** Although the area is underperforming in its current state, it does provide an opportunity to create a prominent gateway for Hinckley town centre, leading to a positive first impression for rail users. In order to provide this it is proposed that the area is redeveloped as an office led scheme. This will provide much needed office space and encourage the use of the railway station for commuters to the town centre.

**8.41**

An opportunity also exists for the creation of a transport interchange at this site to serve the town centre. This interchange should enable buses to access the site to further increase the attractiveness of public transport in the town. It is anticipated that this interchange could be delivered on land that is currently ancillary to the train station and would therefore not be required to utilise land previously occupied by the Richard Roberts factory. This facility would be funded from a pot of transport contributions obtained through the implementation of Policy 17 of the Area Action Plan; therefore the developers of this site would not be solely responsible for the delivery of the interchange. Alternatively, this facility could be delivered in partnership between the landowners in lieu of a proportion of the financial contribution. The level of this would be agreed through negotiation.

**Policy 8 – Railway Station / Southfield Road**

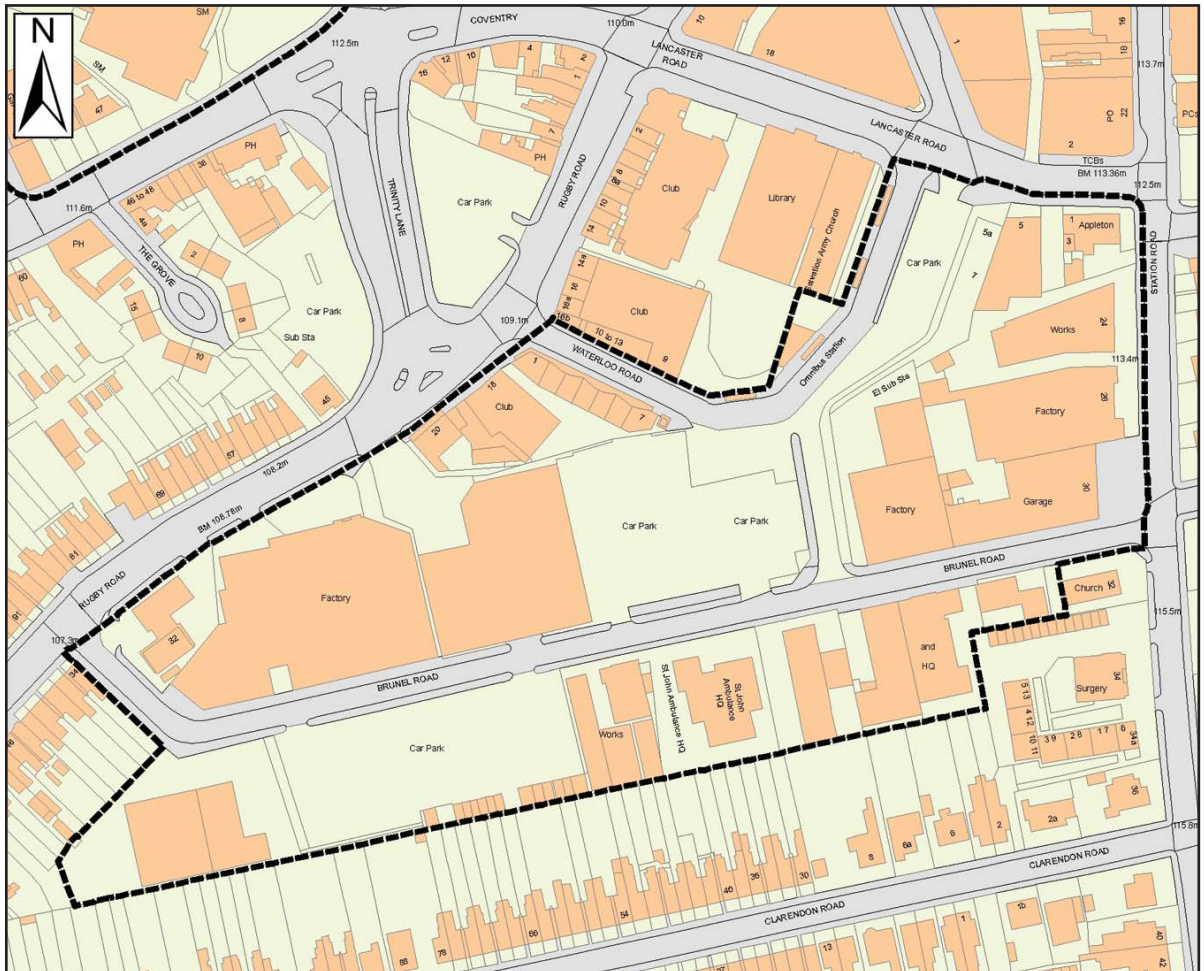
*Key aspirations of this site's redevelopment are:*

- Provision of an office led development to create a high quality employment zone for the town centre
- Creation of active frontages onto the railway station and forecourt.
- Creation of a new landmark development to give a positive impression on arrival to Hinckley by train.
- Creation of a transport interchange, with buses accessing the railway forecourt to pick up and drop off passengers, to enhance connections to the Bus Station redevelopment and town centre as a whole
- Provision of enhanced passenger facilities at the railway station
- Provision of small retail units to compliment the railway station but not detract from the town centre.

## Bus Station Site (site size – 3.81 ha)

**8.42** The Bus Station site is situated immediately to the south west of the town centre and fronts Rugby Road to the northwest and Station Road to the east. The site is located on the edge of the secondary retail area within the town centre and close to the civic area of the town at Argent’s Mead. It is in a prominent position on the approach road to the town centre and is well suited in terms of its location for a new development to provide a mix of retail, leisure and commercial uses.

**8.43** The site is presently occupied by a number of different uses, one of which includes the town’s main bus station and is bounded by residential dwellings that lie to the south with Brunel Road running through the centre from east to west, joining Rugby Road to the west.



### Issues

**8.44** The current environment in this location is poor with virtually no landscaping or public open space and individual uses within the site do not relate well to one another. The Bus Station itself occupies a central swathe within the site and dominates this generally unattractive environment with dated frontages. Connections from the town centre and within the site are also poor with little emphasis given to pedestrian access or a quality public realm.

### Opportunities

**8.45** An opportunity to redevelop this site for mixed-uses including a cinema, leisure uses and quality retail along with associated car parking exists. As part of the retail, a food store would be a key feature of any proposal. Any comparison retail included within the redevelopment of this site should be of a size that would compliment the current Primary Shopping Frontage without significantly detracting from it.



**8.46**

In November 2007 the Borough Council produced a development brief that outlined the objectives for the Bus Station, the requirements of which would guide any prospective redevelopment of this site. Since this time, the Council has established a preferred partner to develop this site. The masterplanning process that has taken place to date has shaped the themes within this policy.

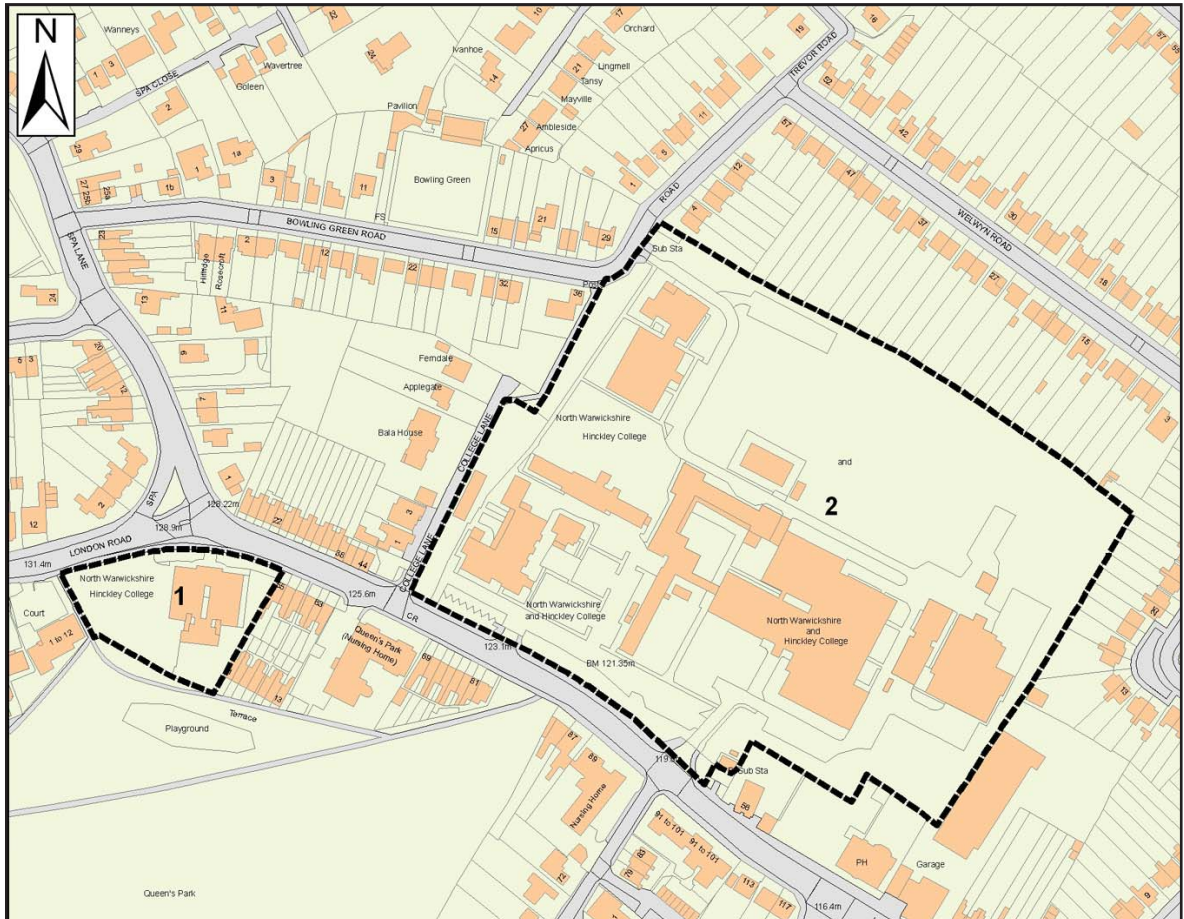
**Policy 9 – Bus Station**

*Key aspirations of this site's redevelopment are:*

- Provision of an enhanced Bus Station and associated passenger facilities
- Creation of a landmark development at a key entrance to the town
- Provision of a mixed use scheme to be anchored by a superstore. Additional uses at this site could include office/commercial floorspace, cafes, restaurants and comparison retail units.
- Provision of a cinema and other leisure uses
- Achieve high quality public realm improvements including improved pedestrian connectivity within the site and to the rest of the town centre
- Improved links to Hinckley Railway Station
- The provision of a car park of approximately 560 spaces

## North Warwickshire and Hinckley College (site size – 0.36 & 4.44 ha)

**8.47** The North Warwickshire and Hinckley College is comprised of two sites to the east of the town centre. The smaller of the two sites is located to the south of Spa Lane and consists of a single building and associated car parking. The larger site is east of London Road and is comprised of numerous buildings, car parking and existing open space.



### Issues

- 8.48** It is vital for the town centre to retain high quality educational facilities. It is a current aspiration that the North Warwickshire and Hinckley College could relocate to an alternative site within the town centre. If an alternative facility is provided within the town centre, the existing site would be available for redevelopment.
- 8.49** This area is comprised of a mixture of buildings in terms of style and quality. In order to avoid the loss of locally important buildings, the potential to retain these should be explored.
- 8.50** This strategic development area contains two separate sites, which vary in size considerably. It is accepted that due to these two sites being physically separated from each other, the redevelopment of each site could take place independently from one another.
- 8.51** Tree preservation orders are in place on both of the North Warwickshire and Hinckley College sites. These are particularly prevalent on the larger site fronting London Road. These orders must be taken into account when formulating development proposals.

## Opportunities

- 8.52** Providing that a suitable replacement educational facility is provided in Hinckley, it is considered that this site would provide a prime redevelopment opportunity, consisting of a combination of residential and office uses.
- 8.53** In April 2008 the Borough Council produced a development brief that outlined the objectives for these sites. This brief may be a useful tool in the masterplanning of any potential redevelopment.

### **Policy 10 – North Warwickshire and Hinckley College Sites**

*Key aspirations of this site's redevelopment are:*

- Provision of a residential scheme on the smaller site on Spa Lane. This scheme should explore the potential of re-using existing buildings where possible and the creation of an improved frontage to Queens Park. Alternatively, any proposal should take reference from the existing building due to its prominence in the street scene.
- Redevelopment of the London Road college site for a mixed use scheme predominantly focussed on the delivery of offices and residential units.
- Provision of landscaped frontages and the protection of significant trees.
- Retention and re-use of existing high quality buildings where possible
- Provision of landscaped public open space.

## 9.0 Potential Land Use Table

Site	Housing	Office	Comparison Retail	Convenience Retail
Stockwell Head	15 - 20	2,000 - 2,500 sqm	-	-
Atkins Factory	-	c. 2,000 sqm	-	-
Britannia Centre	-	-	c. 7,000 sqm	-
Land north of Mount Road	30 - 40	3 - 4,000 sqm	-	-
Leisure Centre	30 - 40	-	-	-
Fludes	50 - 60	3 - 4,000 sqm	-	-
Railway Station	-	4 - 5,000 sqm	-	Small scale
Bus Station	-	2 - 3,000 sqm	8 - 9,000 sqm	8,500 sqm
College	65 - 75	c. 8,000 sqm	-	-
<b>Upper Bond Street</b>	80 - 90 *	-	-	-
<b>Total</b>	<b>325</b>	<b>28,500</b>	<b>16,000**</b>	<b>8,500+</b>
<b>Core Strategy Requirement</b>	<b>1120 (across Hinckley town)</b>	<b>34,000</b>	<b>21,100</b>	<b>5,300</b>

**9.1** The table above sets out the indicative development quantum and appropriate mix of uses which could come forward on the Strategic Development Areas within the Town Centre Area Action Plan boundary over the plan period. These figures are regarded as suitable targets that would broadly achieve the requirements for the town centre set out in the Core Strategy and should not necessarily be interpreted rigidly or as a maximum. The policies and supporting text for the respective sites should be read in conjunction with this table. Where up to date plans have not been discussed, minimum density figures have been used on sites to illustrate a potential mix of uses.

**9.2** The mix of uses proposed in the table demonstrates how the town centre could develop over time, in order to achieve an appropriate balance of uses and deliver an integrated and attractive urban environment. However a degree of flexibility within and between the relevant mixes of development is considered acceptable, providing the plan's other policy requirements are met. This table has only detailed the uses identified as requirements within Policy 1 of the Core Strategy. Additional uses could also be incorporated within redevelopment schemes where necessary and appropriate. Proposals that significantly depart from the broad mix of uses indicated would need to be supported by a robust justification or they are unlikely to be deemed suitable.

**9.3** This flexibility is needed, particularly in the early years of the plan period to help allow the economic market to respond to opportunities coming forward in Hinckley and changing patterns of investment and occupier demand. It also enables the best mix to be achieved once more detailed levels of design have explored how to develop complex sites in the most

appropriate way. The Borough Council has sought recent advice on the deliverability and viability of sites within the town centre from the consultants Lambert Smith Hampton based upon figures in the above table. Understandably, given the exceptional economic conditions the Country is facing at the time of writing, a number of the sites would not currently be viable to develop, particularly at minimum densities. This has strengthened the need for the Council to be flexible and amenable, particularly until market conditions improve.

- 9.4** A difference exists between the allocated office space and the requirement identified within Policy 1 of the Core Strategy. This difference stems from a difficulty in identifying sufficient sites to accommodate this ambitious target and reflects the potential for office development coming forward on unallocated sites adjacent or within the Area Action Plan boundary. This is considered to be reasonable given the length of the plan period and the likelihood that that other sites will come forward during this time.
- 9.5** \* Although no specific uses are proposed at the Area of Mixed uses at Upper Bond Street, it is anticipated that this area could have capacity for further residential development in the future.
- 9.6** \*\* A scheme comprising a considerable amount of comparison retail floorspace has planning permission on the site of the former Jarvis Porter building, north of Coventry Road, Hinckley. This accounts for the shortfall in identified comparison retail floorspace within the Area Action Plan boundary.

## 10.0 Public Realm Improvements

### Policy 11 - Public Realm Improvements

Where relevant, the Borough Council will seek contributions from developers and other partners for the implementation and maintenance of the following specific public realm improvements:

#### 1. New Buildings/Upper Castle Street

- Reduction of traffic speeds and provision of improved pedestrian priority on New Buildings and Upper Castle Street.
- Potential pavement widening
- Provision of new street trees
- Provision of improved grade pedestrian crossings.

#### 2. New Central Square

- Provision of a strong pedestrian link from Castle Street to Stockwell Head.
- Potential creation of a new central square at the junction of Castle Street and the improved pedestrian links as part of the redevelopment of Area 3: Britannia Centre/Castle Street.
- Provision of a new public space on the surface level car park on Stockwell Head and in front of the Concordia Theatre

#### 3. Argent's Mead/Castle Mound/Church Walk Car Park

- Significantly strengthen the link between Argent's Mead and the primary shopping area.
- Reduction in the conflict between pedestrians and vehicles in the area surrounding the Church Walk car park

#### 4. Station Road/Lancaster Road

- Potential pavement widening or shared space on Station Road between the former Post Office and Market Place
- Potential pavement widening or shared space on Lancaster Road
- Introduction of increased levels of landscaping.
- Provision of improved pedestrian crossings to ensure good access to both the Library and the Bus Station.

#### 5. The Railway Station/Station Road

- Increased pedestrian priority surrounding the Railway Station
- Introduction of high quality seating areas

#### 6. Rugby Road

- Provision of environmental improvements at this important gateway including the potential of increased levels of tree planting along Rugby Road.

#### 7. Public Art

- To enhance the character of Hinckley town centre, developers should explore the potential to include public art as part of any redevelopment proposals.

- 10.1** Recent major public realm improvement schemes in Argents Mead and Regent Street have been popular with the public; however, there is a need to improve the quality of public spaces and gateways in the town centre further. The principal aim in improving the public realm is to promote public spaces and routes that are high quality, attractive and safe. These will combine effectively as part of an interconnected network to enhance the character of Hinckley Town Centre and facilitate pedestrian movement for all.
- 10.2** In addition, and in recognition of the potential that Hinckley has to improve its overall image and first impressions, the public realm improvements also aim to change people's perceptions of Hinckley, attract and retain visitors and encourage inward investment. This will be achieved through the creation and design of better public spaces as well as higher quality surfacing materials, street furniture and lighting.
- 10.3** Although a number of these public realm improvements will be provided in conjunction with the redevelopment of the Strategic Development Areas, this will not be the case for all suggested schemes and some will need to be achieved through other means. Hinckley and Bosworth Borough Council will work with developers and other public and private partnerships in order to secure funding for the implementation and maintenance of the suggested schemes.
- 10.4** The proposed key improvements to the public realm are illustrated on the public realm diagram at Appendix 4.

## 11.0 Additional Allocations

- 11.1** There are a number of allocations that need to be made within the Hinckley Town Centre Area Action Plan boundary that are either not subject to redevelopment or are not of a size suitable to be deemed a Strategic Development Area, however, these allocations will make a contribution to the delivery of the objectives outlined in Policy 1 of the Hinckley and Bosworth Core Strategy and are therefore important to retain and enhance. Each of the allocations detailed within this chapter are shown on the Key Diagram at Appendix 3.

### Existing Employment Sites within the Area Action Plan Boundary

- 11.2** Policy 1 of the Core Strategy requires the provision of a range of employment opportunities within Hinckley. Within the Area Action Plan boundary there are two identified employment sites that do not fall within a Strategic Development Area. These are:

- Area of Mixed Uses, Upper Bond Street, Hinckley (12a on the Key Diagram)

- 11.3** Hinckley and Bosworth Employment Land and Premises Study recommends retaining 25% of this site for employment uses and allowing the rest to be developed for other uses. Due to the nature of this site and the fragmented land ownerships within, it would not be possible to coordinate a comprehensive development of this area. Nevertheless, this area of the town has benefited from recent pockets of development and it is considered that this should be encouraged further.

#### **Policy 12a – Area of Mixed Uses, Upper Bond Street**

Any development proposals within this area should retain architecturally significant buildings where appropriate.

Development proposals which would reduce the existing employment uses of this site to less than 1.75 hectares will not be allowed unless it can be demonstrated that the existing employment use is no longer viable.

- Transco HQ / Jarvis Porter, Coventry Road, Hinckley (12b on the Key Diagram)

- 11.4** This is an identified employment site which contains significant employers for the town. An area to the west of the site currently has planning permission for warehousing/storage units, retail warehousing and a drive through restaurant. The remainder of the site will be actively retained for employment uses throughout the plan period. The mixed use development of this site will ensure investment in outdated employment provision, ensuring a range of employment is available within Hinckley.

#### **Policy 12b – Transco HQ / Jarvis Porter**

Throughout the plan period, the Borough Council will actively seek to retain 9.2 hectares of employment uses on this site.



## 12.0 General Policies

- 12.1** The following policies relate to development within the Hinckley Town Centre Area Action Plan boundary, and are to be read alongside the policies set out in the Area Action Plan and other relevant Development Plan Documents.

### Retail Policies

- 12.2** The Primary Shopping Area is concentrated along Castle Street, Regent Street and Station Road, together with the adjoining and intervening streets. For development control purposes, the town centre has been broadly subdivided into primary and secondary shopping frontages and other shopping areas. The primary frontage is where the floorspace is generally retail in character. The secondary shopping frontage area tends to be more mixed in character with offices, banks and similar uses interspersed. Areas outside of the primary and secondary frontages yet still within the town centre tend to contain a greater mix of uses and a number of gaps in the shopping frontages. The retail areas map at Appendix 5 illustrates the primary shopping area and the primary and secondary shopping frontages within it. This map relates to the town centre boundary, as set out in the Key Diagram at Appendix 3.

- 12.3** It is important that the development of the nine Strategic Development Areas supports the role of Castle Street as the Primary Shopping Frontage within Hinckley town centre. The policy relating to the surrounding areas has purposely been left flexible in order to allow a range of uses and facilities within the town centre. The impact of the developments proposed within this Area Action Plan upon the Shopping Frontages will be monitored annually through the Town Centre Monitor document and Annual Monitoring Report.

#### **Policy 13 - Hinckley Town Centre Shopping Areas**

Ground floor development along Primary Shopping Frontages will be restricted primarily to A1 uses to protect the vitality and retail integrity of the town centre's retail core. In the rest of the Town Centre Area a mix of A1-5 and D2 uses will be acceptable.

Along Primary and Secondary Shopping Frontages, new development will retain, replace or create shop frontages as appropriate. Shop frontages, including associated security features, must be designed to support the character and vitality of Hinckley town centre.

- 12.4** Locations outside Hinckley town centre yet within the Area Action Plan boundary which provide an important retail facility for local residents are identified on the proposals map as 'existing shopping centres'. These sites are located to the west of the Railway Station site on Hawley Road (16a on the Key Diagram) and south-west of the Bus Station site on Rugby Road (16b on the Key Diagram). While these areas provide important facilities, it is essential to ensure that they compliment Hinckley town centre and not detract from it.

#### **Policy 14 - Retail Development Outside Hinckley Town Centre**

Within identified existing shopping centres, retail development will be permitted but must be a type and size which will not have a significant adverse impact on the vitality and viability of the town centre's Primary Shopping Area.

## General Transport Policies

**12.5** Development within the Area Action Plan boundary is likely to have a significant impact on transport infrastructure in the town. A list of required infrastructure improvements was identified in the Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document. Major new development, identified within the Area Action Plan boundary, will be supported by the timely delivery of transport related infrastructure deemed necessary to provide for the regeneration and increased sustainability of the town centre. The required infrastructure to be delivered is detailed on pages 47- 48 of the Area Action Plan, the identification of which formed the basis of the tariff below. The following tariffs will be placed on development within the Town Centre Area Action Plan boundary to contribute to an overall contributions pot to deliver the required transport infrastructure:

- Per 100m<sup>2</sup> of commercial development = £8,500
- Per house = £5,500
- Per flat = £4,500

**12.6** It is accepted that as the economic climate changes, these figures will become more or less viable. Negotiation and flexibility will be important during the production of detailed schemes within the town centre; however, the figures above will form the starting point of the negotiations. These negotiations will take place in cooperation with Leicestershire County Council as the Highways Authority.

### **Policy 15 – Transport Infrastructure Delivery and Developer Contributions**

Developers will either make direct provision of infrastructure, or will contribute towards the overall provision of measures by way of providing contributions through Section 106 agreements (or equivalent) to an overall pot for transportation improvements in the town centre.

Contributions will be negotiated between the developer and the local planning authority during the production of detailed schemes for major development.

## Cycle Routes and Facilities

**12.7** The promotion and provision of cycling infrastructure is now a key policy consideration at both national and local level, with the overall aim of securing more sustainable forms of transport and has been included in Policies 1 and 5 of the Core Strategy. The contribution cycling can make to reduce traffic congestion and pollution is increasingly being recognised. Cycling is seen as an economical, environmentally friendly and healthy means of transport that can provide a realistic alternative to the car for short trips. To promote cycling as an alternative to car use, new cycle storage facilities will be provided to encourage town centre users to travel by bicycle. It is appropriate to locate cycle storage facilities near to the bus and train stations, as part of the transport interchange, to increase natural surveillance. Further details can be found within the Hinckley Area Cycle Network Plan.

**12.8** The Hinckley Area Cycle Network Plan diagram is illustrated at Appendix 6.

### **Policy 16 – Cycle Routes**

To improve the attractiveness of cycling to and within Hinckley town centre, the Council will:

- Require cycle route signage to be implemented for all cycle routes.
- Ensure that signage for cycle parking in Hinckley town centre is provided along cycle routes.

Where necessary, developers will be required to contribute towards the implementation of these initiatives through developer contributions. New development that would prejudice their implementation will not be permitted.

## 13.0 Implementation and Infrastructure Framework

- 13.1** The Hinckley Town Centre Area Action Plan sets a framework for at least a 15 year period from adoption, and it is envisaged that this will therefore cover the period up to 2026, in line with the Core Strategy.
- 13.2** The sites identified in the Area Action Plan require commitment from a number of different parties over a number of different timescales. An indicative timeframe for implementation has been prepared based on information available from development partners. This is indicative only and it will inevitably be subject to change as it is dependant on the actions on more than the local planning authority. There are a number of factors which are uncertain, particularly in respect of the economic climate. An implementation summary table has been prepared which details the latest position on each of the Strategic Development Areas.
- 13.3** This section also details the transport infrastructure required to sustain the developments outlined within the Area Action Plan. This table includes approximate costs, phasing and possible funding sources. This list is not exhaustive and will change over time as the situation in Hinckley town centre evolves. The approximate costs within this table form the basis of the proposed development tariff contained within Policy 17 of the Area Action Plan. Contributions for other required improvements (e.g. education, health, police) will be negotiated on an application by application basis in consultation with the relevant authority. A separate Supplementary Planning Document will be prepared by the Borough Council which will provide further detail on infrastructure and implementation.

## Implementation Summary Table

AREA ACTION PLAN SITE	BODY RESPONSIBLE FOR IMPLEMENTATION	IMPLEMENTATION MECHANISMS	IMPLEMENTATION FUNDING	LAND ISSUES	PHASING ISSUES	TARGET TIMESCALE
Stockwell Head / Concordia Theatre	Private landowners Developer HBBC (possible CPO powers)	Development agreement between landowners Possible land assembly via CPO by HBBC Sale to developer and planning application	Private development HBBC (part of site)	Land in multiple ownerships, not all wish to sell for development Car parking requirements to be clarified	East side of site is likely to come forward first. Initial phase: 2012/13 (dependant on successful land assembly)	2012 - 2016
Atkins Factory	HBBC Developer	Planning brief Marketing Appointment of developer Planning application	East Midlands Development Agency HBBC	Conservation Area covers the southern part of this site	Refurbishment of Atkins Factory completed Development of education facility began 2009/10	2009 - 2012
Britannia Centre / Castle Street	Property owners Developers HBBC	Development agreements between property owners and retailers Appointment of developer Planning application	Private development	Tenanted areas Car parking Agreements with adjacent landowners	Initial phase: Dependant on tenant and market demand	2013 - 2016
Land north of Mount Road	HBBC Diocese PCT Developer	Planning brief Marketing Appointment of developer Planning application	Landowners to dispose of land for private sector development	Conservation area Public open space Public car park issues Council offices to be demolished in 2010/11	Initial phase 2011 Northern part of site (linkage to Castle Street) dependant on viability	2011 - 2015

AREA ACTION PLAN SITE	BODY RESPONSIBLE FOR IMPLEMENTATION	IMPLEMENTATION MECHANISMS	IMPLEMENTATION FUNDING	LAND ISSUES	PHASING ISSUES	TARGET TIMESCALE
Leisure Centre	HBBC Developer	Planning application	HBBC to dispose of land for private sector development	Existing Leisure Centre in place on site Existing businesses and dwellings on site	Phasing dependent on the relocation of the leisure centre to the 'sporting hub'	2016 +
Rugby Road / Hawley Road	Developer	Planning application	Private development Homes and Communities Agency funding for affordable units	Multiple land ownerships Locally important buildings on site	Initial phase 2010/11	2010 - 2015
Railway Station / Southfield Road	Network Rail Train Operators Private Sector LCC (re. possible public transport hub)	Development agreement between land owners Planning brief Planning application	Network Rail Private Sector	Adjacent to railway line Station car parking Highway access	Initial phase: Linked to market demand and network rail prioritisation	2013 - 2018
Bus Station	HBBC and development partner	Planning brief Appointment of development partner Planning application	Private sector development	Multiple land ownerships	Initial phase: 2011	2011 - 2014
North Warwickshire and Hinckley College	Private landowners Developers HBBC	Planning brief Planning application	Private sector development	Two separate sites of varying size	Initial phase: Dependent on market conditions and relocation of the North Warwickshire and Hinckley College	2012 - 2016

## Transport Improvements to Support the Redevelopment of Hinckley Town Centre

The following table highlights the transport improvements which are needed to support the regeneration of the Hinckley town centre and its redevelopment. This table should be read alongside the Proposed Funding of Transportation Measures table set out in the Hinckley Town Centre Strategic Development Contributions SPD which looks at required financial costing of improvements. This table and level of costs will be reviewed periodically to ensure that the levels of contribution needed remains current.

Infrastructure Required	Potential Phasing	Responsibility for delivery	Possible funding sources including existing commitments
Upper Bond Street/Trinity Lane/Rugby Road Corridor – Signal Coordination	2014-17	Highways Authority	Developer contributions
Rugby Road/Brunel Road – Signalisation (*2)	2014-17	Highways Authority	Developer contributions
Rugby Road/Hawley Road – Improvement	2010-13	Highways Authority	Developer contributions
Hawley Road/Station Road – Signalisation	2010-13	Highways Authority	Developer contributions
Brunel Road/Station Road, Mount Road/Station Road Mini Roundabout	2014-17	Highways Authority	Developer contributions
Trinity Lane/Coventry Road Improvement review (*1)	2014-17	Highways Authority	Developer contributions
Car Park – Stockwell Head	2014-17	Developer	Developer contributions
Car Parks – Atkins Factory (*4)	2014-17	Developer	Developer contributions
Car Park – Bus Station (*2)	2011-14	Developer	Bus Station developer
Variable Message Signs	2014-17	Highways Authority	Developer contributions
CCTV for Car Parks (*1)	2010-17	Local Authority	Developer contributions
New Bus Station (*2)	2011-14	Developer	Bus Station developer
Regent Street pedestrianisation	2014-17	Highways Authority	Developer contributions
Rail Station interchange	2010-13	Developer/ Highways Authority	Developer contributions
Resident's Parking scheme (*3)	2014-26	Highways Authority	LCC
Station Road parking restrictions (*3)	2010-13	Highways Authority	LCC
Station Road bus stop improvements	2010-13	Highways Authority	Developer contributions
Rugby Road bus stop improvements	2010-13	Highways Authority	Developer contributions
Regent Street bus stop improvements (subject to pedestrianisation proposal)	2010-13	Highways Authority	Developer contributions

<b>Infrastructure Required</b>	<b>Potential Phasing</b>	<b>Responsibility for delivery</b>	<b>Possible funding sources including existing commitments</b>
Castle Street and Upper Castle Street bus stop improvements	2014-17	Highways Authority	LTP
Bus service improvements	2010-13	Highways Authority / Bus operators	Developer contributions
Star Trak bus equipment	2010-17	Highways Authority / Bus operators	LCC/bus operator
Key pedestrian and cycle links provided as part of the Masterplan development sites (*1)	2010-17	Highways Authority	Developer contributions
Way Finding Strategy – study	2010-13	TBA	Developer contributions
Way Finding Strategy – implementation	2010-17	TBA	Developer contributions
Station Road (between post office and Market Place) footway widening	2018-26	Highways Authority	Developer contributions
Station Road junctions with Royal Court and Coley Close pedestrian build outs	2010-13	Highways Authority	Developer contributions
Station Road dropped kerbs and tactile paving	-	Highways Authority	Developer contributions
Trinity Lane/Blockley's Yard Toucan	2018-26	Highways Authority	Developer contributions
London Road/Park Road junction advanced cycle stop lines	2014-17	Highways Authority	Developer contributions
Town centre cycle parking	2010-13	Local Authority	Developer contributions
Travel Plans (*1)	2010-26	Local Authority / Developers	Developer contributions

(\*1) – Costs to be met by developers

(\*2) – Costs to be met by bus station developer

(\*3) – Costs to be met by LCC

(\*4) – Assumed 150 space operational car park at Atkins



## 14.0 Monitoring and Review

- 14.1** Monitoring and review are key components of the new planning system. Local Development Frameworks need to be continually reviewed and revised, partly to be able to assess the success of the Area Action Plan and partly to ensure the components of the framework are updated to reflect changing circumstances nationally, regionally and locally.

### Public Involvement

- 14.2** The public and stakeholders have been consulted over the production of the Area Action Plan in accordance with the relevant Regulations. However, this is not seen as the end of the process.
- 14.3** Moreover, as schemes with a major public interest are progressed, for example the layout and design of the Bus Station development site, there will be additional non-statutory consultation to allow the public and stakeholders to shape the proposals before formal consents are sought.

### Monitoring Framework

- 14.4** The Objectives set out in this document summarise the key policy direction of the Area Action Plan. They will assist in providing a framework for monitoring, through the development of related targets and indicators which will be set out in the submission version of the Area Action Plan.
- 14.5** Implementation of the policies contained in the Area Action Plan will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The role of the Area Action Plan is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.
- 14.6** An Annual Monitoring Report will be prepared for the Hinckley & Bosworth Local Development Framework by the 31st December each year. It will contain an assessment of progress in preparing the Local Development Framework against the milestones set out in the Local Development Scheme. It will also contain an assessment of the extent to which policies set out within the Local Development Framework are being achieved and targets being met. If as a result of monitoring, areas are identified where a policy is not working, key policy targets are not being met, or the context has changed (for example, the performance and nature of the primary shopping frontage), this may give rise to a review of the Area Action Plan.

Objective	Policy	Target	Output Indicator	Source
1 – To increase the number of people living in Hinckley town centre	2, 5, 6, 7, 10	Contribution to the target of 1120 new additional dwellings in Hinckley to 2026	Net additional dwellings, for the reporting year	Hinckley & Bosworth Annual Monitoring Report: Core Output Indicator H2b
2 – To increase and improve accessibility	2, 3, 4, 5, 8, 9, 11, 17, 18, 19	Annual increase in levels of pedestrian footfall in the town centre To increase the number of bus services operating in the town centre Delivery of transport interchange at Hinckley Train Station by 2016 Implementation of the Hinckley Cycle Network Plan by 2026	Actual footfall count figures for Hinckley town centre Number of bus services operating in Hinckley town centre Delivery of a transport interchange at Hinckley Railway Station Implementation of the Hinckley Cycle Network Plan	Hinckley & Bosworth Town Centre Monitor Hinckley & Bosworth Town Centre Monitor Hinckley & Bosworth Annual Monitoring Report: Local Indicator Hinckley & Bosworth Annual Monitoring Report: Local Indicator
3 – To increase and improve retail provision	4, 5, 8, 9, 15, 16	Development of 21,100 sqm (net) comparison retail floorspace Development of 5,300 sqm (net) convenience retail floorspace Annual decrease in the % of vacant shops within Hinckley town centre	Total amount of comparison retail floorspace developed in Hinckley town centre Total amount of comparison retail floorspace developed in Hinckley town centre Actual percentage of vacant shops within Hinckley town centre	Hinckley & Bosworth Annual Monitoring Report Hinckley & Bosworth Town Centre Monitor Hinckley & Bosworth Town Centre Monitor
4 – To enhance Hinckley town centre's image to developers, retailers, residents and visitors	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11	See objectives 11 and 12 of the Hinckley and Bosworth Core Strategy Monitoring Framework		

Objective	Policy	Target	Output Indicator	Source
5 – To support the development of new leisure and culture facilities	2, 9	Improved facilities at the Concordia Theatre Delivery of a cinema and other leisure uses at the Bus Station	Delivery of improved facilities at the Concordia Theatre Delivery of a cinema and other leisure uses at the Bus Station	Hinckley & Bosworth Annual Monitoring Report: Local Indicator Hinckley & Bosworth Annual Monitoring Report: Local Indicator
6 – To promote tourism and the evening economy	2, 9	Increase in the number of restaurants and cafes within Hinckley town centre	Actual number of restaurants and cafes in Hinckley town centre	Hinckley & Bosworth Town Centre Monitor
7 – To improve the public realm and enhance historic character	2, 3, 4, 5, 6, 7, 8, 9, 10, 11	All Hinckley conservation areas to have a Conservation Area Appraisal and Management Plan in place by 2011/12 Decrease in the number of 'at risk' listed buildings	Number of Hinckley Conservation Areas to have an up-to-date Conservation Area Appraisal and Management Plan Number of 'at risk' listed buildings in Hinckley town centre	East Midlands Regional Monitoring Returns East Midlands Regional Monitoring Returns
8 – To retain and enhance employment opportunities	2, 3, 4, 5, 7, 8, 9, 10, 12a, 12b	Contribution to the 34,000 sqm of new office floorspace in line with the Core Strategy Policy 1	Total amount of additional B1 floorspace within Hinckley town centre	Hinckley & Bosworth Annual Monitoring Report: Core Output Indicator BD1

## Appendix 1 - Background Documents

### National Planning Documents

Planning Policy Statement 1: Delivering Sustainable Development (PPS1)	2005
Planning Policy Statement 3: Housing (PPS3)	2006
Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4)	2009
Planning Policy Statement 4 Practice Guidance: Planning for Town Centres	2009
Planning Policy Statement 5: Planning for the Historic Environment (PPS5)	2010
Planning Policy Statement 12: Local Spatial Planning (PPS12)	2008
Planning Policy Guidance 13: Transport (PPG13)	2006
Planning Policy Statement 22: Renewable Energy (PPS22)	2004
Planning Policy Statement 23: Planning and Pollution Control (PPS23)	2004
The Community Infrastructure Levy Regulations	2010

### Regional Planning Documents

Leicestershire Local Transport Plan 2006-2011 (LTP2)	Mar 06
Leicestershire Sustainable Community Strategy 2008	2008
East Midlands Regional Plan	Mar 09

### Local Planning Documents

#### **Submitted AAP documents:**

AAP Preferred Options	Sep-07
Preferred Options Consultation Report - Summary of Consultation Responses	Feb 08
Preferred Options Consultation Appendix - LDF Policy Comment & Response Report	Feb 08
Sustainability Appraisal Report	Oct 08
Addendum to Sustainability Appraisal Report	Apr 10
Proposed Submission Consultation responses (AAP 2008)	Oct-Dec 2008
Proposed Submission Consultation responses (AAP 2010)	Jun-Jul 2010
Consultation report Oct-Dec 2008	Dec 09
Consultation report June-July 2010	Aug 10

#### **Strategic:**

Core Strategy	Dec 09
Core Strategy Inspector's Report	Nov 09
Sustainable Design Supplementary Planning Document	Apr 08
Corporate Plan 2008-2013	2007
Statement of Community Involvement (SCI)	Jun 10
Local Plan	Feb 01
Annual Monitoring Report 2008-2009 (AMR)	Dec 09
Local Development Scheme (LDS)	Jun 10

**Community**

Hinckley Community Profile	Jun 05
Community Plan (April 2007 - Mar 2012)	-

**Conservation & Environment**

Druid Street Conservation Area Appraisal	Mar 09
Hinckley Town Centre Conservation Area leaflet	-
Hollycroft Conservation Area leaflet	Feb 95
Listed Buildings within the AAP Boundary (Map)	02 Oct 10
Listed Buildings within the Hinckley Town Centre AAP Boundary (List)	02 Oct 10

**Employment**

Employment Land and Premises Study Review: Final Report	May 10
Employment Land and Premises Study Review: Appendices to Final Report	May 10
Leicester & Leicestershire HMA Employment Land Study (PACEC)	Dec 08
Leicester & Leicestershire HMA Employment Land Study : Appendices to Final Report	Feb 09

**Housing**

Strategic Housing Land Availability Assessment (SHLAA)	2009
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**Leisure and Recreation**

Open Space Quantity & Accessibility Audit 2005	-
Swimming Pool and Leisure Centre Feasibility Study [by MACE]	May 07

**Retail**

Shopping and Shop fronts Supplementary Planning Document	Oct 07
Retail Capacity Study Final Report [by Roger Tym & Partners]	Sep 07
Annex 1 Appendices to Retail Capacity Study [by Roger Tym & Partners]	Sep 07
Annex 2 Retail & Leisure Capacity Spreadsheets [by Roger Tym & Partners]	Sep 07
Hinckley Town Centre Retail Review Report [by Lambert Smith Hampton]	Apr 10
Bus Station Redevelopment Retail Statement [by Roger Tym & Partners]	Sep 10

**Town Centre**

The Druid Quarter Masterplan and Regeneration Strategy	Jun 02
Hinckley Town Centre Renaissance Masterplan	May 06
Hinckley Town Centre Baseline Report	Jan 05
Town Centre Monitor 2009/2010	2010
Hinckley Town Centre AAP Viability & Deliverability Assessment	Apr 10

**Town Centre**

Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document	Apr 09
Sustainability Appraisal – Hinckley Town Centre Strategic Transport Development Contributions SPD	Jul 08
Hinckley Town Centre Strategic Transport Development Contributions SPD - Review	Nov 10
Hinckley Area Cycle Network Plan	Nov 99
Hinckley Town Centre Sustainable Car Park Strategy	Oct 03
White Paper 'Delivering a Sustainable Railway'	Jul 07
Leicestershire County Council Highways Transportation and Development (HTD) Parts 2 & 3	Aug 10

## Appendix 2- Glossary of Terms

### **Annual Monitoring Report (AMR):**

Part of the Local Development Framework, the Annual Monitoring Report will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.

### **Community Strategy:**

Local authorities are required under the Local Government Act 2000 to prepare these, with aim of improving the social, environmental and economic well being of their areas. Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.

### **Comparison Retail:**

Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

### **Compulsory Purchase Order (CPO):**

A piece of land required for development is purchased regardless of consent from the landowner in accordance with statutory procedures.

### **Convenience Retail:**

Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionary.

### **Core Strategy:**

Sets out the long-term spatial vision for the local planning authority's area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.

### **Development Plan:**

As set out in Section 38(6) of the Act, an authority's Development Plan consists of the relevant Regional Spatial Strategy and the Development Plan Documents contained within its Local Development Framework.

### **Development Plan Document (DPD):**

Spatial planning documents that are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the Development Plan for a local authority area. They can include a Core Strategy, Site Specific Allocations of land, and other Development Plan Documents, such as generic development control policies. They will all be shown geographically on an adopted Proposals Map. Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents. Each authority must set out the programme for preparing its Development Plan Documents in the Local Development Scheme.

## Examination

The purpose of the Examination is to consider if the development plan is sound. The majority of representations made at Examination will usually be 'written representations'. However, in some instances a Planning Inspector may allow representations to be examined by way of oral hearings, for example round table discussions, informal hearing sessions and formal hearing sessions.

## Government Office for the East Midlands

The Government Office for the East Midlands (GOEM) represents central government in the East Midlands Region. GOEM works to develop government programmes and initiatives at a regional and local level, by working in partnership with relevant organisations to meet local needs.

## Issues and Options

The preparation of Issues and Options papers are the first step in preparing the Local Development Framework. They suggest different ways to address the issues facing the Borough and help guide the preparation of Local Development Documents. All Issues and Options papers are open for public comment before the Preferred Options stage is reached.

## Local Development Document (LDD):

The collective term covering Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

## Local Development Framework (LDF):

The name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area and may also include Local Development Orders and Simplified Planning Zones.

## Local Development Scheme (LDS):

Sets out the Council's programme for preparing Local Development Documents. All authorities must submit a Scheme to the Secretary of State for approval within six months of commencement of the Planning & Compulsory Purchase Act 2004.

## Planning Inspector

A Planning Inspector is a person appointed on behalf the Planning Inspectorate (itself an executive agency of Government) to conduct the Examination, oversee and to carry out site visits, and consider both written and oral evidence in order to reach a reasoned decision on the soundness of proposed Development Plan Documents.

## Planning Policy Guidance (PPG)/Planning Policy Statement (PPS):

Statements of National Government Policy on land use within England. PPSs are being phased in to supersede PPGs. These can be viewed on line at: [www.communities.gov.uk](http://www.communities.gov.uk)

## Proposals Map:

The adopted Proposals Map illustrates on a base map (reproduced from, or based upon a map base to a registered scale) all the policies contained in Development Plan Documents, together with any saved policies. It must be revised as each new Development Plan Document is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted Proposals Map accompany submitted Development Plan Documents in the form of a submission Proposals Map.

## Statement of Community Involvement (SCI):

Sets out the standards which authorities will achieve with regard to involving local communities in the preparation of Local Development Documents and development control decisions. The Statement of Community Involvement is not a Development Plan Document but is subject to independent examination.

## Supplementary Planning Document (SPD):

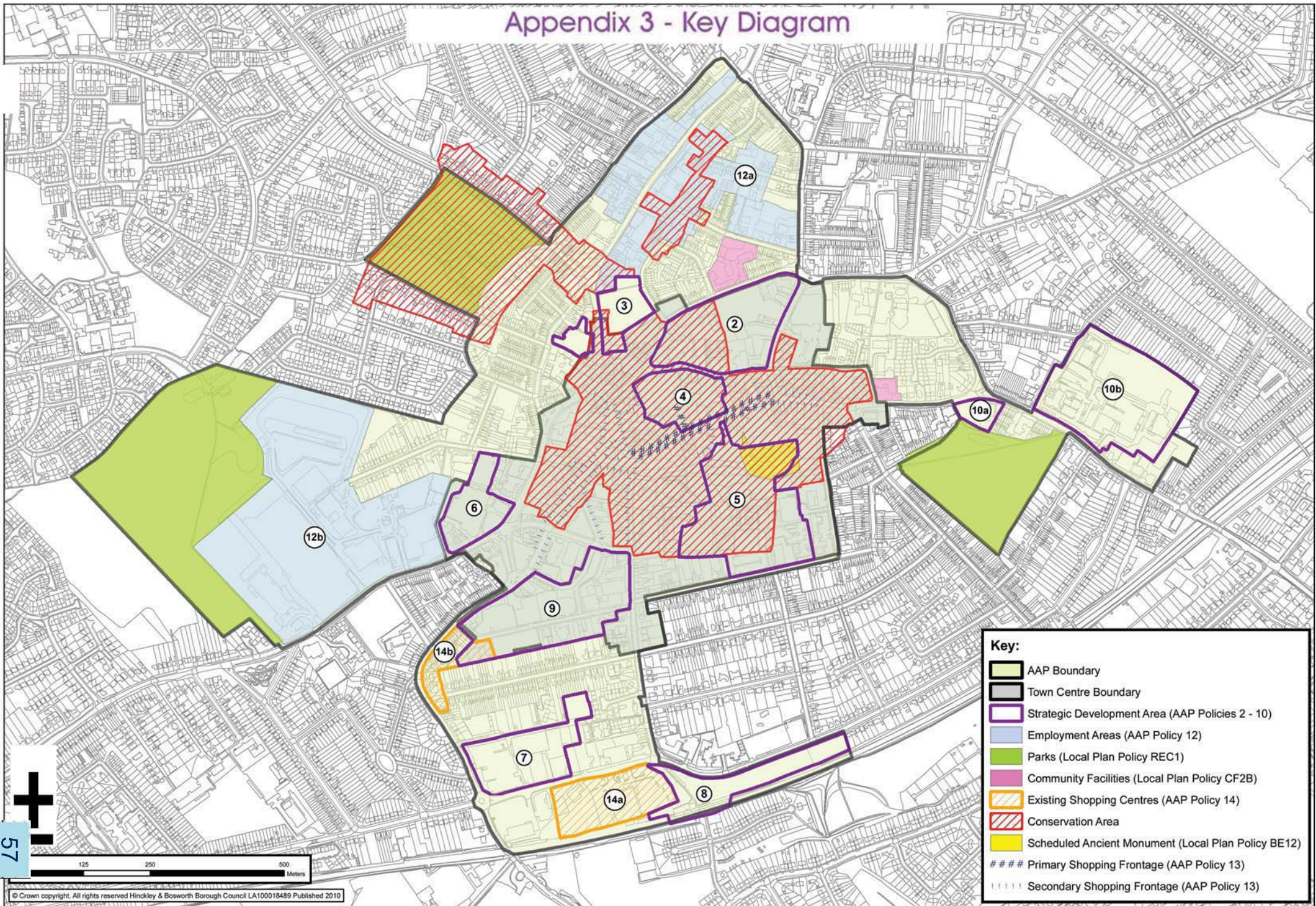
Provides supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to an independent examination.

## Sustainability Appraisal (SA):

A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all local development documents. Sustainability Appraisal will be undertaken alongside Strategic Environmental Assessment.



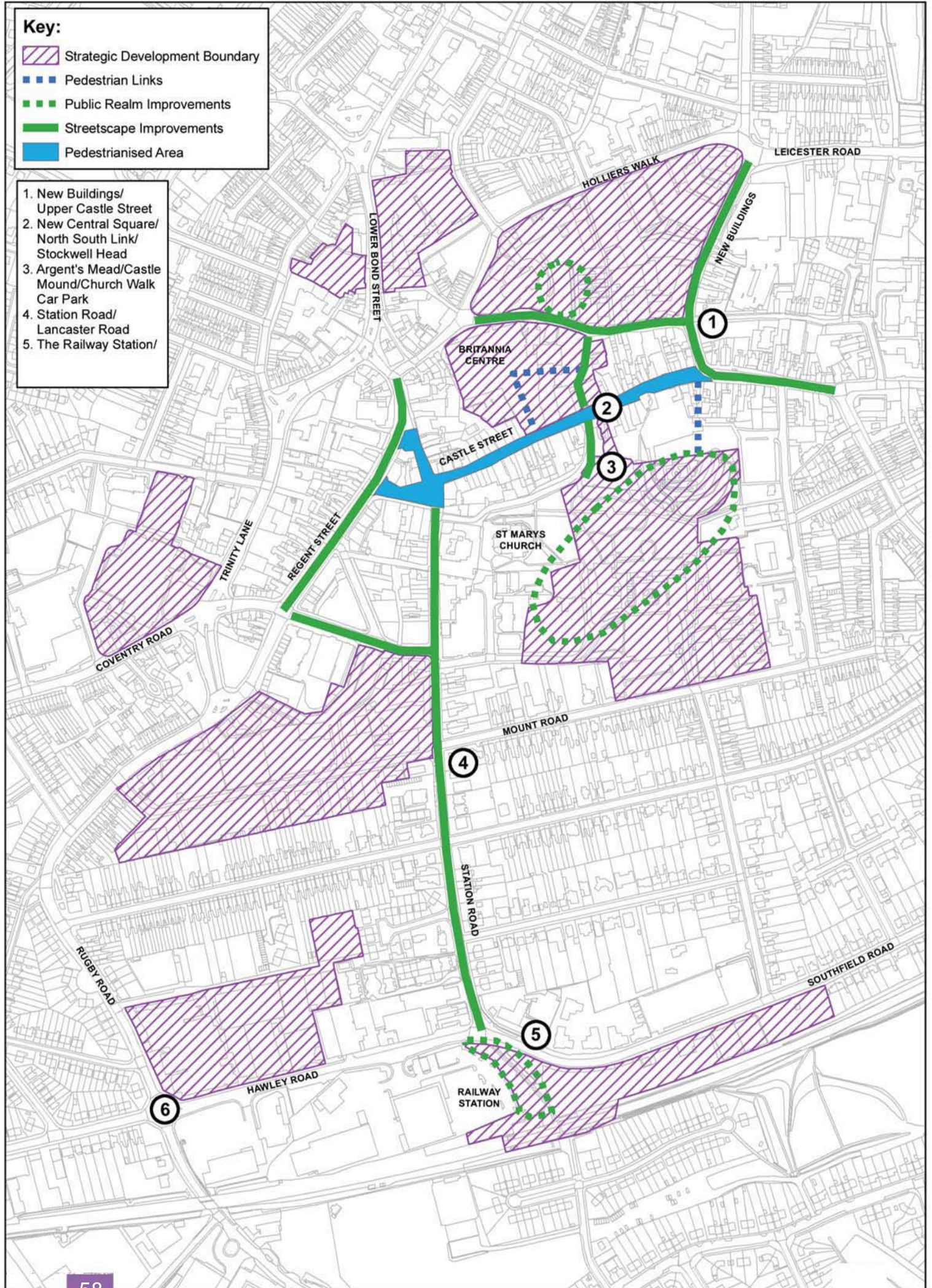
# Appendix 3 - Key Diagram



**Key:**

- AAP Boundary
- Town Centre Boundary
- Strategic Development Area (AAP Policies 2 - 10)
- Employment Areas (AAP Policy 12)
- Parks (Local Plan Policy REC1)
- Community Facilities (Local Plan Policy CF2B)
- Existing Shopping Centres (AAP Policy 14)
- Conservation Area
- Scheduled Ancient Monument (Local Plan Policy BE12)
- Primary Shopping Frontage (AAP Policy 13)
- Secondary Shopping Frontage (AAP Policy 13)

# Appendix 4 - Public Realm Map

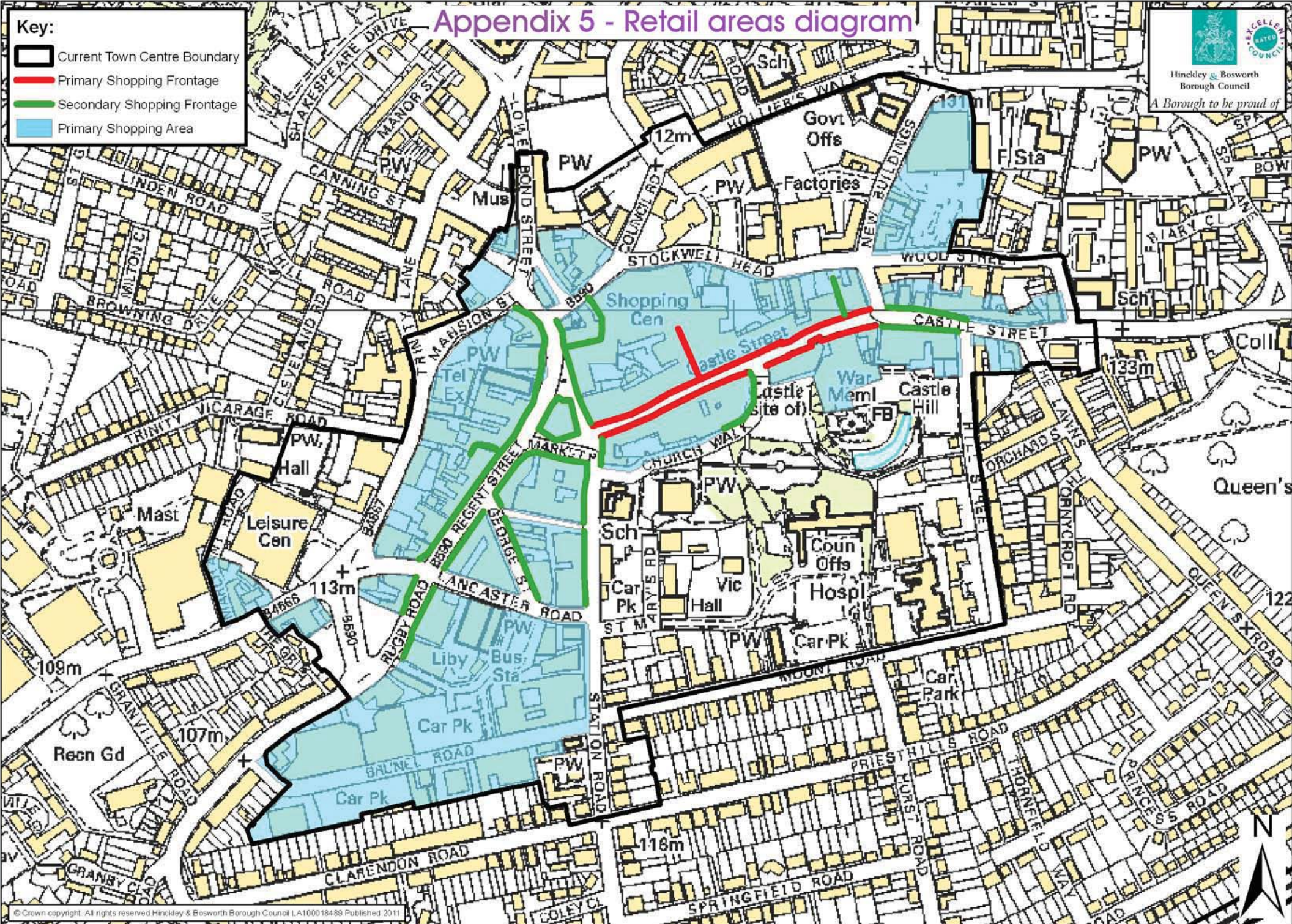


# Appendix 5 - Retail areas diagram

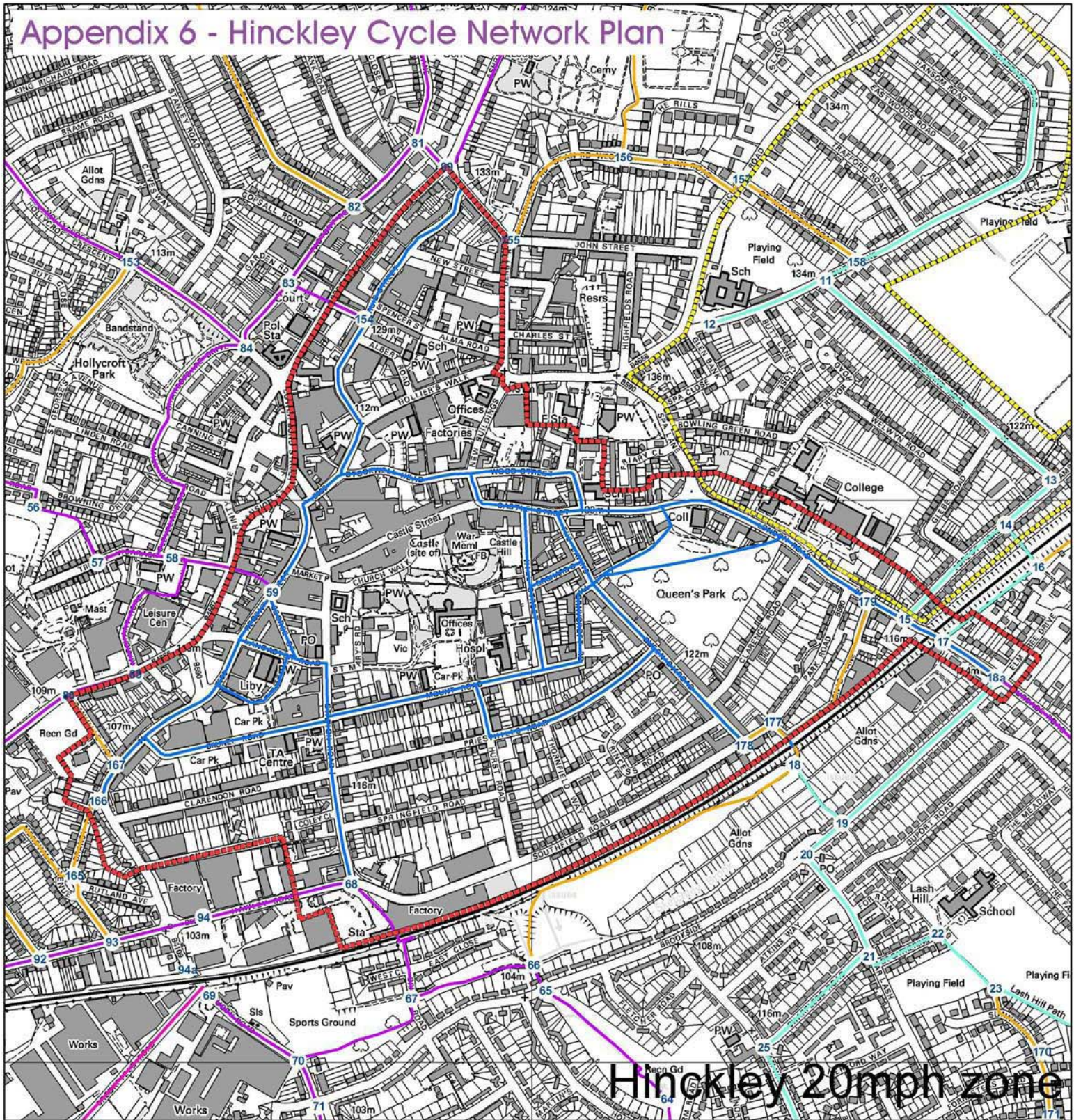


**Key:**

- Current Town Centre Boundary
- Primary Shopping Frontage
- Secondary Shopping Frontage
- Primary Shopping Area












# Appendix 6 - Hinckley Cycle Network Plan



Hinckley 20mph zone

## Urban Area Cycling Network

### SCHEDULE

-  Safe routes to schools
-  Radial routes
-  20mph zones
-  A5 corridor
-  Ashby Canal Corridor
-  Development Sites
-  Other routes
-  20mph zones
-  Existing 20mph School Speed Reduction Zone



Hinckley & Bosworth  
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## Appendix 7- Local Plan Policies to be replaced by Hinckley Town Centre Area Action Plan Policies

This schedule explains which policies in the adopted Hinckley & Bosworth Local Plan (2001) will be replaced by policies in the Hinckley Town Centre Area Action Plan, once it is adopted.

Existing Local Plan Policy	Proposed Replacement
Policy Retail 2 – Primary Shopping Frontages, Hinckley Town Centre	Policy 13 – Hinckley Town Centre Shopping Areas
Policy Retail 3 – Secondary Shopping Frontages, Hinckley Town Centre	Policy 13 – Hinckley Town Centre Shopping Areas
Policy Retail 4 – Other Shopping Areas, Hinckley Town Centre	Policy 13 – Hinckley Town Centre Shopping Areas
Policy Retail 7 (in part) – Local Shopping Centres	Policy 14 – Retail Development Outside Hinckley Town Centre  Policy Retail 7 will continue to apply to Local Centres outside of the Area Action Plan Boundary
Transportation 4 (in part) – Policy T4 – Retention of Car Parking Facilities.	This policy will no longer be relevant within the Area Action Plan Boundary.  Policy Transportation 4 will continue to apply to off street car parks outside of the Area Action Plan Boundary.
Employment 1 (in part) – Proposal EMP1 – Existing Employment Sites	Policies 2, 3, 7, 8, 9, 12a, 12b  Policy Employment 1 will continue to apply to employment sites outside of the Area Action Plan boundary.
Employment 7 – Policy EMP7 – Upper Bond Street, Hinckley	Policy 12a – Area of Mixed Uses, Upper Bond Street

For the avoidance of doubt, adopted saved Local Plan policies not listed above, along with the current Proposals Map, will continue to remain 'saved' as part of the Development Plan until they are replaced by policies in future Development Plan Documents.

*Please Note: Part 2 of the Shopping & Shop Fronts Supplementary Planning Document (adopted October 2007) has been superseded by Policy 13: Hinckley Town Centre Shopping Areas, of the Hinckley Town Centre AAP and no longer applies. This section of the SPD will be reviewed and replaced in accordance with the adopted AAP policy and produced in accordance with the Council's most up to date Local Development Scheme.*

## Further copies, versions in alternative languages and larger print or audio versions

Further copies, versions in alternative languages and larger print or audio versions are available from the following address:

Corporate Performance and Strategy Team, Hinckley and Bosworth Borough Council, Argents Mead, Hinckley, Leicestershire, LE10 1BZ. Telephone: 01455 238141. Email: [ldf@hinckley-bosworth.gov.uk](mailto:ldf@hinckley-bosworth.gov.uk)

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