



Land adjacent to 42 Station Road, Earl Shilton, Leicestershire

Design & Access Statement

October 2023

31306(04)001C

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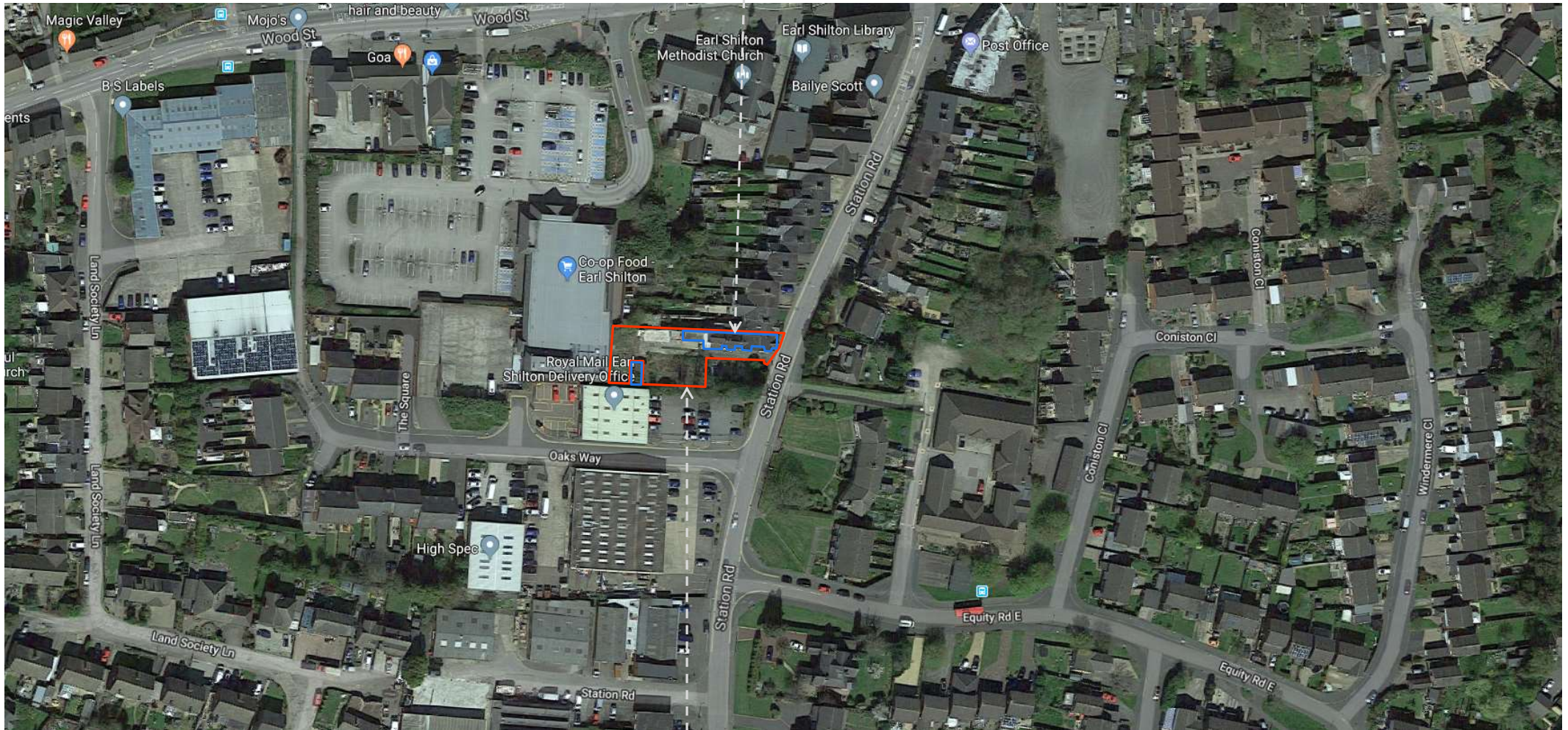
1.0 Introduction

- The purpose of this statement is to set out the context for and to explain the design principles behind the application for the erection of a two-storey block of flats parallel to no. 42 Station Road, Earl Shilton.
- This Design and Access Statement has been prepared by MAS architecture Limited on behalf of Viviana Margot Cooper the applicant, in respect of the detailed planning application for the erection of four individual flats (2 two-beds and 2 one-bed).
- In preparing this Design and Access Statement reference has been made to “DCLG circular 01/2006” and “Design and Access Statement” (CABE,2006) and its outline structure has been adopted ensuring consistent approach for the D&A Statement.
- The D&A Statement establishes design principles for the development which are appropriate for the site and surrounding area. These are based on national planning and urban design guidance, notably the National planning policy framework, Hinckley and Bosworth Borough Council local planning policies.
- The D&A Statement details an appraisal of the character of the local built environment, which we have undertaken as a precursor to the preparation of the scheme design.
- The detailed design of the proposed blocks of flats is described as a considered response to these design principles.



2.0 Physical Context

Blue: Existing and Retained Dwelling Boundary.



Land Adjacent to Station Road, Development Proposal. NTS

Red: Vacant Land Boundary.



2.0 Physical Context

2.1 Location:

The site is located along Station Road, Earl Shilton, adjacent to the Royal Mail, Earl Shilton Delivery Office. The land is partly occupied by a dwelling, no. 42 Station Road, Earl Shilton, with vacant land surrounding the existing property. The site is located within the development boundary of Earl Shilton as shown on the adopted Local Plan. The Application site area is 0.0754ha / 754m².

2.2 Site Context and Local Built Character:

Earl Shilton is a town with a rich medieval and industrial history, a population of over 10,000 people and is within the Borough of Hinckley and Bosworth. The site is located approximately 4 miles north-east of Hinckley Town Centre. Station Road is characterized predominantly by terrace properties and commercial buildings, with the odd terrace appearance built in the mid part of the 20th century and the majority having red/orange brickwork and a concrete tiled roof. Whilst some of the properties remain with these original materials, a number now have painted cement rendered walls and concrete roof tiles.

The predominant height of the dwellings at the area around the site ranges from one to two and a half storeys.

2.3 Site Description:

Land use:

Part of the site is currently vacant and benefiting from consented outline planning permission for 4 no. flats as well as a lapsed planning permission reference number 19/00742/FUL, so is regarded as residential land within a primarily residential area. In this respect, the principle of the site being developed for residential purposes is not an issue.

Access:

The site is within a predominantly residential area and within walking distance of the local supermarket and commercial street. The site is also within easy walking distance of regular bus services to both Hinckley and Leicester. Access onto the site is via a dropped kerb vehicular access and there are off-road parking spaces available.



Various characteristics of properties surrounding the site.

3.0 Social-Economic Context

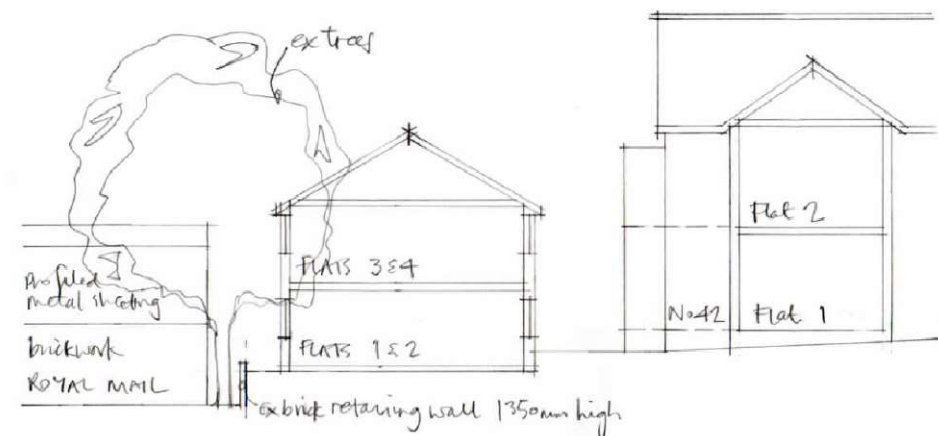
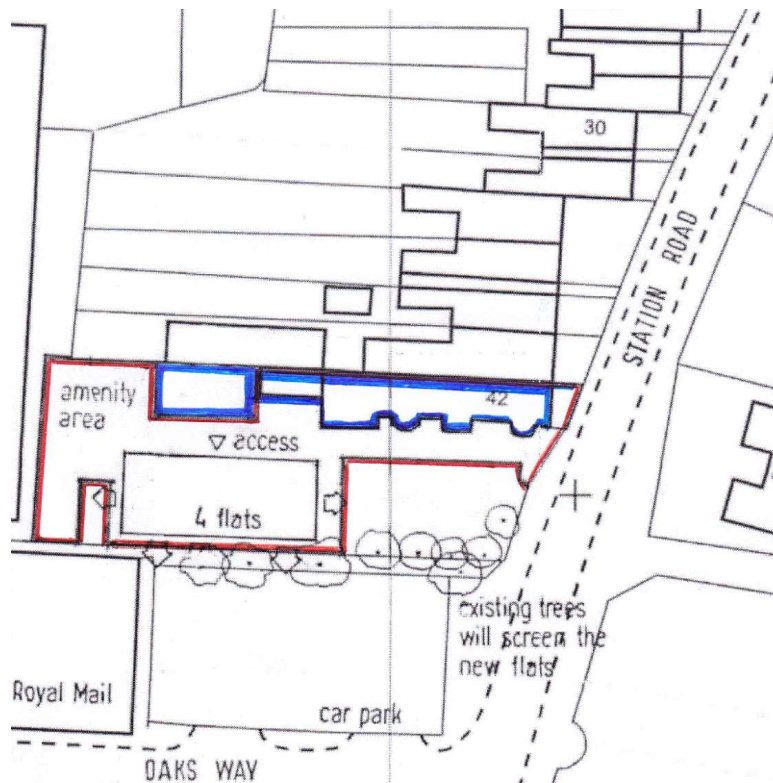
It is important to assess the effect that any development proposal will have on people in the locality. The formulation of the scheme has considered carefully the need to ensure that there is no adverse affect in terms of residential amenity or the character and appearance of the area. The scheme produced demonstrates that the occupiers of neighbouring dwellings will not be adversely affected.

In terms of the affect of the development on the character and appearance of the area, the proposed site area/portion to be built on is currently vacant and overgrown; therefore, unattractive and the loss would not be too detriment on the appearance of the area.

The proposed development will deliver four well designed flats that sit comfortably within the street scene. Whilst the development proposed is residential (as opposed to an employment generating commercial scheme), it will make a valuable contribution to the economy in terms of employment of skilled and unskilled workers from the local area and the supply of locally sourced materials.

4.0 Planning History

The site benefits from outline planning permission for four flats. Planning Ref: 15/00181/OUT and a lapsed planning permission reference number 19/00742/FUL. This application is no different than the approved scheme and it seeks to re-implement the lapsed planning permission.



COMPOSITE CROSS SECTION 1:100
42 STATION ROAD ENTEL SHILTON

27.8.15

Previous outline planning permission approval. NTS

5.0 Development Plan Policies

5.1 National Policy Guidance:

- The National Planning Policy Framework (NPPF) March 2012
- The Community Infrastructure Levy (CIL) Regulations 2010

5.2 Local Policy Guidance:

- Local Development Framework Core Strategy 2009
- Policy 2: Development in Earl Shilton
- Policy 24: Sustainable Design and Technology
- Hinckley and Bosworth Local Plan 2006-2026
- Development Management Policy 7: Preventing Pollution and Flooding
- Development Management Policy 17: Highway and Transportation
- Development Management Policy 18: Vehicle Parking Standards
- Core Strategy Policy 19: Green Space and Play Provision
- Hinckley and Bosworth Local Plan 2006-2026
- Earl Shilton and Barwell Area Action Policy 22: Development and Design
- Supplementary Planning Document: New Residential Development
- Supplementary Planning Document: Sustainable Design
- Supplementary Planning Document: Play and Open Space

5.0 National Planning Policy Framework and Local Planning Policies

5.3 Appraisal:

The main considerations with regards to this application are the principles of development, the design and layout and impact on: the character and appearance of the area; the amenities of neighbouring properties; highway safety; developer contributions; sustainable design considerations and other matters.

The site falls within flood zone 1 (area at lowest risk of flooding) as indicated on the Gov.uk website, 'Flood map for planning'. Therefore, a flood risk assessment is not normally required as part of this detailed planning application.



NTS

Site Analysis and the surrounding context.

5.0 National Planning Policy Framework and Local Planning Policies

5.4 Principle of Development:

The site is located within the settlement boundary of Earl Shilton where Policy 2 of the adopted Core Strategy supports additional new residential development in principle. The NPPF provides a presumption in favour of sustainable development, the site is located in a sustainable location and the proposed development is therefore considered to be acceptable in principle subject to all other planning matters being appropriately addressed.

5.5 Design, Layout and Impact on Character and Appearance of the Area:

Policy 22 of the Earl Shilton and Barwell Area Action Policy is consistent with the NPPF and can therefore be given significant weight. This policy seeks a high standard of design to safeguard and enhance the existing environment through a criteria-based policy. These criteria include ensuring the development 'complements or enhances the character of the surrounding area regarding scale, layout, density, mass, design, materials and architectural features with the intention of preventing development that would harm the character or appearance of the surrounding area.

In this case, the residential area is characterised by mostly two and a half storey terrace dwellings, with the dwellings predominantly fronting onto the main road and are set back to provide frontage parking. The proposed flat is two storeys high (shown in elevation drawing, chapter 6.0), this is so that the property blends in with the street scene and will not dominate neighbouring dwellings. The proposed block of flats are located to the rear of the site, away from the main road boundary; the existing dwelling on site and road access is retained; this will give the flats more privacy and security. Adjacent to the site, there is a private car parking and a one and a half storey commercial building. The proposed block of flats will have a pitched roof, which has been taken into consideration to compliment neighbouring dwellings. Furthermore, the proposed ridge levels sit below the existing ridge level, which respects the existing dwelling on site and will not be overbearing (shown in cross section AA, in chapter 6.0).

The local neighbouring dwellings are provided with an off-street car parking space to the front of the dwellings. As there are instances of off-street parking within the street scene, the design and layout is considered to complement the character of the area. An outdoor amenity space is located to the middle of the site, as well as a segregated bin and bike store which is accessible to all residents. The design and layout of the proposed flats reflect that of the adjacent properties in terms of scale, fenestration and architectural details. A condition to require the submission for prior approval of external materials can be used to ensure a unified appearance. Overall, as a result of the layout and design, the proposal will complement and enhance the character of the surrounding area and the scheme is therefore considered to be in accordance with Policy 22 of the ESBAAP, the adopted Supplementary Planning Guidance on New Residential Development and the overarching principles of the NPPF.

5.6 Impact on the Amenities of Neighboring Properties:

Policy 22 of the ESBAAP requires that development does not adversely affect the occupiers of neighbouring properties. There are no windows on the rear elevation of the Block, so that the adjacent car park and Delivery Office are not overlooked. As well as there being no windows to the rear elevation, which faces onto neighbouring gardens. Therefore, there is little to no overbearing impact or loss of privacy from overlooking. Furthermore, there appears to be little to no overlooking from neighbouring buildings, with the rear of the supermarket facing the site and there being no windows on the facade.

5.0 National Planning Policy Framework and Local Planning Policies

5.7 Impact on Highway Safety:

Policy 22 of the ESBAAP and Policy 7 and 8 of the Development Management require the provision of adequate access and parking to serve developments. The proposal utilises vacant land on the existing site and therefore no loss of existing parking provision will result, with the current parking space being retained for the existing dwelling. The scheme proposes on site car parking spaces for each flat. Given the sustainable location of the site and easy accessibility to other modes of transport and services, this level of provision is acceptable in this case to accord with Policy 22 of ESBAAP and Policy 7 and 8 of DM. The Director of Environment and Transport (Highways) does not object to the proposal subject to no access gates etc being erected to allow vehicles to pull clear of the highway.

5.8 Play and Open Space:

The request for any developer contributions must be considered alongside the guidance contained within the Community Infrastructure Levy Regulations 2010 (CIL). The CIL Regulations confirm that where developer contributions are requested, they need to be necessary, directly related and fairly and reasonably related in scale and kind to the development proposed. However, as this development comprises of only 4 flats, no contribution will have to be made. Ultimately, there is a designated outdoor amenity space for the residents to enjoy.

5.9 Sustainable Design:

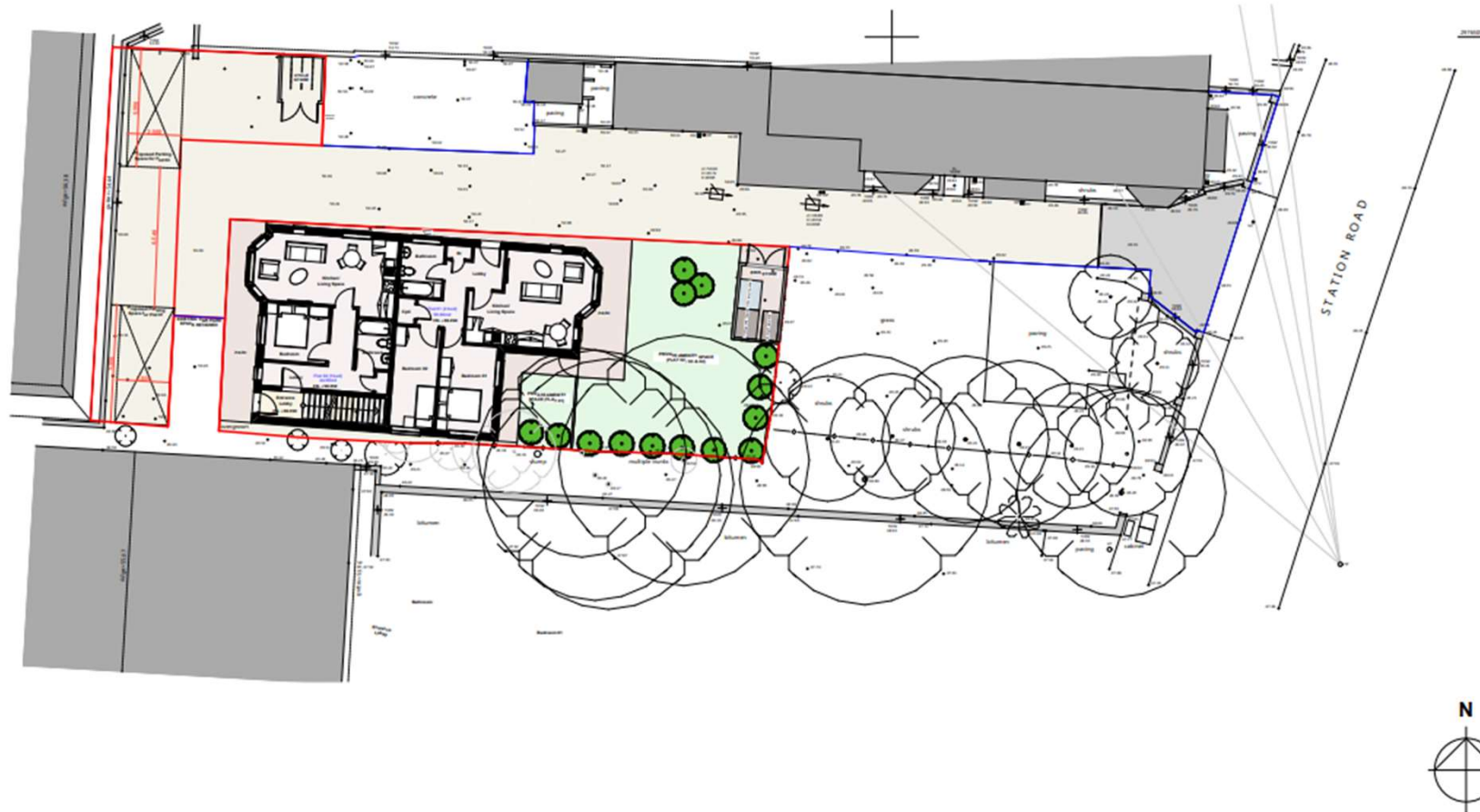
The NPPF provides a presumption in favour of sustainable development. The site is located within Earl Shilton where Policy 24 of the adopted Core Strategy aspires new residential development to be constructed to a minimum of Code Level 4 of the Code for Sustainable Homes. No details have been submitted to demonstrate that the proposed dwellings could achieve Code Level 4. Therefore, in order to ensure that the dwellings are constructed to achieve a minimum of Code Level 4 standard and meet the requirements of Policy 24 of the adopted Core Strategy, a Design Stage Certificate and Final Post Construction Certificate will be required and can be secured by the imposition of conditions.

5.10 Other Matters:

The Head of Community Services (Pollution) recommends that as the site lies within 250 metres of a former landfill site, a condition requiring a scheme of monitoring and mitigation in respect of landfill gas should be submitted for prior approval to protect future occupiers of the development to accord with the Development Management Policy 7 of the adopted Local Plan.

Severn Trent Water Ltd do not object to the application subject to the imposition of a condition requiring details of the proposed disposal of surface water and foul water drainage from the site in order to ensure satisfactory drainage and reduce flood risk and minimise the risk of pollution to accord with DM Policy 7 of the adopted Local Plan.

6.0 Design Constraints and Opportunities:

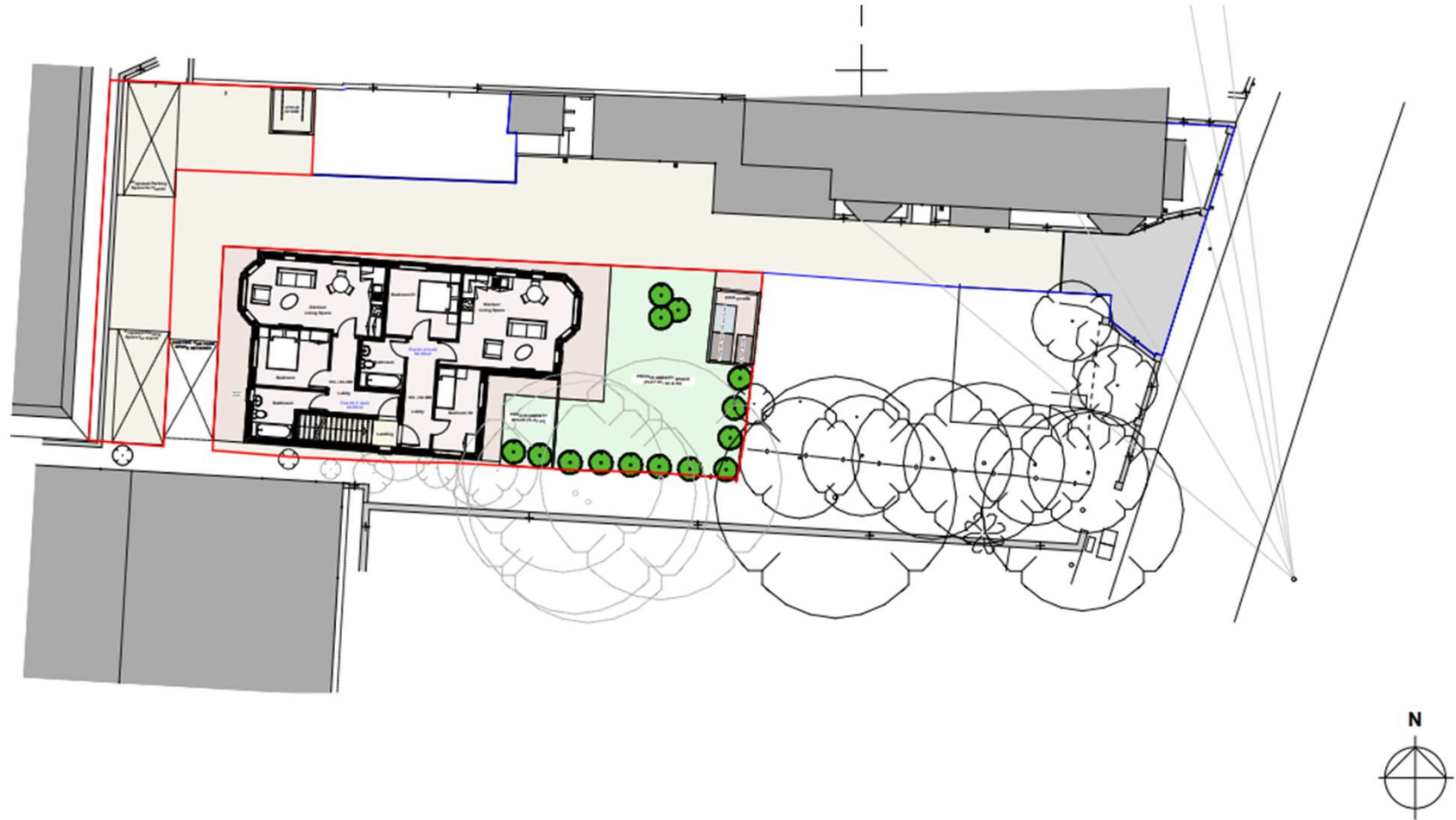


PROPOSED GROUND FLOOR PLAN : SCALE 1/100@A1

SAFETY, HEALTH AND ENVIRONMENTAL HAZARD INFORMATION BOX ! THE HAZARDS ASSOCIATED WITH THIS DRAWING ARE IN ADDITION TO THE NORMAL HAZARDS AND RISKS FACING A COMPETENT CONTRACTOR WHEN DEALING WITH THIS TYPE OF WORK. DETAILS ON THIS DRAWING AND DOCUMENTS WITH THIS HSE DEDICATED RISK ASSESSMENT, AND DESIGNER'S RISK ASSESSMENT, SHOULD BE READ AND UNDERSTOOD BY ALL PERSONS ASSOCIATED WITH THIS DRAWING AND WITH RESPECT TO CONSTRUCTION, CONSTRUCTION AND MAINTENANCE, HEALTH AND SAFETY RISKS.	NOTES: This drawing shall be read in conjunction with all relevant contract documentation and including all architect's, structural engineer's and mechanical and electrical engineer's drawings and specifications. All construction works shown to be carried out in full compliance with all Planning, Building Regulations and other relevant statutory requirements. This drawing is to be used for tender purposes only and not for construction work. Contractor will design and to meet contractor requirements. Generally remove all ceilings, windows and the doors. Roofing - All M&E items designed out and designed. Main services required at main for further construction.	General Notes: 1. Do not scale from this drawing. Refer to stated dimensions. 2. All dimensions to be verified on site by the contractor before proceeding, and such dimensions to be for his responsibility. 3. Report all drawing errors, omissions and discrepancies. 4. All related notes on this drawing are appropriate and to be treated as strictly indicative. 5. Any Contractor Surveying data on this drawing is used under license. No use to verify for the preparation of information for this project. Please note Contractor Surveying data submitted must be approved. All project information all Contractor Surveying data submitted must be checked and all paper copies destroyed. 6. This drawing is copyright.	<table border="1"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Drawing Revisions</th> <th>By</th> <th>CHK</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>11/03/19</td> <td>Initial preparation and drawing updates</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>B</td> <td>03/09/19</td> <td>Block 12 reconfiguration and external works updated</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>C</td> <td>14/09/19</td> <td>Updated in line with planner's comments</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>D</td> <td>19/09/19</td> <td>Updated in line with planner's comments</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>E</td> <td>26/07/19</td> <td>Updated in line with planner's comments</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>F</td> <td>01/09/19</td> <td>Updated in line with planner's comments</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>G</td> <td>13/09/19</td> <td>Updated in line with planner's comments and new site ownership boundary line</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>H</td> <td>20/09/19</td> <td>Proposed floor levels added relating to topographical survey and base position updated</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>J</td> <td>23/10/19</td> <td>Updated in line with planner's comments</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>K</td> <td>12/11/19</td> <td>Updated in line with planner's comments</td> <td>MS</td> <td>MS</td> </tr> <tr> <td>L</td> <td>09/12/19</td> <td>Updated in line with planner's comments</td> <td>MS</td> <td>MS</td> </tr> </tbody> </table>	Rev	Date	Drawing Revisions	By	CHK	A	11/03/19	Initial preparation and drawing updates	MS	MS	B	03/09/19	Block 12 reconfiguration and external works updated	MS	MS	C	14/09/19	Updated in line with planner's comments	MS	MS	D	19/09/19	Updated in line with planner's comments	MS	MS	E	26/07/19	Updated in line with planner's comments	MS	MS	F	01/09/19	Updated in line with planner's comments	MS	MS	G	13/09/19	Updated in line with planner's comments and new site ownership boundary line	MS	MS	H	20/09/19	Proposed floor levels added relating to topographical survey and base position updated	MS	MS	J	23/10/19	Updated in line with planner's comments	MS	MS	K	12/11/19	Updated in line with planner's comments	MS	MS	L	09/12/19	Updated in line with planner's comments	MS	MS	PLANNING ISSUE MAS architecture interior project management project: 42 Station Road, East Station drawing: Proposed Ground Floor Plan drawn by: MAS checked: MAS scale: 1/100@A1 date: 08.04.2019 dwg no: 31000/PD/010015 Do not scale from this drawing. Dimensions are to be checked on site by the contractor. All dimensions in reference unless otherwise stated. No liability is accepted for any errors or omissions. This drawing is the property of MAS and is not to be reproduced without written permission. The copyright in this drawing is reserved by MAS.
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Ground Floor Plan. NTS

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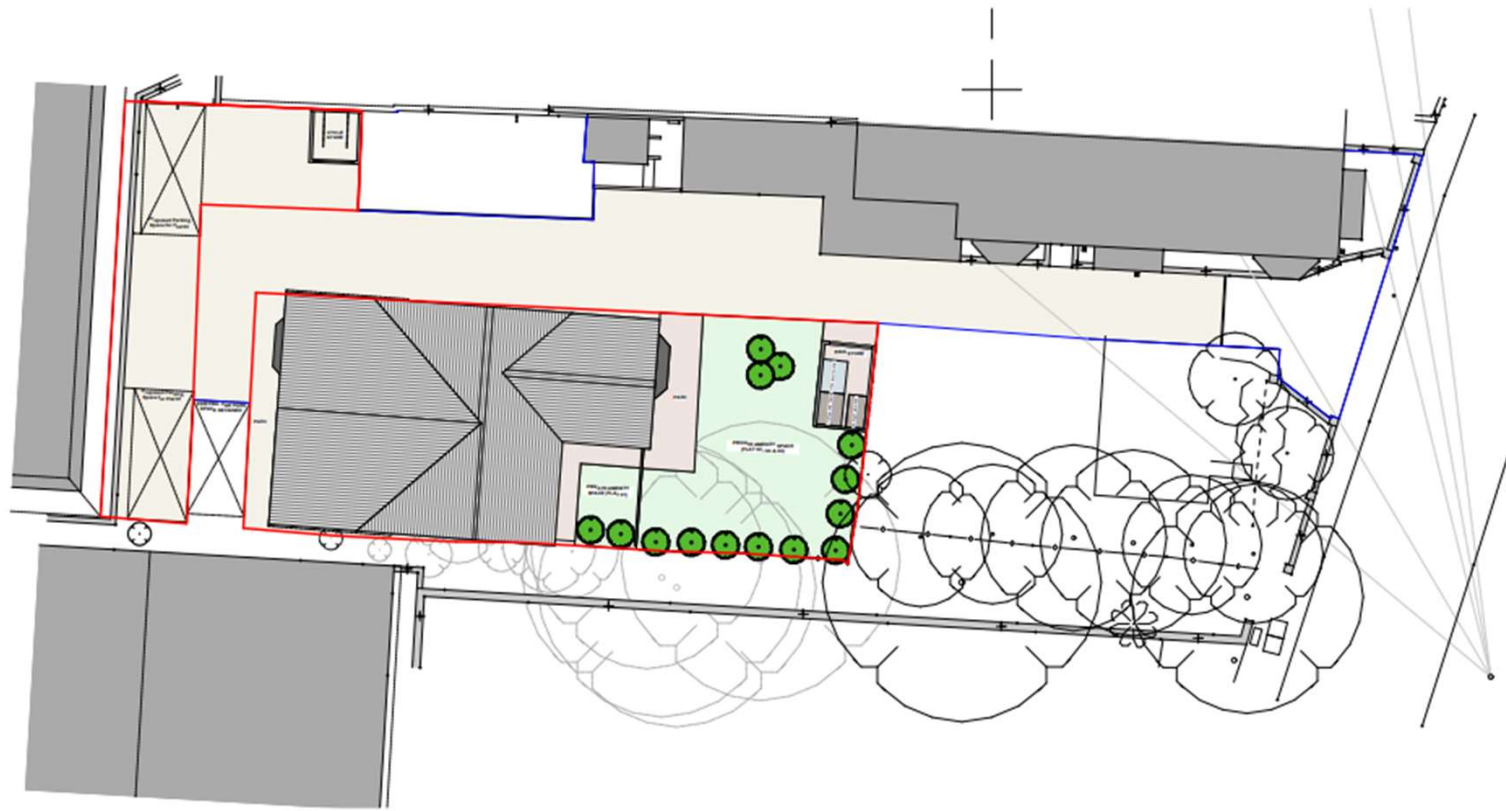


PROPOSED FIRST FLOOR PLAN : SCALE 1/100@A1

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First Floor Plan. NTS

6.0 Design Constraints and Opportunities:

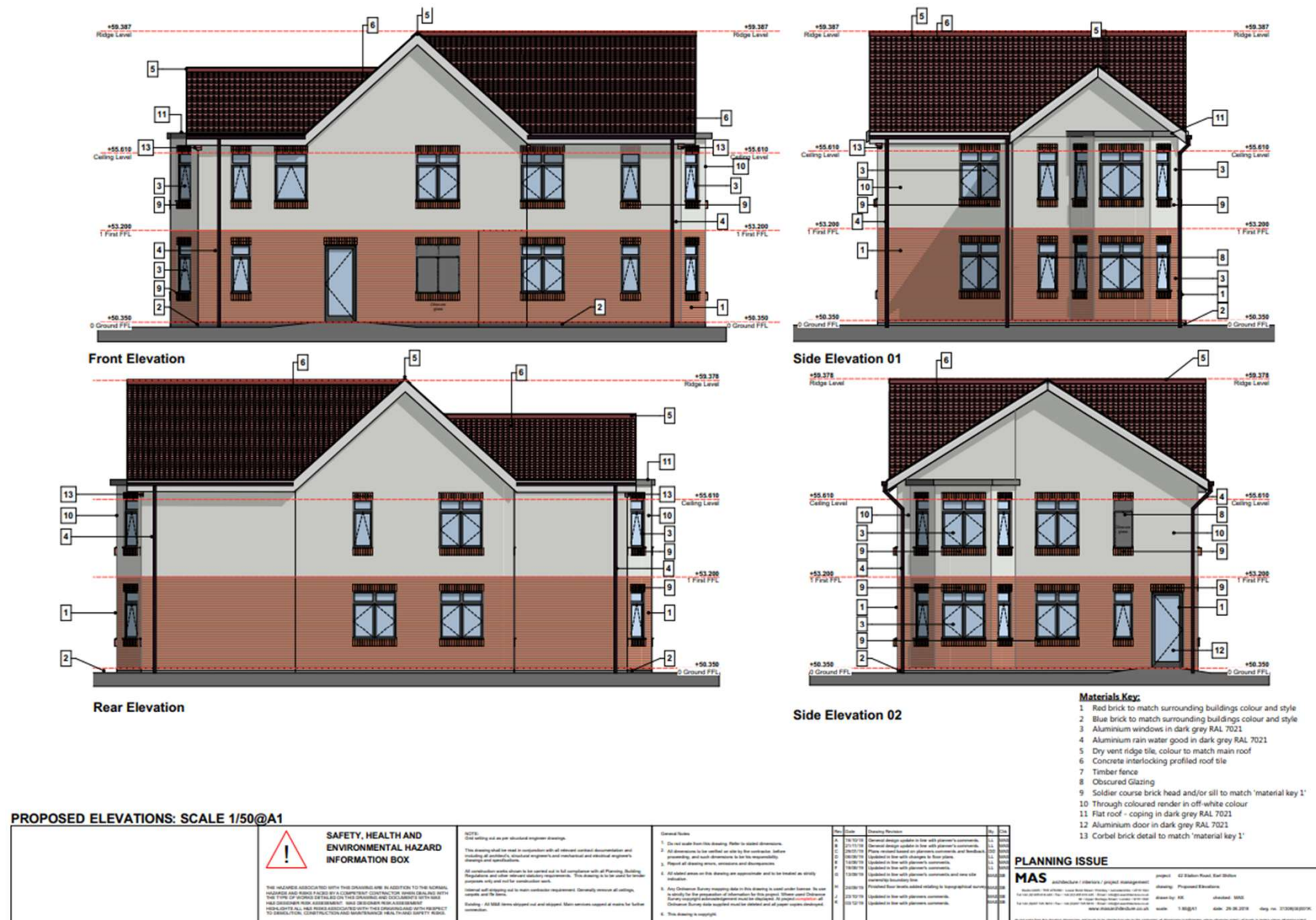


PROPOSED ROOF PLAN : SCALE 1/100@A1

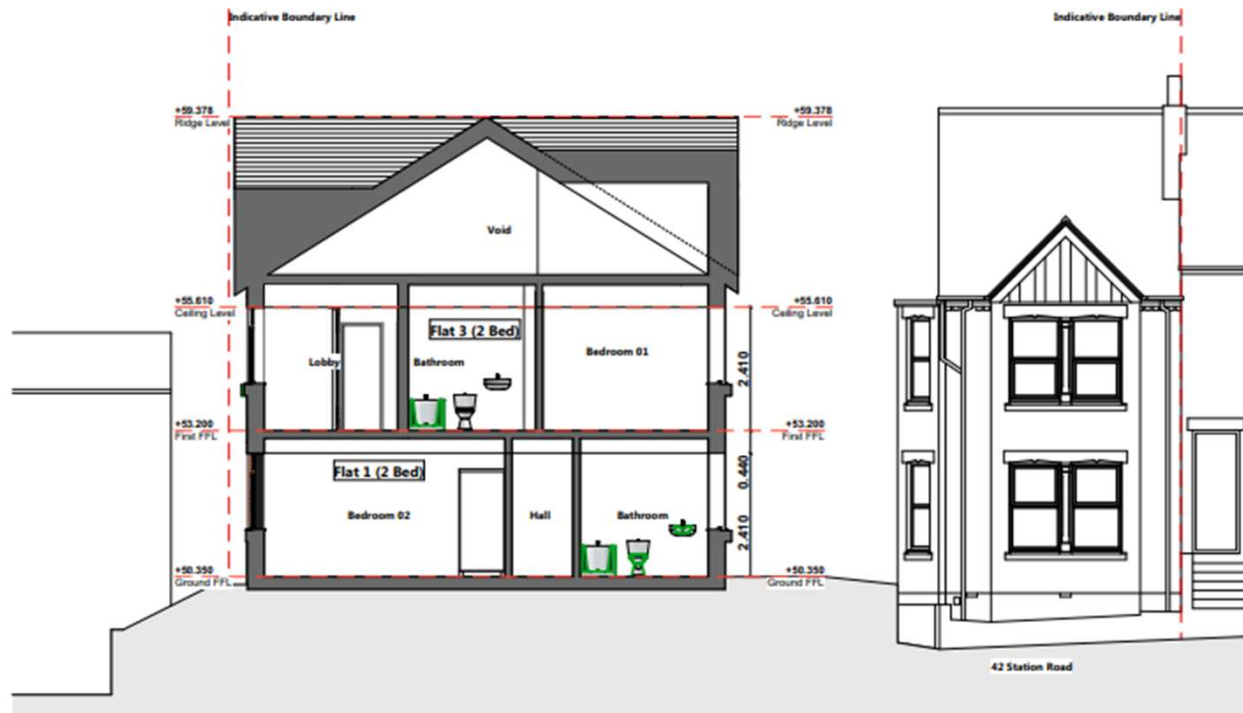
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Roof Plan. NTS

6.0 Design Constraints and Opportunities:

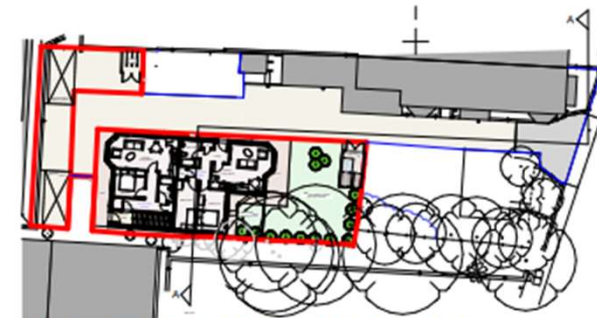


6.0 Design Constraints and Opportunities:



PROPOSED SECTION AA

PROPOSED SECTION AA : SCALE 1/100@A3



PROPOSED SECTION KEY PLAN
- SCALE 1/500

PLANNING ISSUE

Rev A: LL: 16/10/18: General design update in line with planner's comments.
 Rev B: LL: 21/11/18: General design update in line with planner's comments.
 Rev C: DD: 29/01/19: General design update in line with planner's comments.
 Rev D: LL: 06/06/19: Updated in line with changes to floor plans.
 Rev E: LL: 19/08/19: Updated in line with planner's comments.
 Rev F: LL: 13/09/19: Updated in line with planner's comments and new site ownership boundary line.
 Rev G: MAS: 24/09/19: Levels revised and related to topographical survey levels.
 Rev H: MAS: 23/10/19: Updated in line with planners comments.
 Rev J: MAS: 12/11/19: Key plan updated in line with planners comments.
 Rev K: MAS: 03/12/19: Section updated in line with planners comments.

MAS

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 Studio: 0203 718 4700 • Lower Bond Street • Hove • East Sussex • LE10 1XU
 Tel: +44 (0)1323 918 600 • Fax: +44 (0)1323 918 600 • Email: info@masarchitecture.co.uk
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 Tel: +44 (0)20 725 8810 • Fax: +44 (0)20 725 8810 • Email: info@masarchitecture.co.uk
 www.masarchitecture.co.uk

project: 42 Station Road, Earl Shilton

drawing: Proposed Section AA

drawn by: KK checked: MAS

scale: 1:100@A3 date: 29.06.2018 dwg no: 31306(05)001K

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6.0 Design Constraints and Opportunities:

6.1 Constraints:

The application site is located within the development boundary of Earl Shilton. The major constraints to the development of the site are relatively few with the principal considerations being:

- Ensuring that the sitting and design of the development is attractive in the street scene in order to complement the character of the area.
- The need to protect the residential amenity of the occupiers of the neighbouring residential properties.
- The need to provide off street parking facilities to the properties.

6.2 Opportunities:

It is considered that the development of this site offers an opportunity to provide an attractive sustainable development that will positively enhance the character and appearance of the street scene. The proposal represents infill development between existing buildings. The opportunity to utilise a parcel of land within a highly sustainable location is recommended.

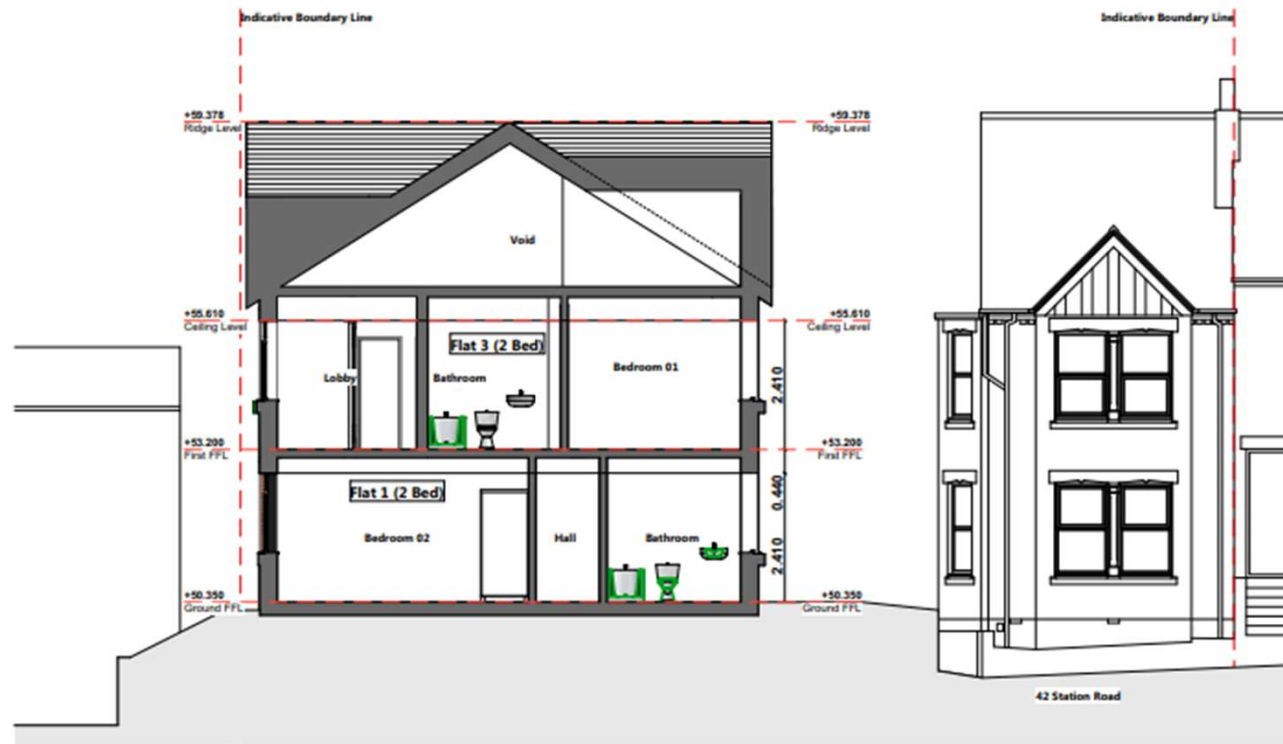


Proposed Front and Side Elevation

7.0 Design Principles:

The following design principles have been identified for the proposed development of this site:

- The site merits a scheme of high quality that must be designed to create an attractive and sustainable residential environment by using a traditional architectural approach that ensures that the new development reflects and responds to the architectural character of the area.
- Provide an attractive scheme that respects the amenity of neighbouring dwellings.
- Choose materials that are in keeping with the local vernacular.
- Develop a scheme that provides safe vehicular and pedestrian access for all.
- Produce a development in which the potential for crime has been minimised both within the site and on adjoining land by maximising surveillance and activity.



PROPOSED SECTION AA

Section AA in context to the site. NTS

8.0 Description of the Proposal

The site portion that the scheme sits on is currently vacant and undeveloped land. The proposed development involves the removal of overgrowth on site to be replaced with purpose-built block of flats comprising of 2 two-bedrooms and 2 one-bedroom. The flats are two storeys high to fit in with the character and appearance of the street scene.

8.1 Use:

Previous consented outline and full planning permissions establishes residential use.

8.2 Scale:

The surrounding terrace dwellings are traditionally proportioned in terms of fenestration details and being two to two and half storeys in height. The overall height of the block of flats has been considered and respects neighbouring dwellings (shown in Section AA, chapter 6.0). The proposed scheme takes its cues from local dwellings in terms of its simple proportions, fenestration treatment and height of the residential buildings.

8.3 Density:

Various design options were explored thoroughly throughout the schematic design stages in order to maximise the site's potential, however great importance was also given to parking and amenity spaces to guarantee the site was not in jeopardy of being overdeveloped.



No. 42 Station Road & Road access/entry to site (Left) , Neighbouring dwellings (Middle), Parking and Delivery Office adjacent to site (Right).

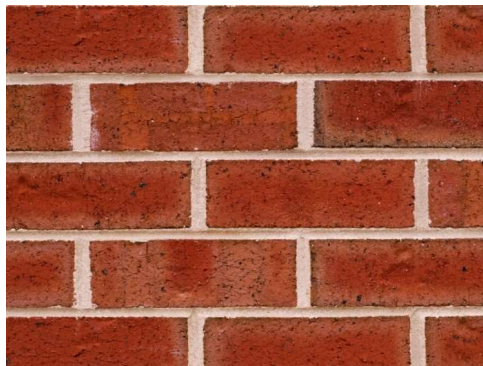
8.0 Description of the Proposal

8.4 Appearance:

The detailing of the four flats represent a simple but strong architectural approach that has incorporated local architectural styles. Details such as, the window fenestration with traditional hierarchy between ground floor and first floor windows. As well as the use of head and sill details and bay windows are a positive response to the area. This reflects the best aspects of building design found locally. To add interest, we have included a mixture of brickwork and render for the external wall.



In relation to materials, high quality red/orange facing bricks (material key 1, 9 & 13), typical of the area will be used together with a blue brick forming the base of both buildings, below DPC level. The material proposal for the first-floor external wall is render, this compliments both the dwelling on site as well as neighbouring dwellings.



(Left) Traditional Red Brick, (Middle) Blue Brick below DPC level, (Right) Through coloured render in off-white colour .

8.0 Description of the Proposal

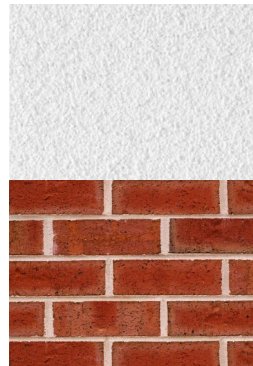
8.4 Appearance: Materials and details

These architectural details have been chosen to add interest to the buildings' façade using inspiration from neighbouring properties. The details taken from neighbouring dwellings include the bay windows and corbel brick details below the eaves. Materials will be chosen to compliment the context, including concrete tiles to be used.



Proposed Front Elevation (Block 01), Proposed Side Elevation 01 (Block 02). NTS

The bay window feature on the 'Proposed Side Elevation (shown above) has been placed on the wall facing the entrance/access point of the site and to respond to the details on no. 42.



These images are demonstrating brick bonds and the brick colour is not the exact one for this proposal.

(Left) Corbel brickwork detail material key '13', (Middle) Render and brick, (Right) Soldier bond head detail.

8.0 Description of the Proposal

8.5 Layout:

In order to integrate the proposed development into the neighborhood, the block is two storeys in height to match neighbouring dwellings; therefore, posing less of a visual impact to the street scene. Parking spaces are allocated around the building, creating an open environment helping to eliminate any potential crime or vandalism.

The orientation and layout of each flat ensures that habitable rooms have adequate exposure to natural light throughout the day creating superior living spaces whilst preventing overlooking.

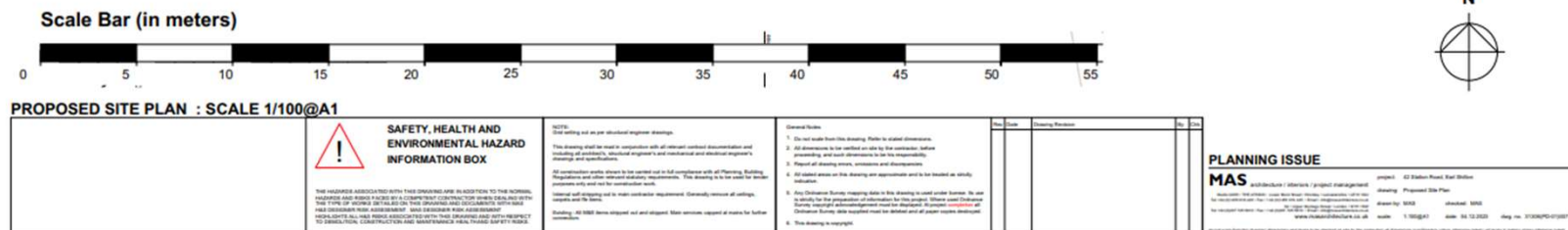
The narrowness of the site and its close relationship with neighbouring buildings dictates a simple yet traditional form of development. The properties consist of an open plan living/kitchen area, one or two bedrooms and a family bathroom.

We are of the opinion that the proposed layout for the four flats suitably addresses the site's design constraints and prominent location and compliments the character of the surrounding area, whilst making a marked enhancement to the site itself. This is in accordance with the advice in NPPF and policy 22 of the ESBAAP.

Typologies:

One-Bedroom Flat- Located on the ground floor, the double-bedroom is positioned to the south of the flat which will benefit from natural light throughout the day and is not overlooked by adjacent buildings. The living space and kitchen are open plan and the windows face south, benefitting from natural light and increasing the security; minimizing potential for crime. The one-bedroom flat also benefits from a large family bathroom.

Two-bedrooms Flats consist of a large family bathroom and an open-plan living space and kitchen area. The layout of the flats have been designed to prevent overlooking.



8.0 Description of the Proposal

8.6 Space Between Buildings:

The layout of the building on the plot of land is defined by the respectable distances to the adjacent properties. The respectable distances utilized comply with “Hinckley & Bosworth Borough Council Supplementary Planning Guidance”.

8.11 Building Sustainability:

The following statement has been written to provide evidence to demonstrate how the development will contribute to methods of sustainable developments within the borough of Hinckley and Bosworth.

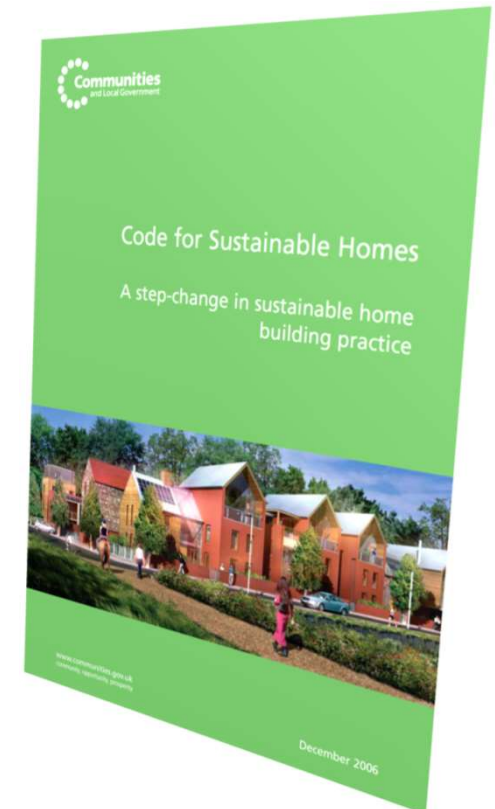
The proposed dwellings will be constructed using new, innovative solutions available within the construction industry to a standard more than current Building Regulations.

To achieve this standard the “Code for Sustainable Homes” assessment template has been adopted for the development, to demonstrate the measures have been incorporated into the development design stage that would contribute significantly to its sustainability and meeting Level 4 of the CfSH as aspired by Policy 24 of the adopted Core Strategy.

The construction of the building will be as per the design drawings, and the specification as that discussed with the SAP assessor. Generally, all thermal elements designed to meet U-Value targets required as a minimum by approved document L of the current building regulations.

ENE6: All external lighting will meet the requirements of the code, with dedicated energy efficient fittings to space lighting and security lighting, and additionally, PIR sensors, daylight cut-off switches and timers where required.

ENE8: The client will provide suitable storage which is secure and accessible for 1 bicycle per flat. The space will be provided with suitable secure fixings and where necessary, will be lockable with a permanent mortice deadlock or mortice sash lock that conforms to BS3621:2007 (where the door is at least 44mm thick and is locked to the doorframe).



9.0 Conclusion:

To conclude, the scheme proposal is for the erection of block of flats to the rear of the site, consisting of 2 two-bedroom flats and 2 one-bedroom flat in total; with allocated parking space; the existing parking space has been retained for 42 Station Road. There is also a bicycle store with 4 spaces and a bin store located to the side pocket facing the outdoor amenity space. The block is to be located on a vacant and overgrown portion of the site, and respects immediate context, for example the flats being designed to prevent overlooking.

The height of the proposed block is alike and will not dominate neighbouring dwellings. Furthermore, the appearance of the proposal has been considered to respect the current dwelling on site (no. 42) as well as neighbouring dwellings. various architectural details have been implemented to the facade of the building to add interest; materials have been carefully considered and are in keeping with the local vernacular.

The application site is within the settlement boundary of Earl Shilton in a sustainable location where new residential development is acceptable in principle. By virtue of the siting, layout, design and scale of the proposed scheme, the development reflects the character of adjacent dwellings, it will complement and enhance the character of the surrounding area and provides adequate parking for each dwelling. In addition, the proposed scheme will have no adverse impact on the amenities of the occupiers of neighbouring dwellings or highway safety. The scheme is in accordance with Policies 2 and 24 of the adopted Core Strategy, ESBAAP Policy 22, DM Policy 17 and 18 and CS Policy 19 of the adopted Local Plan and in accordance with the overarching principles of the NPPF and it should be recommended for approval subject to conditions.

Overall, the main design principles of providing a distinctive design of character and quality have been adhered to and all constraints to development have been fully assessed in the design process. In this regard the proposed development should be granted planning permission.