

**This Design and Access Statement is submitted in support of an Outline Planning Application (With All Matters Reserved) for the demolition of the existing vehicle repair garage and car wash business and the erection of up to 5 new dwellings at 106 Station Road, Earl Shilton, LE9 7GB.**

## **1.0 Context Appraisal**

**1.1 Assessment** - The site is located in the settlement of Earl Shilton on the western side of Station Road. The area is almost exclusively residential with a mixture of 2 storey dwellings that are detached, semi detached, terraced and some bungalows all with a variety of styles. To the south east of the site is a local convenience store. The host building is a medium sized disused petrol station, that currently operates a vehicle repair workshop and car wash facility and appears to date from the mid 20th century. The existing building sits centrally and to the north within the site and affords a large front and rear concrete hard standing areas. There are no plants or trees on the site. The site has a dual access points from Station Road that are located at either end of the site frontage.

**1.2 Current Use** - The site is currently a Vehicle Repair Garage and car wash.

**1.3 Relevant Planning Policies** - The majority of the policies used as guidance for this application are contained within the Earl Shilton and Barwell Area Action Plan -Adopted September 2014 and the Hinckley & Bosworth Local Development Framework Core Strategy – Adopted December 2009.

It is considered that the proposed dwellings are in accordance with Policy CS2 – Development in Earl Shilton, there is a need for smaller development of this type in Earl Shilton.

The proposed properties are considered to be in accordance with Policy CS15 – Affordable Housing, the site is appropriate for additional housing stock to be considered in the range of Rented or intermediate housing, to be smaller and medium sized units.

Policy CS24 – Sustainable Design and Technology it is expected that the development will meet each required minimal level as required.

## **2.0 Design Component**

**2.1 Amount and Use** - This application is outline in nature and as such, the design of the proposed dwelling is not formally put forward for consideration. However, it is anticipated that the properties will be 2 storey semi detached properties facing the main highway and 1 bungalow to the rear, all with pitched roofs to resemble the adjacent properties within the area. There is an existing site access that will be utilised and upgraded to provide access to the bungalow and rear parking spaces.

**2.2 Layout and Scale** – At this stage, only the general property layout and access has been formally put forward for consideration. The proposed replacement dwellings occupy much of the footprint of the extant property and the 1 new bungalow dwelling will be set to the rear of the site.

**2.3 Landscaping** – This application is outline in nature and no landscaping is put forward for consideration at this time, other than the overall site layout. However, it is anticipated that the development will benefit entirely with the inclusion of green areas throughout the site including new trees, in comparison to the current completely concreted site.

**2.4 Appearance** – This application is outline in nature therefore no details of the appearance are formally submitted for consideration.

### **3.0 Access Considerations**

**3.1 Physical links** – This site is reasonably close to the shopping areas of Earl Shilton. It is well served by local bus routes giving access to other areas of the Borough and Leicester city centre.

**3.2 Inclusion** – There are no inclusion issues relating to this application.

### **4.0 Others**

**4.1 Energy efficiency** – The properties will conform to the requirements of the Building Regulations.

**4.2 Pollution and ecology** – The properties will be environmentally friendly.

### **5.0 Listed Buildings**

5.1 The property is not listed and does not lie within a Conservation Area.

5.2 Flood Risk Assessment The site is located in a very low risk of flooding category therefore no FRA is required.