

Planning and Design and Access Statement

Astwood Bank Cars, 1300 Evesham Road, Redditch



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1.0 Introduction

- 1.1 This Planning and Design and Access Statement has been prepared on behalf of Zollinger and Ball in support of the planning application for the alteration and extension of the existing building to change the use of the ground floor from a vehicle showroom, ancillary office workshop and MOT centre to Class E use, ancillary storage area and a two-bedroom apartment, the creation of two x two bedroom and two x three bed apartments above the existing ground floor.
- 1.2 This statement should be read in conjunction with the accompanying documents which include:
- Plans and drawings.
 - Application forms.
- 1.3 This statement describes the application site, the locality and comments on the relevant Development Plan and national policy framework. It also includes a design and access statement to meet the requirements of Section 42 of the Planning and Compulsory Purchase Act 2004.

2.0 Site and Surroundings

- 2.1 The site is located on the western side of Evesham Road in Astwood Bank and comprises vehicle sales, vehicle workshop and MOT centre. The site is approximately rectangular in shape with a street frontage comprising an area of hardstanding with the garage canopy above. This area is used for car sales.
- 2.2 Behind the hardstanding is a collection of buildings comprising a flat roof showroom to the front with the remaining section comprising a part flat roof/part barrel roof which accommodates workshops and the MOT centre.
- 2.3 To the south of the site there is further hardstanding which is used for access to the MOT centre and parking. To the north there is a further vehicular access running along the northern elevation of the building. This then opens up to a wider area of hardstanding used for vehicle parking.
- 2.4 The area is predominantly residential with some commercial. To the north the site borders the neighbouring dwelling which comprises a two-storey detached dwelling set back from the highway with a garden to the rear. To the east Evesham Road intervenes and there are houses on the eastern side of the road. To the south is further two-storey housing which is set closer to the highway with parking to the front. The large rear garden borders the site to the south with the barrel roof building forming part of the boundary. To the west, the site immediately abuts a further commercial vehicle garage building which is accessed to the south. The large area of hardstanding forming the north-west part of the site is bordered by neighbouring gardens to the north and west.

3.0 Relevant Planning History

- 3.1 The site has a detailed history all related to the garage/car sales use of the site and is not directly relevant to this application.

4.0 Proposed Development

- 4.1 The proposal comprises the cessation of the vehicle operation on site which comprises car sales, vehicle workshop and MOT centre and the change of use of the existing building, extensions and alterations to form a Class E unit on the ground floor together with an ancillary storage area and a two-bedroom apartment and on the first floor two x two bedroom and two x three-bedroom apartments.
- 4.2 The Class E unit would be at the front of the building and accessed from the hardstanding to the front. The storage area would be ancillary and accessed internally from the Class E unit. The proposed apartment would be accessed to the north via the existing access drive.
- 4.3 On the first floor, the apartments would be accessed via the same access on the ground floor that serves the ground floor apartment with an internal staircase leading to the four units.
- 4.4 The access to the north of the buildings would remain the vehicular access and would serve the hardstanding to the rear which would be used for vehicle parking. Vehicle parking would be on three areas of the site; 7 spaces plus motorbike parking on the existing forecourt, five tandem parking adjacent to the access drive within the site and 8 spaces on the hardstanding to the rear of the site. On-site turning would be provided for all spaces to allow vehicles to enter and leave the site in a forward gear. Bike and bin storage is also provided on the site.

5.0 Planning Policy

- 5.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, an application for planning permission should be determined in accordance with the Development Plan unless other material considerations indicate otherwise.
- 5.2 The Development Plan for Redditch comprises the Borough of Redditch Local Plan No.4, adopted January 2017.
- 5.3 Policy 1 Presumption in Favour of Sustainable Development states when considering development proposals, the Borough Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Borough Council will grant permission unless material considerations indicate otherwise - taking into account whether: any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or specific policies in that Framework indicate that development should be restricted.
- 5.4 Policy 2 Settlement Hierarchy states the location and scale of new development should accord with the following settlement hierarchy and reflect the services present, accessibility, character and local distinctiveness of each settlement. Redditch urban area, as the Main Settlement shall be the focus for development as it provides the highest level of services and facilities provision and offers the most sustainable location for development. Where need cannot be met within the Borough,

development will be focussed adjacent to the Borough boundary in urban extensions. Astwood Bank is a Sustainable Rural Settlement, excluded from the Green Belt, which offers an appropriate range of services and facilities. Development within the settlement boundary, as defined on the Policies Map, will be the focus for identified development needs and supporting local services and infrastructure. Feckenham is a small, rural settlement predominantly set within the Green Belt, which offers limited local facilities but has important conservation and historic merit. In order to conserve and enhance these characteristics, development within or adjacent to the settlement boundary, as defined on the Policies Map, will provide for locally identified affordable housing and other locally identified development needs only, in accordance with the most up-to-date guidance in the National Planning Policy Framework and Parish Housing Needs Survey. The remainder of Redditch's rural area offers sparse development patterns with no local service provision. These hamlets will provide for locally identified development needs only, in accordance with the most up-to-date guidance in the National Planning Policy Framework. Where development in the rural area has demonstrated a proven local need, measures should be put in place through the use of planning conditions or planning obligations to ensure that the development continues to meet this need in perpetuity.

- 5.5 Policy 4 Housing Provision states provision is made for the construction and completion of around 6,400 dwellings between 2011 and 2030 to meet the local housing requirements identified in the Strategic Housing Market Assessment. 4.3 Around 3,000 dwellings can be accommodated within Redditch Borough. Approximately 3,400 dwellings are to be accommodated in Bromsgrove District (see Appendix 1, Redditch Cross Boundary Development). Details of the sites expected to contribute to meeting the Borough's housing needs can be found in Appendix 2 and are shown on the Policies Map and Key Diagram. 4.4 The Borough Council seeks to achieve a mix of housing types in terms of size, scale, density, tenure and cost which reflects the Borough's housing needs. The Borough Council will encourage the provision of housing for elderly people. When considering proposals for new residential development, consideration will be given to the extent that the proposed scheme reflects these requirements in accordance with the current Strategic Housing Market Assessment and/or the Worcestershire Extra Care Housing Strategy. 4.5 In order to achieve a supply of flexible and inclusive housing in the Borough that caters for lifelong occupancy, all new affordable housing for rent will be expected to comply with the new technical standards, excluding the additional optional standards. The private sector development industry will be encouraged to implement these new technical standards within their development schemes.
- 5.6 Policy 5 Effective and Efficient Use of Land states effective and efficient use of land must be sought in all new development schemes. With respect to residential development, this will be achieved in the following ways: i. the reuse and regeneration of Previously Developed Land (PDL) will be actively encouraged. Where the economic viability of a scheme on PDL is questionable, and can be fully demonstrated by the applicant, the Borough Council may negotiate a more appropriate level of infrastructure provision, or deferred payment scheme with the applicant, in order to secure beneficial reuse of a site; ii. densities of between 30 and 50 dwellings per hectare will be sought in Redditch Borough, and 70 dwellings per hectare will be sought on sites for residential development that are within or adjacent to Redditch Town Centre and the District Centres; iii. higher densities will be sought in locations close to public transport interchanges; and iv. higher densities will also be sought in other locations where it can be demonstrated that there will be no detrimental impact on the amenity, character and environmental quality of an area. Applicants should refer to the most up to date Strategic Housing Market Assessment to determine the most appropriate types of dwellings required throughout the

Borough. Lower density developments may be appropriate on some smaller sites, self-build sites or when providing bungalows. In these situations, lower densities will be considered acceptable where the scheme reflects the Borough's housing needs, there are site specific limitations which negate standard densities being met, or where there would be a detrimental impact on the amenity, character and environmental quality of an area if the standard densities were to be pursued on-site. Schemes for the development of private residential gardens will generally not be supported unless they lie within existing settlements, integrate fully into the neighbourhood, and can clearly demonstrate that there would be no detrimental impact on the current and future amenity, character and environmental quality of the neighbourhood. Development may be supported if there are substantial overriding environmental, social and economic benefits to justify the development. With respect to non-residential development, schemes on PDL, which propose the re-development of tired or redundant sites, will be considered favourably. There will be a presumption against development on PDL where it can be clearly demonstrated that over time, land has been afforded beneficial amenity value or where biodiversity issues would be compromised through redevelopment of the site. Development proposals on land likely to be affected by contamination should demonstrate that the site is capable of appropriate remediation without compromising development viability or the delivery of sustainable development.

- 5.7 Policy 15 Climate Change states to be sustainable, new developments must have regard for the need to be climate resilient. For residential development, this policy applies to planning applications of more than 10 units. In order to ensure appropriate consideration of adaptation and mitigation to climate change has been made, applications will be judged against the following criteria: i. development should be placed in accessible locations in order to reduce greenhouse gas emissions. Proposals should take account of the need for accessibility between any development site and key facilities and consider how flexible and smarter working practices can be maximised to reduce transport emissions; ii. the energy efficiency of the development must be maximised through its siting and orientation, and through the adoption of energy conservation measures, including natural ventilation, heating, street trees and lighting; iii. proposals must seek to meet the new national technical standards, excluding the additional optional standards; iv. all new non-domestic development must be assessed against the BREEAM assessment method (or any other national scheme which supersedes it); v. all proposals must demonstrate that the use of sustainable, locally sourced and recycled materials has been considered and the waste hierarchy has been considered (waste minimisation, reuse and recycling) during construction; vi. adaptation measures must be maximised, with particular emphasis on the provision, enhancement and retention of Green Infrastructure (see Policy 11 for further detail). The use of small-scale renewable technologies will be encouraged in appropriate locations. Low carbon vehicle infrastructure in appropriate developments and locations will be encouraged. This policy relates to all forms of renewable energy development other than wind energy developments. Wind energy development will be considered against national policy and guidance.
- 5.8 Policy 17 Flood Risk Management states in considering all proposals for development, the following principles will be applied: i. the expectation that all development should fall within Flood Zone 1; ii. where land in Flood Zones 2, 3a or 3b ('Functional Floodplain') or above one hectare in Flood Zone 1 is proposed for development, a comprehensive Flood Risk Assessment (FRA) will be required; iii. incorporation of water efficiency measures and appropriate Sustainable Drainage (SuDS) techniques that utilise retention methods. For Redditch, suitable methods include greywater recycling, rainwater harvesting, green roofs, permeable surfaces,

swales and ponds. SuDS techniques which provide water quality improvements, utilise natural environment features and contribute to the Borough's Green Infrastructure will be encouraged. Any development sites that are located in areas that are subject to flood risk will need to demonstrate that there are no other reasonable locations for development in accordance with the 'Sequential Test' and 'Exception Test' (where appropriate) as set out in the National Planning Practice Guidance and have regard to the Strategic Flood Risk Assessment (SFRA) for Redditch. A sequential approach should also be taken in site design. Development will be designed to be safe taking into account the lifetime of the development, and the need to consider and adapt to climate change. In addition, any development in areas that are subject to flood risk will need to demonstrate that adequate flood protection has been incorporated on site and that the effects elsewhere have been fully assessed and mitigated against. Opportunities should be sought to demonstrate flood risk improvements, wherever possible to provide multiple benefits when managing flood risks, for example to provide amenity benefit or ecological improvements. It is expected that any on-site flood defences required will be provided and financed by the developer of the site. Where practicable, flood risk should be reduced by increasing flood storage, improving flood flow routes and/or removing existing obstructions to flow.

- 5.9 Policy 18 Sustainable Water Management states the Outline Water Cycle Study (2012) identifies a need for sustainable water demand management techniques to be employed in Redditch Borough. Therefore, all development proposals, including changes to existing buildings will require the inclusion of Sustainable Drainage Systems to manage surface water and will be required to treat all surface runoff on site. Sites of one hectare or more will be required to: i. allocate suitable land and incorporate SuDS techniques within the drainage design for the development; ii. ensure that discharge rates from the development do not exceed and, if possible, improve upon existing runoff rates; and iii. provide on-site attenuation for the 1% annual probability of flooding or 1 in 100 chance in any year plus an allowance for climate change. Sites of less than one hectare will be expected to apply the same criteria, as appropriate. The development of any site should not lead to deterioration of EU Water Framework Directive (WFD) water body status nor have a negative impact on water quality, either directly through the pollution of surface or ground water or indirectly through overloading of sewage treatment works. Development should, where necessary and feasible, help to conserve and enhance watercourses and riverside habitats. Applications for development within an area of waste water collection or treatment infrastructure capacity constraint, as identified by the Water Cycle Study, must demonstrate that the necessary infrastructure is in place to serve the development and that appropriate consultations have been conducted with the sewerage undertakers, the Borough Council and any other relevant bodies. With regard to foul water disposal, developments should first look to connect to the main foul sewer as the preferred most sustainable option. Only once it has been demonstrated that it is not feasible to connect to the mains sewer should the developer consider non-mains foul drainage options. Any major residential development (as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 or any subsequent replacement) within the Bow Brook and Batchley Brook catchments should meet a water efficiency target of 110 litres per person per day.
- 5.10 Policy 20 Transport Requirements for New Development states in order to deliver the transport aspirations set out in Policy 19 Sustainable Travel and Accessibility, proposals for development are required to achieve the following standards and are required to submit the following information: i. a Transport Assessment will be required where it is considered that development will have significant transport

implications. The assessment of traffic impact should be undertaken in line with the policies in the Plan and other relevant transport policy and guidance; ii. a Travel Plan will be required alongside all developments which generate significant amounts of movement; iii. all proposals should incorporate safe and convenient access arrangements in their design for all potential users (including pedestrians, cyclists, emergency services and waste collection vehicles). Access arrangements should be designed to reflect the function and character of the development and its wider surroundings; iv. all proposals should discourage unintended through traffic (“rat runs”) within the development site and/or between sites; v. all proposals will be expected to be located accessible to local services (in accordance with the retail hierarchy this should either be a parade of local shops or a District Centre) and a public transport link (i.e. bus stop or train station); vi. proposals should include parking standards as prescribed by Worcestershire County Council Local Transport Plan No.3 Highways Design Guide; vii. the cumulative effects of development on transport infrastructure must be assessed and solutions sought in line with the policies in this Plan and other relevant transport policy and guidance, with particular regard to the cumulative effects of the delivery of the Strategic Sites; viii. ensure that development does not have a detrimental effect on land safeguarded for road development and/or improvement schemes as depicted on the Policies Map; ix. ensure that development does not have a detrimental effect on land safeguarded for Public Transport Routes as depicted on the Policies Map; x. the Borough Council will use mechanisms such as planning conditions and planning obligations, including financial contributions where necessary to secure the timely delivery of any necessary transport mitigation measures; and xi. development of transport infrastructure provision will be coordinated in line with the up-to-date Infrastructure Delivery Plan, which will be subject to regular review.

- 5.11 Policy 29 Broadband and Telecommunications states in order to support the expansion of electronic communications networks, (including telecommunications and high-speed broadband) all developments should make provision for the service infrastructure required at the design stage of any proposal suitable for occupiers of all development. For the provision of broadband, developers should work with a recognised network carrier to design a bespoke duct network, wherever practicable, for the development. Developers should also consider the inclusion of other forms of infrastructure, such as facilities necessary to support mobile broadband where possible and where it is viable to do so. All service infrastructure should be designed to ensure minimal disruption, should the need for maintenance, adaption or upgrades arise. Applications for telecommunication development (including notifications and for prior approval applications) will be required to demonstrate i. less-intrusive sites or practical technical solutions have been explored; ii. the potential for sharing sites has been explored and it is not possible to combine the proposal with existing or committed masts/installations; iii. they meet the International Commission guidelines on non-ionising radiation protection (ICNIRP) taking account of the cumulative effect; and iv. the development has been sympathetically designed, sited, landscaped and camouflaged where appropriate to minimise its visual impact on the building/structure, the character and appearance of the surrounding area and impact on residential amenity.
- 5.12 Policy 39 Built Environment states all development in the Borough should contribute positively to the local character of the area, responding to and integrating with the distinctive features of the surrounding environment, particularly if located within a historic setting. All development proposals should: i. seek to optimise the potential of the site to accommodate sustainable development through making the most efficient use of the space available; ii. be innovative and resilient to the effects of climate change, whilst also protecting and enhancing locally distinctive and historic features

to improve the character and quality of the local environment; and iii. incorporate features of the natural environment including Green Infrastructure into the design to preserve and continue Redditch's unique landscape features; To ensure character and appearance is not compromised, temporary buildings will be approved for a maximum of 3 years where it is related to an approval for a permanent building. The Borough Council will not look favourably on applications for renewal of temporary permissions. Areas should be designed to ensure they make places better for people and proposals have demonstrated that community views have been taken into account in the design of the development.

- 5.13 Policy 40 High Quality Design and Safer Communities states good design should contribute positively to making the Borough a better place to live, work and visit. All development, including proposals for individual buildings, public and private spaces and wider development schemes will be expected to: i. be of a high-quality design that reflects or complements the local surroundings and materials; ii. be of an appropriate siting and layout with distinctive corner buildings, landmarks, gateways and focal points at key junctions and other important locations; iii. protect and enhance key vistas to create visual links between places in the Borough; iv. include where appropriate, public art that is well designed, takes into account the risk of crime, is integrated within the overall design and layout of the development, located where it can be easily observed, improves public outdoor space and legibility and creates landmarks; v. aid movement by ensuring all developments benefit from accessibility, connectivity, permeability and legibility, particularly aiding sustainable modes of movement such as walking, cycling and access to public transport; vi. encourage community safety and 'design out' vulnerability to crime by incorporating the principles, concepts and physical security standards of the 'Secured by Design' award scheme; providing infrastructure for policing and emergency services; and considering the incorporation of fire safety measures; vii. provide appropriate space for waste and recycling to minimise any adverse visual impact on the property or the street-scene; and viii. incorporate any relevant guidance contained within Supplementary Planning Documents, for example Designing for Community Safety and Encouraging Good Design.
- 5.14 Also relevant is the Supplementary Planning Document High Quality Design.
- 5.15 At the heart of the NPPF is a presumption in favour of sustainable development. There are three overarching objectives which are interdependent and need to be pursued in mutually supportive ways so that opportunities can be taken to secure net gains across each of the different objectives. These are an economic objective, a social objective, and an environmental objective. The economic objective seeks to ensure sufficient land of the right types is available in the right places at the right time to support growth. The social objective seeks to support strong, vibrant, and healthy communities by ensuring a sufficient number and range of homes can be provided to meet the needs of the present and future generations and by fostering a well-designed and safe built environment. The environmental objective seeks to contribute to protecting and enhancing our natural, built, and historic environment, including making effective use of land.
- 5.16 So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would

significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 5.17 At paragraph 47 of the NPPF it states planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- 5.18 Section 5 of the NPPF seeks to secure a sufficient supply of homes.
- 5.19 Section 12 seeks to achieve well-designed places. It states the creation of high-quality buildings is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development and creates better places in which to live. Planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, including the surrounding built environment and landscape setting and establish or maintain a strong sense of place using streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. It also states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

6.0 Planning Assessment and Justification

- 6.1 The proposal comprises the cessation of the garage workshop, MOT testing and car sales operation and the conversion, alteration and extension of the existing buildings to create two x two bedroom and two x three-bedroom apartments on the first floor with one apartment and a Class E use on the ground floor. The application is in full and elevation and layout plans have been provided as part of the application.
- 6.2 The existing commercial operation is within a largely established residential area and generates significant levels of noise, disturbance and vehicular movements. The cessation of this operation would lead to a benefit on the residential amenity of occupiers of neighbouring properties and would result in the removal of the former petrol forecourt canopy which would be a visual gain.
- 6.3 There are no policy objections to the loss of the commercial operation and the change of use to Class E (intended to be a retail unit) and the residential use is acceptable in principle. The site is within the built-up part of the settlement where new housing is accepted in land use terms. Furthermore, the proposal would provide five additional residential units of one, two and three bedrooms thereby providing much needed small-scale accommodation. The settlement is also removed from the Green Belt.
- 6.4 The existing site has a commercial appearance with hardstanding for car sales to the front, the former petrol filling station canopy above and buildings further into the site that have a commercial garage appearance. The removal of the cars for sale on the forecourt would lead to a visual gain as would the removal of the canopy.
- 6.5 Furthermore, the current building is of little visual merit and the conversion, extension and alteration is therefore acceptable in principle, subject to details of design, scale, size, massing and materials. The sought accommodation could be achieved using the existing footprint together with some modest extensions. The design, size,

materials etc. would be sympathetic to the surroundings and would result in an overall visual gain to the site, street scene and surroundings.

- 6.6 The current use has a potentially harmful impact on the residential amenities of neighbouring properties which border the site. The removal of the commercial use would be to the benefit of the occupiers of neighbouring dwellings through a reduction in the likely levels of noise, disturbance and traffic.
- 6.7 The potential mixed use of some Class E on the ground floor and apartments would be more compatible with the surrounding and largely residential uses. Although a commercial element would be retained, the use for Class E would be less harmful to the residential amenities of occupiers of neighbouring properties than the existing garage workshop and sales operation.
- 6.8 The scheme has been designed to use the existing building where possible and to alter and extend in order to provide the additional accommodation. On the front elevation, the petrol filling station canopy would be removed, and a first floor added to the front portion of the building. This would present a gable on the façade with the roof then pitching down further to the west. Behind this, the eaves of the existing building would be raised to facilitate the proposed first floor accommodation which would be served by windows in the rear elevation, combining roof windows and roof lanterns. First floor accommodation towards the front of the building would also be illuminated via rooflights.
- 6.9 On the first floor, bedroom windows are to be provided in the eastern and western elevations with one set of combining windows used which would overlook the highway and the neighbouring buildings. Other rooms would be illuminated using lanterns and rooflights which would not result in overlooking. As a result, there would be no undue overlooking or loss of privacy on neighbouring properties.
- 6.10 The alterations to the building to facilitate the proposed accommodation would be limited and would be designed so as to minimise any impact on neighbouring properties. To the east the site borders the highway and the limited increase in the height of the building would have no impact as properties would be separated by the road and would be a significant distance away. To the north, the host building is separated by the internal access road and in part looks onto the side elevation of the neighbouring dwelling and in part onto the existing car park. The side elevation of the neighbouring dwelling has only one first floor opening which is presumed to be a landing/stairs or bathroom. To the west, the building would be adjacent to the existing vehicle workshop which is in different ownership and is to be retained.
- 6.11 The southern elevation is the most sensitive and this in part borders directly onto the rear garden of the neighbouring property. The increase in the height would be limited to ensure there would be no undue adverse impact in terms of proximity, overbearing impact, loss of daylight and sunlight. However, in the planning balance the benefit of removing the vehicle operation must carry significant weight and offset any minor increase in the size and scale of the building on this elevation.
- 6.12 The site benefits from direct access onto the highway and the vehicle operation generates significant levels of traffic through customers, employees and deliveries. The proposed mix of Class E and residential is likely to result in a significant reduction in vehicular movement to and from the site, thereby leading to a gain in highway safety terms.

- 6.13 Within the site, satisfactory parking would be provided to serve the proposed Class E and apartments and would include parking and turning so that all vehicles could enter and leave the site in a forward gear.
- 6.14 The site may require investigation into potential contamination and a suitable condition to carry this out together with any mitigation measures would be acceptable.
- 6.15 The site lies in Flood Zone 1 and is not therefore at risk of flooding and the development would not increase the risk of flooding elsewhere.
- 6.16 The site is predominately hard surfaced; the proposed scheme would allow the opportunity for some soft landscaping to enhance the character and appearance of the site.

7.0 Design Considerations

Amount

- 7.1 The proposed development comprises the creation of five apartments and one Class E unit.

Layout

- 7.2 The proposal would convert, alter and extend the existing building based around the existing footprint of the building.

Scale

- 7.3 The proposal comprises the conversion, alteration and extension of the existing building and the additional massing would be limited to that necessary to facilitate the proposed accommodation.

Landscaping

- 7.4 Additional landscaping will be carried out as part of the proposal.

Appearance

- 7.5 The proposal would have a limited visual impact adding only a relatively limited amount to the massing of the building and would lead overall to the enhancement of the site and street scene.

Access

- 7.6 Access is to be provided via an existing access with parking and turning within the site.

8 Conclusions

- 8.1 The proposal comprises the alteration, extension and conversion of the existing building to form a Class E unit and five apartments. The proposal would lead to the cessation of the vehicle repair operation which would benefit local residential amenity. The proposed Class E use would be compatible with the prevailing residential uses in the area as would the residential elements. As such, local and national policies support the principle of the proposals. The current site and buildings

would be enhanced through the removal of the car sales on the foreground and the canopy and the alteration, extension and conversion of the buildings. The current building and site is composed of several elements and a more cohesive design and layout would be used for the whole building, leading to a significant visual gain for the site and street scene. The proposal would lead to a benefit to residential amenity through the removal of the vehicle repair operation and through the sympathetically designed building. Parking, access and turning would be provided to County standard.

8.2 The proposal is therefore considered to meet local and national policies.