

FACTORY

WINDMILL ROAD, RUSHDEN

PLANNING, DESIGN AND ACCESS STATEMENT



**PART DEMOLITION OF FACTORY BUILDINGS AND
REFURBISHMENT OF THE RETAINED BUILDING TO FORM 3
FLATS, ERECTION OF 2 TOWNHOUSES AND FORMATION OF
CAR PARK**

DECEMBER 2022

1.0 INTRODUCTION

1.1 The following statement has been prepared in support of a proposal for *‘Part demolition of factory buildings and refurbishment of the retained building to form 3 flats, erection of 2 townhouses and formation of car park’* at Factory, Windmill Road, Rushden.

1.2 This proposal was the subject of a Pre-Application Enquiry (NE/22/01136/QRV). The Councils Pre-Application Advice, dated October 2022, confirms that the principle of development is acceptable, subject to the proposal not resulting in harm to the character and appearance of the area, safeguarding neighbouring residential amenity, and according with the relevant highway requirements. This is discussed in detail in the Planning Analysis section.

1.3 This Application is supported by the following specialist reports:

- Asbestos Demolition Survey
- Bat Survey Report
- Heritage Impact Assessment
- Noise Impact Assessment

1.4 The Statement is set out as follows:

1.0 Introduction

2.0 Site Description

3.0 Planning History

4.0 The Proposal

5.0 Planning Policy

6.0 Planning Analysis

7.0 Design and Access Statement

8.0 Conclusions

2.0 SITE DESCRIPTION

- 2.1. The site is located on the corner of Windmill Road and Glassbrook Road, in the built-up area of Rushden. The site comprises a derelict factory complex and associated yard areas.



Site Location – Aerial Photo – Google ©

- 2.2. The main frontage to Windmill Road comprises a part two-storey and part single-storey brick built building from the Victorian era, characterised with brick and stone detailing with a windmill motif over the entrance to the principal building. To the rear lies a contemporary factory unit in brick with sinusoidal sheet roofing, and a lean-to store.



Windmill Road



Glassbrook Road

- 2.3. There are two points of access to the site; one on Windmill Road, serving as a modest area of off-street car parking and pedestrian/fire escape access; and the second gated access on Glassbrook Road serving as a service yard and access to the main factory loading area.



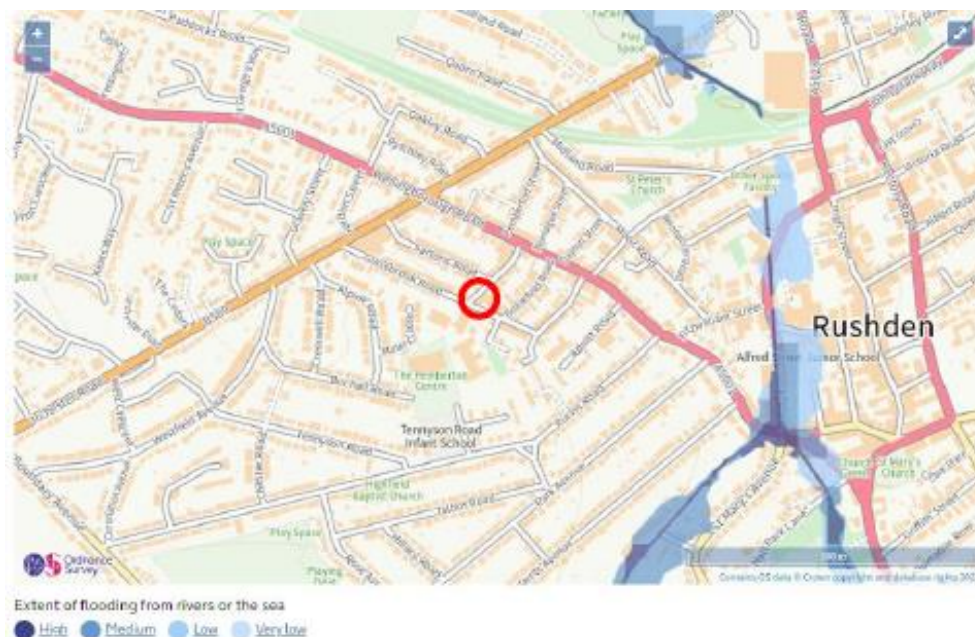
Site Location Plan - Promap

- 2.4. The site is not located within a Conservation Area, and there are no listed buildings in close proximity – see Historic England map extract below:



Historic England ©

- 2.5. The site is free from any constraints or restrictive planning designations. The site is located within Flood Zone 1, and is not at risk of surface water flooding, with surface water limited to the drainage of the highway – see Flood Risk and Surface Water flood mapping below:





Extent of flooding from surface water

High Medium Low Very low

3.0 PLANNING HISTORY

3.1. The planning history for the site is outlined below.

NE/22/00540/PND Demolition of existing single and two storey brick built pitched roof buildings with slate / concrete tile roofing
Prior Approval Is Not Required: 24.5.22

4.0 THE PROPOSAL

- 4.1 The proposal is for the *'Part demolition of factory buildings and refurbishment of the retained building to form 3 flats, erection of 2 townhouses and formation of car park.'*



- 4.2 The housing mix comprises of two 1-bed flats, one 2-bed flat, and two 3-bed townhouses.
- 4.3 The scheme retains the principal existing Victorian building which fronts Windmill Road, and is considered by the Council to be a non-designated heritage asset. This building is to be refurbished and will accommodate the three flats. The two townhouses are to be constructed next to this building. Other buildings at the rear which currently affect the amenity of neighbouring residents are to be removed.
- 4.4 The architectural approach will deliver an aesthetically appropriate front elevation to Windmill Road using details such as stone heads and cills, period windows and Flemish bond brickwork to reflect the existing single-storey wing that will be demolished. New black aluminium, thin profiled framed windows & doors will be specified throughout, including the replacement of existing openings.
- 4.5 The existing access off Windmill Road will provide access to six off street parking spaces. The access onto Glassbrook Road is to be closed.

5.0 PLANNING POLICY

- 5.1. The following national and local planning policies are considered relevant to this proposal.

NATIONAL PLANNING POLICY

- 5.2. The National Planning Policy Framework sets out government's planning policies for England and how these are expected to be applied. As set out in paragraph 2, planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise³. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions.
- 5.3. The Framework should be read as a whole, and therefore all policies within the Framework are relevant to the determination of an application; however, some parts are more relevant than others, and the following paragraphs are considered most relevant to this application:
- 5.4. **NPPF Paragraph 11**
Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) 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:
 - i. 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
 - ii. 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

5.5. **NPPF Paragraph 130**

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

THE DEVELOPMENT PLAN

- 5.6. S38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The adopted Development Plan for this location comprises of the North Northamptonshire Joint Core Strategy 2016, and the Rushden Neighbourhood Plan 2018, as well as numerous supplementary planning documents. The East Northamptonshire Local Plan Part 2 is currently being prepared and is at the Examination stage. Policies relevant to this proposal are set out below.

North Northamptonshire Joint Core Strategy 2016

5.7. **Policy 2: Historic Environment**

The distinctive North Northamptonshire historic environment will be protected, preserved and, where appropriate, enhanced. Where a development would impact upon a heritage asset and/or its setting:

- a) Proposals should conserve and, where possible, enhance the heritage significance and setting of an asset or group of heritage assets in a manner commensurate to its significance;
- b) Proposals should complement their surrounding historic environment through the form, scale, design and materials;
- c) Proposals should protect and, where possible, enhance key views and vistas of heritage assets, including of the church spires along the Nene Valley and across North Northamptonshire;
- d) Proposals should demonstrate an appreciation and understanding of the impact of development on heritage assets and their setting in order to minimise harm to these assets and their setting. Where loss of historic features or archaeological remains is unavoidable and justified, provision should be made for recording and the production of a suitable archive and report;
- e) Where appropriate, flexible solutions to the re-use of buildings and conservation of other types of heritage assets at risk will be encouraged, especially, where this will result in their removal from the 'at risk' register

5.8. **Policy 6: Development On Brownfield Land And Land Affected By Contamination**

In allocating land for development and determining planning applications, the local planning authorities will seek to maximise the delivery of development through the reuse of suitable previously developed land and buildings within the urban areas.

Where development is situated on a site with known or high likelihood of contamination, remediation strategies to manage this contamination will be required.

Subject to the Policies in this Plan, planning permission will be granted for development on land affected by contamination where it can be established by the proposed developer that the site can be safely and viably developed with no significant impact on either future users or on ground and surface waters.

5.9. **Policy 22: Delivering Economic Prosperity**

A stronger more sustainable economy that will deliver a net increase of 31,100 jobs will be sought through:

- a) Ensuring that sufficient high quality sites are identified to support the delivery of the job targets in Table 3 (see Policy 23), recognising opportunities

provided by the priority sectors of Renewable and Low Carbon Energy and Green Technologies, High Performance Technologies and Logistics;

- b) Prioritising the enhancement of existing employment sites and the regeneration of previously developed land;
- c) Safeguarding existing and committed employment sites for employment use unless it can be demonstrated by an applicant that there is no reasonable prospect of the site being used for that purpose and that an alternative use would:
 - n Not be detrimental to the mix of uses within a Sustainable Urban Extension; and/ or
 - n Resolve existing conflicts between land uses;
- d) Supporting proposals that encourage a co-ordinated approach to skills and training provision and promote sector specific training. Training and employment agreements will be encouraged to facilitate increased opportunities for the local workforce;
- e) Safeguarding and enhancing North Northamptonshire's tourism and cultural assets and supporting proposals to expand the tourism industry in sustainable ways

5.10. **Policy 29: Distribution Of New Homes**

New housing will be accommodated in line with the Spatial Strategy with a strong focus at the Growth Towns as the most sustainable locations for development, followed by the Market Towns. Provision will be made for new housing as set out in Table 5. The re-use of suitable previously developed land and buildings in the Growth Towns and the Market Towns will be encouraged. Further development requirements will be focused on the delivery of the Sustainable Urban Extensions and other strategic housing sites identified on the Key Diagram.

5.11. **Policy 30: Housing Mix And Tenure**

Housing development should provide a mix of dwelling sizes and tenures to cater for current and forecast accommodation needs and to assist in the creation of sustainable mixed and inclusive communities. In particular:

- a) The mix of house types within a development should reflect:
 - i. The need to accommodate smaller households with an emphasis on the provision of small and medium sized dwellings (1-3 bedrooms) including, where appropriate, dwellings designed for older people;
 - ii. The existing housing stock within the settlement or neighbourhood/ward in order to address any gaps in provision and to

avoid an over-concentration of a single type of housing where this would adversely affect the character or infrastructure of the area.

- b) The internal floor area of new dwellings must meet the National Space Standards as a minimum in order to provide residents with adequate space for basic furnishings, storage and activities. In both affordable and market sectors, adaptable housing designs will be encouraged in order to provide flexible internal layouts and to allow for cost-effective alterations (including extensions) as demands and lifestyles change;

5.12. Other relevant policies include:

- Policy 1 - Presumption in Favour of Sustainable Development
- Policy 3 – Landscape Character
- Policy 4 - Biodiversity and Geodiversity
- Policy 5 - Water Environment, Resources and Flood Risk Management
- Policy 8 - North Northamptonshire Place Shaping Principles
- Policy 9 - Sustainable Buildings
- Policy 11 - The Network of Urban and Rural Areas
- Policy 19 - The Delivery of Green Infrastructure
- Policy 20 - Nene and Ise Valleys
- Policy 28 - Housing Requirements

Rushden Neighbourhood Plan 2018

5.13. **Policy H1: Settlement Boundary**

Development within the Settlement Boundary will be permitted where it accords with other policies of the Development Plan.

Outside of the settlement boundary, new housing development will only be allowed on the allocated sites covered by Policy H2, or within the Rushden East Sustainable Urban Extension, or as infill or redevelopment of sites on Bedford Road, Avenue Road and Newton Road where the development

- i. closely follows the existing pattern of development (i.e. linear) and
- ii. has a frontage on to the highway and

- iii. demonstrates a depth similar to adjoining residential curtilages or meets the meets the examples of what could constitute special circumstance, as set out in paragraph 55 of the NPPF

5.14. **Policy EN1: Design In Development**

All new developments should be of a high quality of design. Proposed developments should adhere to the following key principles:

- Understanding local character, and should respect the prevailing density and pattern of development that surrounds the application site;
- Materials should respect and complement existing neighbouring properties and those in the vicinity of the application site;
- Preserve existing neighbouring amenity and should not appear overbearing;
- Designed to allow for adequate daylight and sunlight and should ensure that there is a good outlook for all future occupiers of land and buildings;
- Make provision for an appropriate amount of outdoor amenity space;
- Provide visual interest, particularly at street level and must avoid using blank walls where these would be visible from public vantage points;

Development proposals will only be supported if they meet the above principles.

5.15. **Policy EN2: Landscaping In Development**

Development proposals will be supported where it can be demonstrated that these would deliver well integrated hard and soft landscaping that:

- Provides a suitable visual setting for the building or land that is subject to the development proposal;
- Makes a positive contribution to the surrounding area;
- Where appropriate, retains existing wildlife habitats or trees and provides, and wherever possible new wildlife habitats or trees in order to facilitate the delivery of ecosystem services;
- Fully considers the impact of hardstanding on the character of the area and site drainage.

5.16. **Development Generating A Transport Impact**

Planning permission will only be granted for development that generates a transport impact if:

- The development would not result in a significant residual impact on any aspect of the transport network

Proposals will be assessed on their merits, taking account of advice from the Local Highway Authority and, where appropriate, Highways England.

All proposals for new development will be encouraged to include infrastructure to facilitate the use of electric vehicles. Where viable, all new developments of greater than 10 dwellings or 1000m² (non-residential) should incorporate infrastructure to facilitate the charging of electric vehicles.

6.0 PLANNING ANALYSIS

- 6.1. The proposal is for the *'Part demolition of factory buildings and refurbishment of the retained building to form 3 flats, erection of 2 townhouses and formation of car park.'*
- 6.2. The issues for consideration are:
- Principle of Development
 - Character & Appearance
 - Residential Amenity
 - Noise
 - Heritage
 - Highways
 - Ecology
 - Materials

PRINCIPLE OF DEVELOPMENT

- 6.3. The site is located in Rushden which is defined as a Growth Town by Policy 29 (Distribution Of New Homes) of the North Northamptonshire Joint Core Strategy. Policy 29 states that *"New housing will be accommodated in line with the Spatial Strategy with a strong focus at the Growth Towns as the most sustainable locations for development, followed by the Market Towns."*
- 6.4. The site is occupied by a derelict factory complex and associated yard areas. Policy 29 also states that *"The re-use of suitable previously developed land and buildings in the Growth Towns and the Market Towns will be encouraged."*
- 6.5. Policy H1 (Settlement Boundary) states that *"Development within the Settlement Boundary will be permitted where it accords with other policies of the Development Plan."* The site is within the Neighbourhood Plan Settlement Boundary.
- 6.6. The site is therefore within a location which supports the re-use of buildings and new residential development.
- 6.7. Policy 22 (Delivering Economic Prosperity) of the Joint Core Strategy states that the Council will safeguard existing and committed employment sites for employment use unless it can be demonstrated by that there is no reasonable prospect of the site

being used for that purpose, and that an alternative use would not be detrimental to the mix of uses within a Sustainable Urban Extension; and/or resolve existing conflicts between land uses.

- 6.8. The site is situated in a predominantly residential area and all the adjoining uses are residential, meaning the existing B2 use has the potential to cause adverse harm to residential amenity. The proposed residential use will fit in with the existing character of the area, and is a much more suitable use in this location. It is therefore considered that the loss of the existing employment use is acceptable, and the proposal complies with Policy 22. This was accepted in the Pre-Application Advice which states:

“Notwithstanding the prior notification of demolition (22/00540/PND) the site is considered to be in B2 use class (factory). Any forthcoming application will need to clearly address the requirements of Policy 22. In my officer opinion it is considered that the proposal could demonstrate compliance with the policy as the site is located in a dense residential area where a site with an unrestricted B2 use could cause significant harm to neighbouring residential amenity in terms of noise, HGV vehicle movements etc. Given the location, the development of a residential scheme would be a more suitable and compliant use.”

- 6.9. Policy 30 (Housing Mix And Tenure) states that the mix of house types within a development should reflect the need to accommodate smaller households with an emphasis on the provision of small and medium sized dwellings (1-3 bedrooms). The proposal mix of two 1-bed flats, one 2-bed flat, and two 3-bed town houses meets this requirement.

- 6.10. Policy H4 of the Rushden Neighbourhood Plan states that flatted development will only be supported in certain circumstances including where an existing non-residential building is being converted for residential use, as is the case here. The proposal is therefore considered to be acceptable in terms of Policy H4, and this was accepted in the Pre-Application Advice which states:

“In terms of the above Policy H4, it is considered that part of the proposal results in a non-residential building being converted for a residential use. The three criteria in policy H4 are clearly expressed in the alternative through the use of the word ‘or’. The proposal therefore needs to be in compliance with

just one of the three criteria to comply with the policy as a whole. As discussed above, the proposed development would comply with at least one criteria (conversion of non-residential building) and is therefore considered to comply to this policy.”

- 6.11. The Pre-Application Advice concluded that the proposal is acceptable in principle, and stated that:

“The site is considered to form part of the built-up area of Rushden and provide an opportunity to make more effective and efficient use of land within the confines of the town. The provision of housing in Rushden, which has an good range of services and facilities, on a site that is well located, with access to a range of sustainable modes of travel would contribute to creating a more balanced and diverse local population and help sustain the available services and facilities in the town and in this sense the principle of development is acceptable subject to material planning considerations as detailed below.”

CHARACTER & APPEARANCE

- 6.12. The Council consider the existing Victorian building to be a non-designated heritage asset. Although the Applicant has secured Prior Approval for the demolition of the building (22/00540/PND) the proposal seeks to retain the two storey element of the building.
- 6.13. The scheme is very similar to that submitted at the Pre-Application stage. The Councils Pre-Application Advice stated that *“....the conversion of the existing Victorian building into three flats and the construction of two dwellings appears to sensitively address site as a whole and is in keeping with the character of the area.”*
- 6.14. The Council requested that the two townhouses be set back to ensure the development is read separately, and this has been incorporated into the design.
- 6.15. The Pre-Application Advice confirmed that the proposed plot sizes, landscaping, and amenity spaces are acceptable.
- 6.16. The Pre-Application Advice concluded that *“The proposal put forward would safeguard an important element of the heritage asset (the two storey Victorian*

building) and subject to detailed design and materials the redevelopment of the site is considered to be acceptable and accord to the character and appearance of the area.”

RESIDENTIAL AMENITY

- 6.17. The proposal has been designed to ensure there will be no amenity issues between the existing and proposed dwellings. The removal of a B2 use from a residential area will also reduce the potential for noise and disturbance. The modern industrial unit at the rear of the site will be removed. This is a tall structure which currently has an adverse impact on the amenity the terraces which back onto it in terms of outlook from windows, and the level of light enjoyed within the private amenity areas. The removal of this structure will result in a betterment to the level of lights and improvement of outlook. There is no new development proposed in this location.
- 6.18. The Pre-Application Advice stated that *“The Council agree that the conversion of the site from B2 use class to residential should result in less conflict as the site is already located firmly within a residential area. In this regard the proposal is considered to improve the residential amenity of neighbouring dwellings.”*

NOISE

- 6.19. A Noise Impact Report has been prepared by Joynes Nash Acoustic Consultants. The main findings of their report are summarised below.
- 6.20. The area is predominantly residential but there are also some commercial uses, the most prominent of which is the Windmill Business Centre due south. However, this building has a substantial brick wall which is two storeys in height which acts as a significant barrier. There are also other residential properties in closer proximity, with direct line of sight which would be affected by noise to a greater extent. Therefore, the ‘*Agent for Change*’ principles do not apply as the proposal will not limit any activities at the business centre beyond those that already exist.
- 6.21. The only noise risk to the amenity of the future occupiers is the substation located on the south-eastern corner of the site, so this was the focus of the Noise Assessment. The Noise Assessment found that the substation is not audible unless immediately adjacent to the slatted mesh gate where a measurement of 41.5dB(A) was

determined as an appropriate source noise. There were no distinct frequencies apparent and at no time was the substation audible on the development site. It is expected that the substation will actually have a greater impact on existing properties to the east due to the location of the opening in the brick wall enclosure.

- 6.22. Joynes Nash conclude that there are no impacts on the proposed development in terms of noise.

HERITAGE

- 6.23. A Heritage Impact Assessment has been prepared by Alex Stevenson Building Conservation & Design. The main findings of the report are summarised below.
- 6.24. The single storey range on the right frontage has already been demolished, but appeared to be a later accretion, clearly of a lesser utilitarian appearance. The replacement two-storey domestic form, although of greater massing, remains respectful of and subservient to the primary Victorian asset alongside and is thereby considered to have an overall neutral effect on the significance. The proposed design shows the new dwellings nominally set back to help visual differentiation of old from new.
- 6.25. The retained Victorian element of the building is attractive, and the proposed retention, repair, and repurposing of the building with its distinctive historic and architectural character and replacing of its lost first-floor bay window, help to maintain and reinforce the local street-scene. The rear extensions are modest and not readily visible from the primary frontage and will have a negligible impact on the street scene.
- 6.26. Alex Stevenson concludes that the proposed works will have a neutral-to-positive impact upon the asset's significance, and the proposal complies with the NPPF, particularly paragraphs 199-202.

HIGHWAYS

- 6.27. The existing access off Windmill Road will provide access to a parking court at the rear of the site. The existing access onto Glassbrook Road is to be closed.

- 6.28. The Council's parking standards require 8 resident and 5 visitor parking spaces for this development. Six of these are provided on site in the parking court. A Parking Assessments Technical Note has been prepared by Martin Andrews Consulting Ltd (MAC) following the undertaking of a Lambeth Method Parking Survey by Charge Surveys. The parking survey was undertaken on Tuesday 22nd November 2022 at 0330 and Sunday 27th November 2022 at 0330, and shows that there are spaces available on Glassbrook Road, Wellingborough Road, Sartoris Road and Brookfield Road. The survey shows that on either day there are in excess of 7 parking spaces available within 200m of the site. MAC conclude that the existing available on-street parking spaces will meet the parking demand of the proposed development, so the proposal will not create an adverse negative impact on the highway network.

ECOLOGY

- 6.29. A Nocturnal Bat Survey Report has been prepared by Collington Winter Environmental. The main findings of their report are summarised below.
- 6.30. A preliminary roost assessment found that the brick work and roof were generally in good condition, however in some areas mortar was missing from between the bricks, or roofing tiles were lifted/ slipped. Windows and doors were intact, or boarded, providing no direct access to the internal. The loft void inspection found no light gaps or obvious access points present, and no bat droppings were found throughout the building. The building was assessed as providing low bat roosting potential.
- 6.31. A nocturnal bat survey was undertaken on 19th July 2022. No bat roosts were located on site, and very limited bat activity was recorded with only common and widespread species being identified within the local area. No further surveys are therefore required.
- 6.32. The report also recommended some mitigation and enhancement measures. This includes the avoidance of external lighting, undertaking site clearance outside the bird nesting season / Ecologist undertake a bird check prior to works, and the provision of bat boxes.

MATERIALS

6.33. The following materials are proposed:

- Black aluminium windows to replace the existing on the front elevation of the retained property, with black upvc to the rear.
- Black aluminium windows to the front and side of the new wing (in view of the street), with black upvc to the rear.
- Roof tiles – thin concrete interlocking tiles to the new wing (Russell Lothian tiles Slate Grey or similar).
- Bricks to the new wing – Ibstock Ivanhoe Westminster or similar.

6.34. As shown on drawing 14 Rev C, it is proposed to replace the single storey bay with a new two storey bay to match the existing detail and historic photos. It is proposed to rebuild this in new stonework due to the poor condition of the existing stonework.

7.0 DESIGN & ACCESS STATEMENT

- 7.1. In accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015, a Design and Access Statement must accompany planning applications of this nature. Many of the points have already been covered in the preceding sections and therefore this element will seek to summarise those findings in the format advocated by the CABI best practice guidance:

USE

- 7.2. The proposed use is residential.

AMOUNT

- 7.3. The proposal is for five units comprising of three flats, and two dwellings.

LAYOUT

- 7.4. The scheme retains the principal existing Victorian building which fronts Windmill Road. This building is to be refurbished and will accommodate the three flats. The two town houses are to be constructed next to this building. A parking court is provided at the rear of the site.

SCALE

- 7.5. The proposal is two storeys in height.

LANDSCAPING

- 7.6. The site will deliver new landscaping planting, enhancement areas to deliver biodiversity gain and communal and private amenity. Plots 4 & 5 have been designed to deliver a 50sqm private garden each. Flats 1-3 will share 50sqm of communal amenity, including a bin store.

APPEARANCE

- 7.7. The architectural approach will deliver an aesthetically appropriate front elevation to Windmill Road using details such as stone heads and cills, period windows and Flemish bond brickwork to reflect the existing single-storey wing that will be

demolished. New black aluminium, thin profiled framed windows & doors will be specified throughout, including the replacement of existing openings.

ACCESS

- 7.8. The existing access off Windmill Road will be retained and provides access to six off street parking spaces. The access onto Glassbrook Road is to be closed.

8.0 CONCLUSIONS

- 8.1. The proposal is for the *'Part demolition of factory buildings and refurbishment of the retained building to form 3 flats, erection of 2 townhouses and formation of car park.'*
- 8.2. The site is located in Rushden within a location where the Local Plan and Neighbourhood Plan support the re-use of buildings and new residential development. The site is situated in a predominantly residential area and the proposal fits in better than the existing B2 use which has the potential to cause adverse harm to residential amenity. It is therefore considered that the loss of the existing employment use is acceptable, and the proposal complies with Policy 22. The proposed housing mix of dwellings ranging from 1-3 bedrooms complies with Policy 30. The Pre-Application Advice confirms that the principle of development is acceptable, subject to the proposal not resulting in harm to the character and appearance of the area, safeguarding neighbouring residential amenity, and according with the relevant highway requirements.
- 8.3. The Pre-Application Advice concluded that the proposal is acceptable in terms of character and appearance of the area. Minor changes have been incorporated into the design in response to the Pre-Application Advice.
- 8.4. The proposal has been designed to ensure there will be no amenity issues between the existing and proposed dwellings, and the removal of a B2 use from a residential area will reduce the potential for noise and disturbance. The removal of the modern industrial unit at the rear will improve outlook and levels of light enjoyed by the properties which back onto it.
- 8.5. The Noise Report conclude that there are no impacts on the proposed development in terms of noise.
- 8.6. The Heritage Impact Assessment concludes that the proposed works will have a neutral-to-positive impact upon the asset's significance, and the proposal complies with the NPPF, particularly paragraphs 199-202.
- 8.7. The Parking Survey found that the existing available on-street parking spaces will meet the parking demand of the proposed development, so the proposal will not create an adverse negative impact on the highway network.

- 8.8. The Bat Survey confirms that no bat roost were located on site, and very limited bat activity was recorded in the area. Proposed mitigation and enhancement measures include the avoidance of external lighting, and the provision of bat boxes.
- 8.9. We therefore commend these proposals to the Council and request that planning permission is granted.



Phillips Planning Services Ltd.
Town Planning and Development Consultants

FACTORY

WINDMILL ROAD, RUSHDEN