

Town & Country Planning Act 1990 (As amended)

**PLANNING STATEMENT
ON BEHALF OF THE APPLICANT**

ADELFA PROPERTY LTD.

for

Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12 no. self-contained flats (Use Class C3) to upper levels and plant room at basement level.

Provision of cycle parking, refuse, recycling and storage, lift overrun and pv panels at roof level.

at:

**13 Bedford Road
London
N22 7AU**

Date: February 2024

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1.0 Introduction

1.1 Jones Town Planning Ltd has been instructed by Adelfia Property Ltd to prepare a planning statement in support of the planning application submitted by CG Architects to the London Borough of Haringey for the demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12 no. self-contained flats (Use Class C3) to upper levels and plant room at basement level, provision of cycle parking, refuse, recycling and storage, lift overrun and pv panels at roof level at 13 Bedford Road, London, N22 7AU.

1.2 This statement should be read in conjunction with the following documents

- Design and Access Statement
- Plans
- Affordable Housing Viability Report
- Basement Impact Assessment
- Air Quality Assessment
- Flood Risk Assessment
- Breeam Pre Assessment
- SUDS Assessment
- Daylight Sunlight Assessment
- Contamination survey
- Travel Plan
- Transport Statement
- Outline Construction Logistics Plan
- Community Engagement Statement

2.0 Site and Surroundings

2.1 The site and surroundings are described within the architect's design and access statement. However, in summary the application site comprises a two storey building together with a hardstanding area for parking of cars and is in use as a car repair business. The building is a typical garage building with forecourt.

- 2.2 The site is located along the western side of Bedford Road on the junction of Bedford Road with Alexandra Park Road. The site is located within a primarily residential area albeit the site is in close proximity to commercial and retail uses. The proposed site is also only 10 minute walk, approximately 800m, from Wood Green shopping area.
- 2.3 The wider area comprises a mix of properties set in terraces and of a comparable height to the proposed building although the surrounding properties are of a more traditional design typical of the time of their construction. To the rear of the site the property has a narrow open hardstanding area adjacent to the applications which provides parking to the surrounding residential units. Opposite the application there is Alexandra Park Railway Station, Wood Green Underground Station is also close by approximately 10 minute walk away.
- 2.4 The site is not within a conservation area nor is the application building listed. The current site is not a designated or protected employment site.
- 2.5 There is easy access to all means of transportation facilities from the site, with Alexandra Park Rail Station, opposite and two minutes' walk away. There also bus stops outside and opposite the site. The application site has a PTAL of 3.

3.0 Planning History

- 3.1 There is no relevant planning history for the site.
- 3.2 The applicant has carried out two pre application submissions to the Council and meetings took place online on 1 March 2022 and 4 December 2023. The Council subsequently issued a written response on 9 December 2022, no written response was received to the meeting in December 2023. It was noted that there was no objection to redevelopment in principle and comments were mainly in relation to design requirements. The current application is submitted having regard to the comments made in these pre application responses. Full details of the LPA comments and the applicant's response on how these have been addressed in the current proposal. However, it is noted that the applicant would enter a PPA with the LPA for consideration of the current application.

- 3.3 The applicant also carried out engagement with the local community prior to submission of the application. The details are contained in the community engagement report.

4.0 Planning Policy

- 4.1 Both national and local planning policies have been important considerations in the preparation of the proposal and details of the relevant policies against which the application should be considered are set out below. The implications of these policies and other material considerations are addressed in this statement, which sets out our planning case.

- 4.2 In summary the planning framework is

- National Planning Policy Framework 2023 (NPPF)
- National Planning Practice Guidance
- London Plan 2021
- Local Plan Strategic Policies 2013
- Development Management Policies DPD 2017
- Supplementary Planning Guidance/ Documents

- 4.3 The National Planning Policy Framework (NPPF) which sets out its objectives for securing sustainable economic growth. The policies in the NPPF are to be applied in the decision-making process from the date of publication. The current NPPF was published in December 2023.

- 4.4 The NPPF 2023 is relevant to the current appeal proposal and, as such, is a material consideration in the determination of the current application. We summarise, below, our opinion on the most relevant aspects of the document in relation to the current appeal.

- 4.5 The NPPF approach to sustainable development involves making the necessary decisions to realise the vision of stimulating economic growth, maximising wellbeing and protecting our environment, without negatively impacting on the ability of future generations to do the same.

- Para 8 “Achieving sustainable development means that the planning system has 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):
 - a) an economic objective – to help build a strong, responsive and competitive economy,

by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

- Para 10-12 introduces the presumption in favour of sustainable development, which should be seen as “a golden thread” running through both plan-making and decision taking.
- Para 60 -81 sets out the Governments policy in relation to providing housing and the importance to provide an adequate supply of housing to meet housing requirements. In particular para 70 recognises the importance and benefits that can be achieved by small and medium sized sites.
- Para 83 recognises that residential development can enhance or maintain the vitality of rural communities
- Paras 111 to 117 recognises the importance of ensuring new developments are not harmful to the interests of highway safety and also sets out Government policy advice in relation to parking requirements.
- Paras 123 -129 sets out the Government's aim to make best use of land including appropriate density of development and use of previously developed land. supports the need to ensure an effective use of land. It encourages a flexible approach to providing deliverable development and not safeguarding undesignated land in particular use where an alternative and acceptable form of development is more forthcoming, such as the need for houses and improvement to living environment.
- Para 131 seeks to ensure good design is a “key aspect of sustainable development”.
- Para 180 -186 considers the natural environment including ecological issues and trees.

London Plan 2021

4.6 The current London Plan was issued in 2021 and we list below the relevant policies

- GG2 Making the best use of land
- D1 London's form, character and capacity for growth
- D4 Delivering Good Design
- D5 Inclusive design
- D6 Housing Quality and standards
- D8 Public Realm
- D14 Noise
- H1 Increasing housing supply
- H2 Housing on small sites
- H10 Housing size mix
- E7 Industrial intensification, co-location and substitution
- E9 Retail, markets and hot food takeaways
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking

Local Plan Strategic Policies 2013 (Consolidated 2017)

4.7 The following policies contained in the Local Plan 2013 are considered relevant;

- SP0 Presumption in favour of sustainable development
- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP7 Transport
- SP8 Employment
- SP10 Town Centres
- SP11 Design

Development Management Policies DPD 2017

4.8 The following policies contained in the Development Management Policies DPD 2017 are considered relevant;

- DM1 Delivering High Quality Design
- DM2 Accessible and Safe Environments
- DM7 Development on Infill, Backland and Garden Land Sites
- DM10 Housing Supply
- DM11 Housing Mix
- DM12 Housing Design and Quality
- DM13 Affordable Housing
- DM18 Residential Basement Development and Light Wells
- DM21 Sustainable Design, Layout and Construction
- DM23 Environmental Protection
- DM24 Managing and Reducing Flood Risk
- DM25 Sustainable Drainage Systems
- DM26 Critical Drainage Areas
- DM31 Sustainable Transport
- DM32 Parking
- DM40 Non-Designated Employment Land and Floorspace

4.9 In addition, the LPA have produced supplementary guidance in their Sustainable Design and Construction SPD.

5.0 Planning Assessment

The Principle of Development

5.1 The application site is located in a built up urban area, currently in commercial use as a car repair business. The proposed site would therefore constitute previously development land. National Planning Policy in the NPPF encourages development on previously developed land. Paragraph 123 states,

“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and

ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land”

- 5.2 The application site is in sustainable location and as detailed previously in close proximity to public transport and also to social, employment and commercial uses. The proposed development therefore complies with both these national policy objectives.
- 5.3 These national policies are also echoed in the London Plan Policy GG2. Haringey Council also pursue the above policy requirements, within their Core Strategy policies, when considering development proposals. The application meets all these objectives. In addition, the proposal seeks to provide additional residential development within an established residential area, therefore avoiding the need for new development on more sensitive sites. It also recognises the need for retaining commercial space at ground floor level.
- 5.4 There is a clear national and regional policy framework to promote the efficient use of such sites. The proposed development would comply with the policy objectives and the principle of development of the site is considered to be acceptable. Based on the above policy framework it is concluded that the proposed development would be an acceptable form of development.
- 5.5 The proposed development is considered to comply with NPPF, London Plan policy GG2 and Haringey Council Local Planning Policies.

Density of Development

- 5.6 The site is in an area with a relatively high density and is also considered to be located in a sustainable location with good public transport links and easy access to social, commercial and employment facilities. The site has a PTAL rating of 3 and, as such, this would suggest that a relatively high density of development would be acceptable to make use of the previously developed land. It is considered that the proposed scheme optimises the development potential without being harmful to other material considerations such as character of the area. Density on small sites can be misleading and therefore it is important to consider the scheme against other issues rather than simple density calculation. Indeed, this density suggests that the level of development is correct, and any

reduction would fail to make best use of the previously developed site contrary to Government policy and also complying with NPPF and London Plan policy.

Housing Need

- 5.7 The London Plan recognises the Mayor's view that there is a need to increase housing supply within the London. Policy H1 sets out to achieve this and provides an indicative housing target for each Borough. In the case of Haringey this is 15920 dwellings over the plan period. Furthermore, Policy H2 provides housing targets for small sites i.e. 0.25 ha

and below, this would be 2600 over the plan period. Therefore, it is accepted by the Council that there is a need to provide new housing in the Borough; therefore, the proposed scheme of 12 units will make a significant, positive and valuable contribution to the housing need of the Borough.

- 5.8 Therefore; the proposed scheme complies with London Plan policies H1 and H2 and Local Plan Strategic Policy SP2 to increase the housing supply in Haringey.

Affordable Housing

- 5.9 It is noted that the proposed level of development means that affordable housing policies are applicable. The application is accompanied by an appropriate viability assessment and we would respectfully refer the Council to this report. However, the report does conclude, that the proposed scheme does not viably sustain a contribution towards affordable housing, in addition to CIL payments. It is therefore considered the proposed development complies with NPPF, London Plan Policy and DM13 Affordable Housing.

Employment Uses

- 5.10 It is noted that the LPA raised a concern, in their pre application response, with potential retail uses on the ground floor and required more employment led uses. The current scheme has addressed this by providing Class E employment uses. The NPPF encourages a mix of uses in locations where appropriate. The proposed commercial units will provide a replacement use to the current car service centre and provide an alternative form of employment on the site. In addition, the proposed use would be a more compatible use in relation to the adjoining residential uses.

- 5.11 Therefore, based on the above analysis the proposal which retains the existing retail space and also provides additional and improved residential space. The proposal is therefore considered to be compliant with NPPF, London Plan Policy E9, Policy SP10 of the LPA Strategic Policies DPD and DM44 of the Development Management Policies.

Character and Appearance of the area

- 5.12 National, and local planning policies make clear that new development needs to have regard to the character and appearance of the site and its surrounding areas. Whilst the proposed development is acceptable in principle it is important to ensure that the proposed scheme sits well within the existing established townscape.
- 5.13 As detailed previously the site is located in an established residential area albeit close to commercial, social and transport facilities. The scale and form of development in the area is also varied with similar scale buildings. Indeed, the current building and use do not make a positive contribution to the character and appearance of the area.
- 5.14 In light of Officer comments at the pre application stage, the current scheme has been amended by reducing a floor from the pre application design, the proposal is now 5 storeys with a setback on the 5th floor and providing a stepped appearance to this part of the proposed building and responds positively to the junction of Bedford Road and Alexandra park Road and there is a reduction of bulk from the previous design, which is a positive response to the LPA comments. In addition, the proportions of the fenestration have been changed with more emphasis on verticality. These issues are detailed in full within the design and access statement and to avoid repetition we respectfully refer the Council to this document. However, we would highlight that the ground floor has a greater identity and has been increased in height and the commercial frontage have been broken up into a series of bays as suggested by the LPA. There is also a return to shopfront to corner unit incorporated. It is considered that the proposed building height means that the building is now in keeping with the adjoining mansion block and is considered appropriate with regards to the mixed built form and typology of the area.
- 5.15 With regard to materials and colours these have been carefully chosen to further produce a building that contributes appropriately and enhances the established character of the area. It is intended to use materials to complement the existing and neighbouring buildings. The initial proposed grey bricks have been omitted and the proposal is for a combination of red and buff brickwork. Overall, the proposed development would have an acceptable impact

on the appearance and character of the area and is considered consistent with the requirements of policies D1 and D4 of the London Plan and Policy DM1 of the Development Management Policies DPD.

5.16 NPPF paragraph 131 seeks to ensure good design for proposed development and paragraph 135 states that new development,

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.”

5.17 These aims are also reflected in London Plan Policies D1 and D4 and Development Management policy DM1. It is considered that the proposed development would meet all the NPPF criteria above and as such would be an example of good design as required by the Government.

5.18 Therefore, it is considered that the proposed development is not harmful to the character and appearance of the area. As such it will comply with the NPPF and London Plan policies together with policy DM1 of the Development Management Policies DPD.

Residential Mix

- 5.19 National planning policy in the NPPF seeks to ensure that appropriate residential development is provided to meet the needs of the local circumstances. This would look to ensure the type of housing provided meets the needs of an area and is at an appropriate density having regard to the specific site and its surroundings.
- 5.20 Firstly, considering the mix of units, London Plan policy H10 also seeks to ensure that new residential development provides an appropriate mix of units. This is also reflected in Haringey Council's Development Management Policy DM11. The originally proposed two studios have been merged to provide a 2 bed duplex unit with balcony. The flats and their sizes are shown on the proposed plans and the design and access statement but a summary is below
- 1 bed 2 person x 3
 - 2 bed 3 person x 6
 - 3 bed 5 person x 2
 - 3 bed 6 person x 1
- 5.21 Therefore, it is considered that the current mix optimises the development on the site and provides an appropriate mix of units. As such, the proposed scheme is considered to comply with policy H10 of the London Plan, Strategic Policy SP2, Development Management Policy DM11 and the NPPF.

Residential Amenity

- 5.22 With regard to residential amenity there are two aspects to this issue that needs to be considered when proposing new development. Firstly, the protection of the residential amenity of adjoining occupiers by way of overlooking or loss of outlook. Secondly to provide a satisfactory living environment for occupiers of the new development such as adequate sunlight/daylight, flat sizes and amenity space.

Residential amenity of adjoining occupiers

- 5.23 With regard to the amenity of adjoining occupiers, The London Plan Policies D4 and D6 and Development Management Policy DM1 and DM12 which seeks to ensure that development proposals provide high standard of privacy and amenity for the development's neighbours.

- 5.24 Given the height and scale of the building it is not considered that the proposed scheme would have an adverse effect upon the outlook of occupiers of these properties. The scheme has been carefully designed to avoid such impacts and again is comparable to the approved scheme on the site.
- 5.25 Once again the scheme has been amended from the pre application proposal to address the comments made by Officers. These changes are explained within the architect's design and access statement. It is noted that the proposed development provides an increase in height and therefore windows at higher level. In addition, the rear of the proposed building faces the rear gardens of properties on Alexandra Park Road. However, the proposed design has sought to minimise any impact on the amenity of the adjoining occupiers by limiting the number of windows to habitable rooms in this elevation and where these are shown they are secondary windows and obscure glazed. In addition, along the corridor walkway this is proposed to provide a 1.8m high privacy screen. The balconies now have higher parapets and metal railings acting as balustrades. If required these matters can be secured by a planning condition. It is noted that there are bedroom windows and balconies that would provide an angled view in the direction of the neighbouring garden areas but such matters could be controlled by the provision of privacy screens. It is not considered that the proposed building would have a harmful impact in relation to privacy, outlook, loss of light or provide a sense of enclosure to the neighbouring occupiers. Indeed, the relationship would be comparable to the established pattern of development adjoining the site.
- 5.26 To the east and south the proposed development faces the road and there will be no impact on the amenity of adjoining occupiers. To the south the proposed building is broadly in line with the adjoining terrace of properties and although it would protrude slightly further than these at the rear, there are no windows facing the adjoining properties and it will not have an adverse impact upon the amenity of the occupiers of these properties. The application is accompanied by an appropriate daylight sunlight assessment which confirms the impact upon the neighbouring properties is not harmful to the amenity of the occupiers of these properties.
- 5.27 Whilst additional units can create more activity it is not considered that the proposal would lead to an unacceptable level of noise and disturbance particularly given the existing use as a car service centre. It is therefore considered that the proposed development will be an improvement in this regard by providing a more compatible use.

5.28 Therefore, it is considered that the proposed scheme would comply with the NPPF, policy D4 and D6 of the London Plan and NPPF policy and policy DM1 and DM12 of the Development Management Plan policies.

Residential amenity of future occupiers

5.29 The proposed scheme has been designed having regard to not just development plan policies but also the requirements of policy D6 of the London Plan. The room and flat sizes are in compliance with the requirements of the London Plan, the specific sizes can be seen on the proposed plans, as can be seen some exceed the guidance. The flat sizes compared to the London Plan are shown in the table below, it is noted that flat 3 is a duplex unit over two floors:

Flat	Flat Size	Proposed Area (Sq.m)	London Plan Standard (sq.m)
1	2B 3P	63	61
2	1B 2P	50	50
3	2B 3P	73	70 (over 2 floors)
4	3B 5P	87	86
5	2B 3P	61	61
6	1B 2P	50	50
7	3B 5P	86	86
8	2B 3P	63	61
9	1B 2P	50	50
10	3B 6P	111	95
11	2B 3P	64	61
12	2B 3P	61	61

5.30 The proposed flats benefit from a satisfactory level of daylight/sunlight and outlook and are dual aspect as supported by the daylight, sunlight assessment that has been submitted with the application. The proposed flats meet Lifetime Homes standards and all flats are wheelchair adaptable. The entrances and communal spaces comply to Part M4(2) accessibility requirements.

5.31 With regard to amenity space, this is provided by balconies. This is not an untypical arrangement in such an urban location. The London Plan policy D6 suggests 5 sq.m per

two person flat and an additional 1 sq.m per additional occupant. It is considered that the proposed scheme provides an appropriate amount of usable amenity space for occupiers of the proposed units and complies with London Plan policy D6. In addition, Alexandra Park with its wide range of recreation and play facilities is located approximately 150m south and less than 2 minutes' walk away.

- 5.32 The current proposal provides flats that comply with the London Plan policy and as such provide a satisfactory standard of accommodation. Therefore, the proposed development is considered to provide a satisfactory living environment for future occupiers of the flats and therefore complies with the relevant national, London Plan policy D6, Policy SP2 of the Local Plan Strategic Policies and Development Management Policies DM1.

Parking and Highway Issues

- 5.33 The proposed development would provide a car free scheme. The application is accompanied by a transport statement, outline travel plan and outline construction logistics plan, the LPA are respectfully referred to these documents in relation to parking and highways issues. The travel report confirms that the applications is in highly accessible location with an “established network of facilities” to support the proposal. Appropriate cycle parking and storage is provided and the on street parking survey confirms there is sufficient capacity “to accommodate any displacement parking that could take place from the proposed development” With regard to trip generation the report states, “On that basis, the proposed development would provide an improvement in highway safety terms over the existing site use.
- 5.34 It is therefore considered that that the proposal will not give rise to any adverse issue regarding transport matters. Therefore, complying to London Plan Policies T4, T5, T6 and T6.1, Policy SP 7 of the Local Plan Strategic Policies and Development Management Policies DM32.

Potential Development on adjoining property

- 5.35 The LPA, during the pre-application discussions, have raised the query regarding potential implications for development on the adjoining land to the rear of the application site, on Alexandra Park Road. As mentioned, the LPA query is based on the premise that developing this site independently would undermine the future development of the

adjoining site. There is no indication as to when this development would happen or possibly even happen. As such, there is no certainty about the development this area or that a development will ever be pursued there.

- 5.36 The NPPF states in para.50 considers the issues of prematurity
“Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process”.
Whilst the text refers to prematurity in relation to the development prior to adoption of a plan, it is considered that the principle of the constraint would be applicable to windfall sites such as this. It is also considered that such an approach would be required in this instance.
- 5.37 It is considered that a proposed development would need to be so substantial or significant, that granting permission could prejudice the future developments by predetermining decisions about the scale, location or phasing of new development which would be required. It is our contention that a proposal for development of the application site would not come into this category.
- 5.38 The application proposal is acceptable, in principle, in its own right. Furthermore, the proposed development would be located in line with the existing pattern of development and therefore there is no significant increase in potential impact on development of the land to the rear due to amenity impacts.
- 5.39 Furthermore, the potential development, of the area of land to the rear of the application, would have its own planning issues which would make development unlikely. Firstly, it would lead to the loss of residential parking for existing residents and also block the existing access to the rear of properties on Bedford Road. Therefore, any development on this adjoining site is likely to be considered harmful to the interest of highway safety and be detrimental to existing use rights of adjoining occupiers. Any additional building, on land adjacent to the application site would need to address impacts on existing windows in the existing property and would also have potential adverse impacts on the rear of existing properties on Bedford Road.
- 5.40 It is understood that the flats in the existing property are under ownership making it unlikely that a development or redevelopment scheme would come forward. Therefore, it is

considered that it is unlikely that a satisfactory and viable development could be achieved on this land.

- 5.41 It was also noted that the potential development in this location was not raised during the community consultation. Therefore, the proposed development is not considered to be harmful to the potential development of land to the rear of the application site on Alexandra Park Road. The proposal responds to the sites constraints and will not prejudice any future development of neighbouring site. The proposal would therefore comply with NPPF, London Plan and London Borough of Haringey Planning Policies.

Air Quality

- 5.42 The application is accompanied by an air quality assessment and the LPA are referred to this document. However, it concludes that the development is not expected to have a significant impact on local air quality. Therefore, the proposed scheme complies with NPPF, London Plan Policy SI1 and Development Management Policy DM23.

Flood Risk and SUDS

- 5.43 The application is accompanied by a flood risk assessment and a separate SUDS report and the LPA are referred to this document. However, it concludes that the flood risk issues are negligible and provides a suitable SUDS strategy. Therefore, the proposed scheme complies with NPPF, London Plan Policy SI12 and Development Management Policy DM24, DM25 and DM26.

Energy and Breeam

- 5.44 The application is accompanied by an Energy and Breeam assessment and the LPA are referred to this document. This clearly shows that the proposed development would provide an energy efficient and sustainable form of development. Therefore, the proposed scheme complies with NPPF, London Plan Policy, Strategic Policy SP4 and Development Management Policy DM21.

Contamination Issues

- 5.45 The application is accompanied by relevant surveys and the LPA are referred to these documents but in summary they advise that there are no issues in relation to contamination and the proposed use. The proposed scheme would therefore comply with NPPF and Development Management Policy DM23.

6.0 Conclusion

- 6.1 It is considered that the principle of a residential development is acceptable and is acceptable in scale and form. The proposed development is a high quality scheme which is not harmful to the character and appearance of the wider area, neither will it be harmful to the amenity of adjoining occupiers. The proposal also provides an additional 12 residential units to assist in meeting the LPA housing needs. It provides replacement employment uses and at the same time a more compatible neighbouring use than the car service centre. It is therefore considered that the proposed scheme is acceptable, and we would respectfully ask the Council to support the proposal and grant planning permission for the development.