# Planning & Design Statement

**14 Wilton Road, Crumpsall,**

**Manchester**

**M8 4WQ**

Regulated by RTPI

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# 1 INTRODUCTION

1.1 This Planning and Design Statement has been prepared on behalf of Sunmeet Singh Vig in support of a full planning application for the demolition of an existing vacant, single storey dwelling (Use Class C3) to accommodate a pair of two new semi-detached dwellings (Use Class C3) with associated refuse, landscaping, parking and cycle storage.

1.2 The Statement addresses the following matters:

- A description of the site and surroundings;
- A review of the background and history of the site;
- An explanation of the development proposal;
- An assessment of relevant planning policy;
- An appraisal of the relevant planning and design issues, and
- Conclusions.

1.3 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale and appearance – in relation to the site's context. As such, the Statement meets the requirement to formally state how design and access issues have been considered.

1.4 The Statement should also be read in conjunction with the following documentation submitted in support of the application, namely:

- Drawings Package (prepared by Faluck Patel Architect).

1.5 The submissions conclude that the development proposal is acceptable and supportable in planning terms.

## 2 SITE AND SURROUNDINGS

2.1 Located at the junction of Wilton Road and Holland Road, the site an existing single storey building which has historically been occupied in a residential use as a single bungalow.

2.2 The site falls within a residential area characterised by detached dwellings of two storeys with habitable roof space. Immediately to the south of the site is the detached two storey property of No. 56 Holland Road. To the west and north lie Holland Road and Wilton Road respectively, as such the site benefits form a prominent corner site location. Whilst to the west lies the semidetached two storey properties of Nos. 16 and 18 Wilton Road.

2.3 With regard to public transport the site is served by the Wilton Road Bust Stop 100 metres to the west providing services across Greater Manchester between Oldham Mumps, Middleton, Sale, and the City Centre. Additionally, Bowker Vale tram station also lies just 360 metres to the north providing frequent services across the Greater Manchester region and connecting national rail services at Manchester Victoria and Manchester Piccadilly. Consequently, the site benefits from a Greater Manchester Accessibility Level (GMAL) of 6 with a respective score of 12.63 and is considered highly accessible by public transport.

2.4 The site is not located within a Conservation Area, nor are any listed buildings situated in close proximity. Please refer to the selection of site photos and images below and overleaf.

**Image 1: Overhead view of the site facing north west, clearly surrounded by two storey detached and semi-detached properties**

**Image 2: Street level image of the site facing south from Wilton Road**

**Image 3: Street level image of the site facing north east from Holland Road with Wilton Road to the background**

## 3 PLANNING HISTORY

3.1 The site has been subject to one previous planning applications of relevance to this proposal as summarised below.

3.2 An application **Ref 137516/FO/2023** was made for the erection of a first floor extension with rear dormers and single storey rear extension related conversion of bungalow to five self-contained apartments (Use Class C3) with associated waste storage, landscaping, car parking and cycle storage – **Withdrawn.**

- Importantly, the revised proposal which forms the basis of this application was scrutinised by Case Officer Janine Renshaw-Livesey in order to ensure all key considerations with regard to the principle of development, design, scale and massing of the revised proposal were acceptable.

- Following Janine Renshaw-Livesey's departure from the department continued discussions have taken place with Janet Lawless in order to ensure the acceptability of this proposal in advance of submission.

## 4 THE PROPOSAL

4.1 Full planning permission is sought for the demolition of the existing, vacant single storey dwelling to accommodate two new semi-detached two storey dwellings with associated landscaping, refuse parking and cycle storage.

4.2 Please refer to the full schedule of accommodation (including breakdown of internal floorspace) below:

| Flat Number | National Space Standard Requirement | Gross Internal Area | Outlook |
|---|---|---|---|
| **Dwellinghouse 1** (3B/6P) | 108 sqm | 146.52 sqm | Triple |
| **Dwellinghouse 2** (3B/6P) | 108 sqm | 146.52 sqm | Triple |

**Design Approach**

4.3 As outlined within Section 2, the site benefits from being located in a residential area with a number of two storey dwellings of varying scale and external design in the immediate locality. The existing single storey dwelling represents an anomaly in the street scene and therefore there is considered to be no objection in principle to its demolition.

4.4 The site is not located within a conservation area, albeit careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing, whilst delivering a high quality contemporary design.

4.5 The scheme has been arranged in an efficient manner that will ensure the full potential of this existing, developed, accessible site is realised. The layout has been carefully considered taking the site's constraints and surroundings into account.

4.6 Both proposed family dwellings will benefit from large, dedicated windows and roof lights providing generous levels of sunlight and daylight to all habitable rooms. Both proposed units will be triple aspect and benefit from south-facing windows.

4.7 The privacy of future occupiers and neighbouring properties has been considered at the outset with defensible planting around the perimeter of the site ensuring no harmful overlooking into neighbouring properties or gardens. Moreover, a substantial separation distance of approximately 7.5 metres and 10.2 metres will be retained to No. 16 Wilton Road and No. 56 Holland Road at ground floor level, increasing to 7.5 and 12.4 metres respectively at upper floor levels. A relationship that replicates other residential properties in the immediate area.

4.9 A secure, covered store for 4 bicycles and 6 refuse bins will be accommodated to the side of the respective properties, full details of which may be provided at the Local Authorities request.

4.10 As summarised within Section 3 the external design, architectural detailing, overall size, massing and composition of the property has been carefully considered by Janine Renshaw-Livesey during the course of the recently withdrawn application on site. This has resulted in a considered scheme that suitably responds to the constraints of the plot and will contribute positively to the established character and appearance of the street scene as two semi-detached family sized dwellings.

4.11 The only change from the previously acceptable scheme as considered by Janine Renshaw-Livesay is the retention of dormer windows at roof level as explored within Section 6 of this Statement.

# 5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance.

## NATIONAL POLICY

5.2 The National Planning Policy Framework (NPPF) was revised in December 2023 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

5.6 Guidance in paragraph 38 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

### Delivering a Sufficient Supply of Homes

5.7 Paragraph 60 explains that in order to support the Government’s commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

5.8 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measures against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

5.9 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

**Promoting Sustainable Transport**

5.10 To protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

**Making Effective Use of Land**

5.11 The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. 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.

5.12 Paragraph 124 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

5.13 Sub Section (e) of paragraph 124 outlines that Council's should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.

5.14 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 128# sets out that the planning system should support development that makes efficient use of land, taking into account the following:

a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) Local market conditions and viability;

c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) The desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and

e) The importance of securing well-designed, attractive and healthy places.

**Achieving Well Designed Places**

5.15 This chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- 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;
- Are visually attractive as a result of good architecture and appropriate landscaping;
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks, and
- Create places that are safe, inclusive and accessible and which promote health and well-being.

**Decision Taking**

5.17 Guidance in paragraph 38 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

**DEVELOPMENT PLAN**

5.18 The Development Framework currently consists of the Manchester Core Strategy combined with a number of saved policies from the Unitary Development Plan (UDP) (2006).

5.19 Accordingly, the Core Strategy and UDP set out the detailed policies for consideration of planning applications within the City. The policies relevant to the assessment of the development proposal are summarised below.

5.20 **Policy DM1 (Development Management)** States that development management should have regard to the following specific issues

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions such as noise.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping/gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations;
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

5.21 **Policy H1 (Overall Housing Provision)** States that new housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and Inner Areas of Manchester to support regeneration and the drive for regional growth. The proportionate distribution of new housing, and the mix within each area, will depend on:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock; and
- The management of areas where Houses in Multiple Occupation predominate.

5.22 Within the inner areas in north, east and central Manchester densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the inner areas

the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.

5.23 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

5.24 Proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and travellers and travelling show people;

- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;

- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate, usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles and the need for appropriate levels of sound insulation.

- Address any existing deficiencies in physical, social or green infrastructure or future deficiencies that would rise as a result of the development, through a developer contribution or on site provision;

- Prioritise sites which are in close proximity to centres or high frequency public transport routes;

- Take account of any environmental constraints on a site's development;

- Be designed to give privacy to both its residents and neighbours.

5.25 **Policy H3 (North Manchester)** Outlines that over the lifetime of the core strategy, North Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey District Centres as part of mixed use schemes as well as along high frequency public transport routes.

5.26 **Policy H8 (Affordable Housing)** States that affordable housing contributions will be required on sites of 0.3 hectares and above, or where 15 or more units are proposed.

5.27 The Council will use planning conditions or obligations to secure the delivery of the affordable housing provision and to ensure that it is occupied in perpetuity by people falling within particular categories of need for affordable housing.

5.28 **Policy DC5 (Flat Conversions)** Outlines that in determining planning applications to convert properties into flats, the Council will have regard to:

- The standard of accommodation for the intended occupiers of the premises;
- Effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- Adequacy of car parking, off street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- General effects on the character of the neighbourhood, including the extent to which flat conversion schemes and the retention of existing trees and shrubs;
- Adequate private outdoor amenity space;
- The desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- The satisfactory provision of refuse storage and collection facilities.

5.29 There will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

5.30 Notwithstanding this the Council will normally refuse permission for any developments in this category which:

- Do not provide accommodation to the Council's current approved standards;
- Are in tightly packed residential streets where there is no scope for off-street car parking and where there is an already acknowledged problem of on-street congestion;
- Involve conversion schemes without adequate private external amenity space;
- Are schemes without satisfactory refuse storage and collection facilities.

5.31 In determining applications of this kind the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

## 6 PLANNING CONSIDERATIONS

6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

**Principle of Development**

6.2 The proposal occupies a vacant, developed site within an accessible residential urban location. Therefore, the site represents an opportunity for extension and redevelopment to make a valued contribution to the local housing stock with a scheme that positively responds to the surrounding street scene and allows a more efficient use of the currently underutilised vacant corner plot.

6.3 The scheme will bring forward a balanced mix of residential accommodation that will make a positive contribution toward the city's housing requirements with two large family dwellings on site to meet an identified need within the Greater Manchester Strategic Housing Market Assessment (January 2019).

6.4 Accordingly, the principle of a reconsidered residential development at the site is considered acceptable provided that a high quality living environment for residents is achieved and that the external design will have no unacceptable impacts upon the visual character of the street scene. Furthermore, it would need to be demonstrated that there would be no adverse impact upon the amenity of the occupiers of any neighbouring dwellings.

**Design**

6.5 The considered approach to scheme design is outlined within Section 4 of this statement and has been carefully considered to reference existing detached two storey properties in the surrounding Wilton Road street scene. In particular the design has been influenced by extensive discussions with Case Officer Janine Renshaw-Livesey during the course of application **Ref 137516/FO/2023** on site.

6.6 As a result, the design has been revised to incorporate a pitched roof, traditional protruding double height bay windows and accompanying traditional architectural detail.

6.7 As outlined within Section 2, the street scene is dominated by two storey detached and semi-detached properties of varying external design and materials. Consequently, the existing single storey dwelling on site is considered to represent an anomaly in the street scene and have at best a neutral impact on the prevailing character of the area.

6.8 The site is not located within a conservation area, albeit careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing, whilst delivering a high quality contemporary design.

6.9 As demonstrated on the proposed site plan, the scheme has been arranged in a manner that makes efficient use of land. The development layout has been carefully considered to take the site's constraints and surroundings into account.

6.10 As shown on the proposed elevations which forms part of the enclosed drawings package, the scale and massing of the proposed building has been carefully considered to respect the ridge height of

neighbouring properties. This helps to ensure that the scheme will harmonise with the visual character and appearance of the street scene.

6.11 External materials have been carefully considered with due regard for buildings located within the surrounding area further control of which can be secured by way of condition if necessary.

6.12 On the basis of this assessment, our view is that the proposed scheme therefore complies with Policies DM1, H1 and H3 of the Core Strategy.

**Impact upon Neighbouring Properties**

6.13 The scheme has been carefully sited and designed to ensure it will not result in any unacceptable adverse impacts upon the amenity of occupiers of existing neighbouring properties.

6.14 As such, adequate separation distances of 7.5 and 10.2 metres will be maintained at ground floor level between the only neighbouring properties at No. 16 Wilton Road (to the east) and No. 56 Holland Road (to the south). At first floor level this separation distance will increase to 7.5 and 12.4 metres respectively, a relationship that replicates other residential properties in the immediate area.

6.15 Finally, the principle elevation of the proposal benefits form facing directly onto the natural barrier of Wilton Road whilst Holland Road also forms a physical barrier to the immediate west.

6.16 The proposed development has been carefully considered to ensure there are no facing upper floor habitable within the eastern facing elevation. Consequently, all habitable windows will face out onto Wilton and Holland Road or the communal rear amenity area.

6.17 It is noted that concerns were previously raised with the retention of the proposed rear facing dormer windows during discussion with Janine Renshaw-Livesay. Specificvally it was noted that they mcould potentially overlook windows within the neighbouring property of No. 56 Holland Road. Importantly, these comments do not take into account that all first floor windows serving No. 56 Holland Road are non-habitable serving a stairwell and bathroom.

6.18 As a result, the proposed scheme has been carefully considered in the context of the site constraints to deliver a development which will have no unacceptable impact upon any neighbouring properties by way of overlooking, loss of privacy or overbearing impact.

6.19 Accordingly, the revised scheme will respect the amenity of occupiers of neighbouring properties in accordance with Policies DM1 H1 and H3 of the Core Strategy.

**Residential Living Standards**

6.20 All internal rooms will meet or exceed targets set out within the National Space Standards. Provision will also be made within the site for secure cycle accommodation and refuse storage as explored in further detail in the subsequent section.

6.21 Additionally, both proposed dwellings benefit from being triple aspect in design, accordingly each habitable room is served by at least one large window/rooflight ensuring high levels of outlook and sunlight/daylight throughout the day for all residents.

6.22 Substantial private amenity areas are proposed to both the front and rear of both dwellings for the enjoyment of future occupiers.

6.23 It is also important to note that the site lies just 100 metres from Bowker Bank Woods, Blackley Vale Fields and the River Irk with its associated footpaths and fishing ponds. Moreover Heaton Park lies just 1km to the north with its wide ranging amenity offer including a boating lake, children's playground, golf course, sports pitches and landscaped gardens. Accordingly, our view is that occupiers of the new development will be able to access outdoor landscaped amenity space in close proximity to the site.

6.24 Whilst the provision of amenity space for residents is an important issue, it needs to be considered in the context of the wider planning balance and the benefits that the scheme will provide, most notably in terms of contributing to the City's family housing supply within a highly accessible, sustainable location.

6.25 Accordingly, the revised scheme will provide acceptable living conditions for occupiers in line with Policies DM1 and DC5 of the Core Strategy.

**Housing Mix**

6.26 The scheme proposes a mix of 2 x 3 bed/6 person semi-detached dwellings reflecting the constrained nature of the site. Given the highly accessible urban location, our view is that this represents an acceptable mix for the site that will contribute in a positive manner to the City's housing requirements and provide much needed family homes as required within the Greater Manchester Strategic Housing Market Assessment (January 2019).

**Parking/Cycle/Refuse Provision**

6.27 Space for secure refuse and cycle storage will be incorporated at ground floor level as demonstrated on the enclosed site layout plan.

6.28 Given the highly accessible nature of the site as outlined within Section 2, and the corresponding GMAL score of 6 one dedicated vehicle space will be provided for the development.

6.29 Paragraph 111 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Against this background, we do not consider that there is any reason to refuse the scheme on highways grounds.

**Affordable Housing**

6.30 As summarised within Section 5 Policy H8 of the Core Strategy confirms the Council will seek affordable housing on residential developments of fifteen or more units.

**Summary**

6.31 The design and layout of the new residential building will respect the visual character of the street scene and has been carefully designed to ensure that there will be no unacceptable adverse impact in regard to outlook or overlooking of neighbouring properties.

6.32 The revised development proposal will provide much needed new family housing for the local community. Furthermore, the living environment created for residents will be of a high quality as demonstrated by the generous internal floor areas which meet or exceed national standards.

## 7 CONCLUSIONS

7.1 It is concluded that the revised development proposal is in accordance with the NPPF and the Council's adopted Development Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

- The principle of creating new residential dwellings on an existing developed site in a predominately residential location, within the urban area, is supported by national and local policy;
- The proposed scheme will provide much needed new family housing for the local community whilst enabling an efficient, effective use of the site;
- The application submission proposes a high quality contemporary design that has been informed by the site's constraints and the surrounding context. The proposed building will harmonise with the visual character and appearance of neighbouring properties and the wider street scene;
- The layout and careful orientation of windows ensures there will be no unacceptable adverse impact upon the amenity of occupiers of any neighbouring properties;
- The proposed accommodation is fully acceptable and of a high standard. Each new apartment will meet or exceed nationally described internal space standards;

7.2 Overall, the scheme adopts the principles of sustainable development in relation to social, economic and environmental factors. This is because it recycles urban land and delivers a mix of residential dwellings which are accessible by a choice of travel modes including foot, cycle and public transport. The proposals thereby accord with the emphasis of national policy (set out within the NPPF), which confirms a presumption in favour of sustainable development.

7.3 In light of the above, the revised scheme has been demonstrated to comply with all relevant planning policies of the NPPF and adopted Core Strategy (most notably Policies DM1, H1, H3, H8 and DC5) and should be considered acceptable.