

Planning, Design and Access Statement

The Kendray, Birk Avenue, Barnsley, S70 3AH

Prepared on behalf of Commercial Development
Projects Limited

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1 Introduction

- 1.1 Knight Frank LLP is instructed by Commercial Development Projects Limited (CDP Limited, the 'applicant') to coordinate the preparation and submission of a mixed use, hybrid application seeking full planning application for a 372sq.m unit comprising 279sq.m of Use Class A1 and 93sq.m of Use Class A2 and an outline planning application for up to nine residential dwellings with details of access (all other matters reserved) at The Kendray, Birk Avenue, Barnsley, S70 3AH.
- 1.2 This Planning, Design and Access Statement should be read in conjunction with the submitted plans and other supporting documents which accompany the planning application package, including:
- Site Location Plan, scale 1:1,250;
 - Topographical Survey (drawing no. 1320 (0-) 01);
 - Site Plan (drawing no. 1320 (0-) 02);
 - Residential Plans and Elevations (drawing no. 1320 (0-) 03);
 - Street Sections and Retail Unit Plans and Elevations (drawing no. 1320 (0-) 04);
 - Preliminary Ground Investigation Works;
 - Bat Survey;
 - Retail Statement;
 - Transport Statement; and
 - Cheque to the sum of £3,080 made payable to Barnsley Metropolitan Borough Council.

2 Site and Surrounding Area

- 2.1 The site is located to the north of Birk Avenue, in a predominately residential area. The site area covers approximately 0.4ha and comprises a vacant public house, The Kendray, with residential dwellings on all sides.
- 2.2 The Kendray public house has been vacant for some time, with no market interest for its current use.
- 2.3 Beyond the immediate locality, the Kendray Youth Enterprise Centre and Business Centre and the Birk Adventure Park are located to the north west of the site and the Kendray Recreational Ground is located to the south.
- 2.4 The site offers easy access to the wider locality. Birk Avenue leads onto Redhill Avenue, which in turn leads onto Doncaster Road and on into Barnsley Town Centre, which is within a 10 minute drive.
- 2.5 Local public transportation services are available in close proximity to the site, including bus stops immediately outside the site entrance on Birk Avenue (Bus Services 6, 458 and 479) and a train station in Barnsley Town Centre, offering services to the wider locality.
- 2.6 A Site Location Plan is attached at **Appendix 1**.

3 Pre-Application

- 3.1 On 15 September 2014 a pre-application request was submitted to Barnsley Metropolitan Borough Council which sought officer's views on the demolition of the existing public house (via the prior approval process) and the principle of the redevelopment of the scheme for a proposal comprising residential and retail uses. A copy of this pre-application request letter is attached at **Appendix 2**.
- 3.2 On 11 November 2014, a formal response was received from Barnsley Metropolitan Borough Council which advised, *'The site has had numerous applications approved for its redevelopment, these have included residential development for housing, care home of mixed use retail developments. In addition to the formal application previous advice has also been issued on a number of potential options.'*
- 3.3 The advice continues, *'The comprehensive redevelopment of the site is welcomed, the public house has for a long time been associated with anti-social behaviour causing disturbance and a loss to local residents amenity. Unfortunately these issues have remained since the buildings closure, and the premises are now being regularly subjected to attacks of vandalism. The pub has gained a rundown appearance because of this and this reflects negatively upon the wider area. The proposal therefore represents a welcomed opportunity of addressing these longstanding issues.'*
- 3.4 With regard to the proposed mixed use development, the case officer advised, *'this can be supported, it is of note that there are retail units within the vicinity and the proposals would be complimentary to this offering. The main consideration to consider would be the interaction between the commercial premises and the residential.'*
- 3.5 A copy of the Council's pre-application feedback is attached at **Appendix 3**.

4 Planning History

4.6 A review of Barnsley Metropolitan Borough Council's online statutory planning register has been undertaken and the following planning applications have been found for the site:

Application Reference	Proposal	Decision (Date)
2014/1218	Demolition of existing building (prior notification)	Prior approval not required (12-11-2014)
2013/0382	Demolition of public house and erection of a residential care home. (2010/0305 Extension of time limit)	Approved (28-06-2013)
2010/0305	Demolition of public house and erection of a residential care home.	Approved (14-05-2010)
2008/0774	Residential Development of 8 Detached Houses and Associated Access (Outline) (Resubmission)	Approved (02-12-2008)
2008/0693	Change of use of part of public house into retail (Class A1) on ground floor and office (Class B1) at first floor and new external staircase.	Approved (04-07-2008)
2007/1401	Residential development for 10 no. dwellings (Outline)	Refused (24-09-2007)
B/02/1703/BA	Improvements and alterations to public house	Approved (03-01-2003)

The Application Site's Planning History

4.7 In June 2013, planning permission was granted for the redevelopment of the site for a care home. This permission is extant. Subject to pre-start conditions being discharged, this permission could still be built out.

4.8 In December 2008, planning permission was granted for eight detached dwellings on the site. In July

2008 planning permission was granted for the change of use of the public house to retail (Class A1) on ground floor and office (Class B1) at first floor. The above demonstrates that both residential and retail proposals have been deemed to be acceptable on the site in the past. The principle of residential and retail proposals is therefore acceptable.

5 The Proposal

- 5.1 Full planning permission is sought for the erection of a 372sq.m unit comprising 279sq.m of Use Class A1 and 93sq.m of Use Class A2. Outline planning permission is sought for up to nine residential dwellings with details of access (all other matters reserved) at The Kendray, Birk Avenue, Barnsley, S70 3AH.
- 5.2 A Site Plan (drawing no. 1320 (0-) 02) is provided as a part of the planning application package and is enclosed at **Appendix 4**.
- 5.3 Full planning consent is sought for a 372sq.m unit, which will be located at the front of the site in approximately the same location as the public house. This will comprise an 237sq.m A1 unit, with an associated 42sq.m store room (to total 279sq.m) (identified as Unit 1) and a 93 sq.m A2 unit (identified as Unit 2).
- 5.4 The northern elevation of the A1/A2 unit will face Birk Avenue and will be predominantly glazing, with entrances to both of the proposed units. The unit will measure approximately 4.5m in height and the frontage will measure approximately 19m in width.
- 5.5 The northern elevation will be constructed using:
- Aluminium framed glazing;
 - insulated pressed metal panels; and
 - powder coated aluminium flashings.
- The southern, western and eastern elevations will be constructed using:
- facing brickwork;
 - insulated pressed metal panels
 - powder coated aluminium flashings.
- The eastern and southern elevations will also provide employee access, with metal doors set with painted finish.
- 5.6 An existing substation, situated to the east of the unit, is to be retained, behind which there will be the service yard, bin store and employee parking areas.

- 5.7 Outline planning consent is sought for up to nine residential dwellings. It is proposed that these properties will be situated to the rear of the site. Although only details of access are sought (i.e. the appearance, landscaping, layout and scale of the residential development are reserved), a Site Plan (drawing no. 1320 (0-) 02), Elevations Plan (drawing no. 1320 (0-) 03) and Street Sections Plan (drawing no. 1320 (0-) 04) have been provided as a part of this planning submission to provide an indication of how a scheme could come forward. For clarity, the residential elements of these plans are for indicative purposes only to demonstrate that a nine dwelling scheme is achievable within the site, alongside the proposed A1/A2 unit. The appearance, landscaping, layout and scale of the residential dwellings will be determined at reserved matters stage.
- 5.8 The indicative plans demonstrate how nine, 2no. bedroom dwellings can be accommodated comfortably within the site. The Site Plan (drawing no. 1320 (0-) 02) shows a scheme comprising eight semi-detached dwellings and one detached dwelling with a separate garage block for Plots 7, 8 and 9.
- 5.9 Neither element of the site will require the removal of any trees.

Access and Parking

- 5.10 The A1/A2 element of the site will be accessed from the existing access/egress points off Birk Avenue. It is proposed that these access points will be widened to allow for delivery access.
- 5.11 Pedestrian, cyclist and vehicular access is obtained into the site from these same locations along the southern boundary, from Birk Avenue.
- 5.12 12 customer car parking spaces are proposed, one of which will be for the disabled. Nine of these spaces will be situated along the western boundary of the unit and a further three spaces will be situated parallel to Birk Avenue, within the site boundary. Two employee car parking spaces will be situated within the service yard, to the east of the unit. These will be accessed via a gate.
- 5.13 The disabled parking space is situated in close proximity to the entrance of Unit 1, with level access provided to the entrance of both units.
- 5.14 Access/egress from the residential element of the proposal will be obtained from Birk Avenue and is

proposed to the west of the A1/A2 unit.

- 5.15 Approval of the access to the residential dwellings is sought as a part of this planning submission. For clarity, approval of the internal road layout within the residential element of the site is not sought and will be determined at the reserved matters stage. The internal layout of the residential development shown on the Site Plan is for illustrative purposes only.
- 5.16 The access road is illustrated in grey on the Site Plan (drawing no. 1320 (0-) 02), whereas the internal road layout, to the north of the rumble strip at the entrance to residential development, is illustrated in diagonal brown/green lines. It is the grey road for which permission is sought.
- 5.17 Further information in respect of access is enclosed in the accompanying Transport Statement.

6 Planning Policy Framework

- 6.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 identifies that planning applications should be determined in accordance with the statutory Development Plan unless material planning considerations indicate otherwise.

National Planning Policy Framework (NPPF)

- 6.2 The National Planning Policy Framework (**NPPF**) sets out the Government's planning policies and how these are to be applied. The document constitutes guidance for local planning authorities and revokes the guidance contained within the Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs).
- 6.3 The relevant sections of the **NPPF** are enclosed at **Appendix 5**.

Adopted Local Planning Policy

- 6.4 Barnsley Metropolitan Borough Council's statutory Development Plan is made up of the Core Strategy (adopted September 2011) and the 'saved' policies of the Barnsley Unitary Development Plan (UDP) (adopted December 2000).

Barnsley Unitary Development Plan (UDP) (adopted December 2000)

- 6.5 The Barnsley UDP was adopted in December 2000. The site is allocated on the UDP Proposals Map as falling within a Housing Policy Area. Set out below is a summary of the relevant 'saved' UDP policies.

UDP Policy H8 - Existing Residential Areas

- 6.6 *'Housing Policy Areas will remain predominantly in residential use. Other uses will only be permitted where they are compatible with a residential area and other policies of the plan.'*

UDP Policy H8B - Non-Residential Uses in Residential Areas

- 6.7 *'Planning permission will be granted for small scale, non-residential uses in housing policy areas, and for the expansion of existing uses, if:*
- a) there is no unduly harmful impact on the amenity of neighbouring and nearby residents by way of*

noise, disturbance, loss of privacy, traffic congestion or other forms of nuisance;

- b) there is no unduly harmful visual impact on the character of the residential area; boundary trees, hedges and walls should be retained wherever possible; and the design of new buildings, or extensions should be to a good standard, relating to existing buildings in terms of appearance, siting, scale and materials;*
- c) there is no conflict with public safety on the highway and there is satisfactory provision where necessary for off-street parking, servicing and manoeuvring areas. Where parking is to be provided in any area fronting a highway, that area should be provided with soft landscaping and screening where possible;*
- d) in housing policy areas in or adjoining Barnsley town centre the use is restricted to providing a service or facility specifically for local residents; and*
- e) there is no conflict with other policies of the plan.'*

UDP Policy S3 - Retail Development Outside Defined Shopping Centres

6.8 *'All new retail development (including that for both convenience and comparison goods) which is proposed on a site outside the central shopping area of Barnsley town centre and the principal shopping and commercial centres defined on the proposals map will only be permitted:*

- a) on a site allocated for that purpose in the plan;*
- b) where there is no suitable site available within a centre... or where there is no available allocated site, then on a site at the edge of a defined shopping centre so long as it can provide a satisfactory functional connection thereto in terms of distance and physical relationship and where it is likely that the development of the site will generate joint trips to it and the adjacent centre; or*
- c) where there is no suitable site available either within any of the centres defined above or in accordance with the requirements of (a) or (b), then on an out-of-centre site in a location accessible by a choice of means of transport'.*

Barnsley Core Strategy (adopted September 2011)

CSP 14 - Housing Mix and Efficient Use of Land

6.9 *'Priority will be given to the development of previously developed land and we will seek to achieve between 55% and 60% of homes to be built on previously developed land.'*

CSP 25 - New Development and Sustainable Travel

6.10 *'New development will be expected to:*

- *be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
- *provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document;*
- *provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version);*
- *provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition.'*

CSP 26 - New Development and Highway Improvement

6.11 *'New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.'*

CSP 29 - Design

6.12 *'High quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley'.*

6.13 *Development should:*

- *contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment;*
- *help to transform the character of physical environments that have become run down and are lacking in distinctiveness;*
- *enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people;*
- *contribute towards creating attractive, sustainable and successful neighbourhoods.'*

CSP 31 Town Centres

- 6.14 *'All retail and town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.'*
- 6.15 *'A sequential approach will be used to assess proposals for new retail and town centre development. This will help to achieve the spatial strategy for the borough and will focus development on identified centres in the first instance. Edge of centre and out of centre development will only be allowed where it meets the requirements of Planning Policy Statement 4.'*

CSP 32 - Small Local Shops

- 6.16 Outside existing centres, the Council *'will allow small convenience shops that meet the daily shopping needs of a local community if:*
- the shops are of a type and in a place that would meet local needs and this need is not already met by existing shops; and*
 - the shops are located and designed to encourage trips by pedestrians and cyclists and would not encourage car trips.'*

CSP 39 - Contaminated and Unstable Land

- 6.17 *'Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which:*
- shows that investigations have been carried out to work out the nature and extent of contamination or stability issues and the possible effect it may have on the development and its future users, the natural and historic environment; and*
 - sets out detailed measures to allow the development to go ahead safely.'*

Evidence Based Documents

Housing Land Supply

- 6.18 Barnsley Metropolitan Borough Council's most recent housing land position is set out in the Five Year 'Deliverable' Housing Land Supply Report (April 2012 – March 2017), published in October 2013.

- 6.19 The document states that Barnsley cannot currently demonstrate a supply of specific, deliverable sites sufficient to meet the borough's housing requirement.
- 6.20 As a result, applications for residential planning permission in the borough, where it can be demonstrated that they are in a sustainable location, will be determined in line with the **NPPF** Presumption in Favour of Sustainable Development (paragraph 14), relevant development plan policies and any other material considerations.

7 Planning Considerations

- 7.1 Having considered the adopted planning policy framework there are a number of considerations that are material in determining whether the residential and retail proposal at the site is acceptable.

The Principle of the Development

Residential

- 7.2 The site lies in an area identified in the Council's UDP as an Existing Residential Area. The residential element of the proposal is therefore policy compliant.
- 7.3 In December 2008, planning permission was granted for a residential development comprising eight detached dwellings (2008/0774). Whilst the Council's Core Strategy has been adopted since December 2008, many of UDP policies against which the 2008/0774 proposal was assessed have been 'saved' and remain a part of the Development Plan. The latest proposal will therefore be assessed against many of the same UDP housing policies as the December 2008 permission.
- 7.4 Given a residential use has previously been approved on site, and the policies against which the application was determined remain a part of the Council's Development Plan, the principle of a residential development on the site has been established and is acceptable.
- 7.5 The proposal therefore complies with 'saved' UDP **Policy H8**.

A1 / A2 Uses

- 7.6 In July 2008, planning consent was granted for the change of use of part of the public house into a retail use (Class A1) on the ground floor (2008/0693). Most of the retail development policies contained within the UDP, against which the July 2008 application was considered, remain 'saved' and form a part of the Development Plan.
- 7.7 Given a retail use has previously been approved on the site, and the policies against which the application was determined remain a part of the Development Plan, the principle of a retail development has been established and is acceptable.

- 7.8 'Saved' UDP **Policy H8B** suggests that small scale, non-residential uses in housing policy areas will be acceptable in housing policy areas where they do not have a harmful impact on the amenity of neighbouring and nearby residents or on the character of the residential area and where there is no conflict with public safety on the highway. Furthermore, Core Strategy Policy **CSP 32** suggests, the Council '*will allow small convenience shops that meet the daily shopping needs of a local community*'.
- 7.9 Planning permission is sought for a 372sq.m unit, comprising a 279sq.m A1 unit and a 93 sq.m A2 unit. The proposal can therefore be described as small scale, to serve the needs of the local community, in line with the criteria set out in **CSP 32**.
- 7.10 As was set out in the Council's pre-application feedback, and in line with UDP **Policy H8B**, the main consideration of the proposal is the interaction between the commercial and the residential development. The following section of this Statement sets out the technical considerations of the proposal and demonstrates that it will not have a harmful impact on the amenity of neighbouring or nearby residents or on the character of the residential area and that there are no conflicts with public safety on the highway. The proposal is therefore fully compliant with UDP **Policy H8B**.

Retail Impact

- 7.11 Paragraph 24 of the **NPPF** requires that a sequential assessment is undertaken for retail proposals (a main town centre use) proposed outside town centres. First preference should be for town centre sites, followed by edge-of-centre sites and then well connected out-of-centre sites, where there are no suitable, available and viable sites within more sequentially preferable locations.
- 7.12 A Retail Statement has been prepared by Plan A (North West) Limited and provides an assessment of the Use Class A1 and A2 elements of the proposed development.
- 7.13 At 237sq.m, the scale of the proposed retail unit falls below the 500sq.m threshold set out in Core Strategy **Policy CSP32** and, therefore, the proposal is classified as a local shop which, by definition, is intended to meet local needs.
- 7.14 In terms of the existing shopping provision within the locality of the proposed development, the local area has been defined as a 500-800m walking distance from the application site. The 800m distance represents the maximum preferred walking distance identified by the Institution of Highways and

Transportation (2000) in their report entitled '*Guidelines For Providing For Journeys On Foot*'.

- 7.15 A survey of the local area identified a number of existing shops and services, to include:
- Premier convenience store and Post Office on Birk Avenue adjacent to the site;
 - Betfred bookmakers and convenience store on Birk Avenue, 140m to the east;
 - Convenience store and fish and chip take-away on Birk Avenue, 260m to the west;
 - One Stop Shop convenience store and take-away on Neville Avenue, 800m to the north; and
 - A fish and chip take-away on Farm Road, 800m to the south west.
- 7.16 The proposed retail unit is of a scale and location to meet the day-to-day needs of local residents, with the scale of the proposal being well below the 500sq.m threshold adopted by the Council to define 'local shops'.
- 7.17 The level of existing retail provision in the local area is limited to small convenience stores, bookmakers and hot food take-away uses. There are no butchers, bakers, hairdressers or chemists, for example. The proposal, therefore, creates an opportunity to diversify the local offering, to the benefit of local residents.
- 7.18 The cumulative range and choice of goods of existing facilities is assessed as being limited, particularly in terms of fresh food. The proposed development provides an opportunity for new retailers to be introduced to the local area that will broaden the range and choice of goods available to local people.
- 7.19 Given the local role and function of the proposal, the appropriate area of search for alternative sites is the local area, which can again be defined as a 500-800m walking distance from the application site.
- 7.20 There are no town centres within an appropriate area of search to which the proposed Class A1 or Class A2 units could individually or cumulatively be redirected towards. As there are no appropriate town centres, there can be no sequentially preferable sites.
- 7.21 Paragraph 26 of the **NPPF** advises that an assessment of impact is required if a retail development proposal is not in accordance with an up-to-date Development Plan and the development is over

2,500sq.m gross floorspace, unless a local threshold has been set. The adopted Core Strategy does not set a local threshold. At 237sq.m and 93sq.m gross retail floorspace, the two units proposed individually and cumulatively fall well below the threshold for impact assessment. Accordingly, an assessment of impact is not required.

- 7.22 It can, therefore, be concluded that the proposal fully accords with the sequential approach to site selection and the retail impact tests set out in the **NPPF**. By virtue of compliance with the **NPPF**, the proposal development must also be considered to accord with Core Strategy Policy **CSP31**.
- 7.23 The Retail Statement demonstrates that there are no defined town centres located within an appropriate area of search and, therefore, there can be no sequentially preferable sites. It has also been demonstrated that the proposal falls below the threshold for impact assessment. The proposal is, therefore, fully compliant with the **NPPF** in retail terms.

Highways

- 7.24 A Transport Statement has been undertaken by Opus International Consultants (UK) Ltd and appraises the impacts of the proposed site specifically relating to transportation matters.

Existing Road Infrastructure

- 7.25 The proposed site is located off the northern kerb line of Birk Avenue, which is subject to a 30mph speed limit for its entire length. In the immediate vicinity of the site, Birk Avenue is approximately a 7.5m wide single carriageway with street lighting present. Footways are approximately 3m wide on both sides of the carriageway.
- 7.26 Two access points currently exist serving the site. The eastern most is the sole point of access leading to the rear yard of The Kendray, while the access to the western boundary of the site finishes on the front yard. Both accesses are in the form of bell-mouth junctions.
- 7.27 Within close proximity of the site local services are within a comfortable walking distance. Services including local shops, public houses, Barnsley Academy, Kendray Primary School, Hunningley Primary School, Ashville Medical Practice and are all easily accessible by foot for the residents of the proposed site. In the immediate vicinity of the site, pedestrian footways are present on both the southern and northern side of the carriageway with an approximate width of 3m.

- 7.28 Bus stops with timetables are available on Birk Avenue with a good range of services to Barnsley, Kendray, Worsbrough Dale, Ward Green, Worsborough Common School, Ardsley, Stairfoot, Cundy Cross and Lundwood School. The nearest bus stop to the proposed site is located on Birk Avenue directly adjacent to the site access and consists of a flag pole and shelter with seating bar and timetable. Services 6, 458 and 479 can be accessed via these bus stops and Brightbus and Stagecoach Yorkshire are the public transport operators.
- 7.29 Barnsley Rail Station is located on Schwabisch Gmund Way and is approximately 3km to the north-west of the proposed development. This service is managed by Northern Rail. Barnsley Rail Station provide services from Barnsley to Leeds, Nottingham, Huddersfield and Sheffield.

Proposed Development

- 7.30 Swept path analysis of a refuse vehicle has been undertaken throughout the proposed development site. The swept path drawings in Appendix B of the Transport Statement clearly demonstrate that the refuse vehicle is able to navigate easily around the proposed access within the proposed development.
- 7.31 The main vehicular access into the site will be via a road which runs along the western boundary of the site, off Birk Avenue. This access will also be used as a point of entry for delivery vehicles serving the retail unit at the front of site.
- 7.32 The Transport Statement demonstrates that the visibility splay requirements, based on the guidance specified in the Manual for Streets guidance document, are easily achieved and a safe visibility splay can be obtained.
- 7.33 Pedestrian and cycle facilities will be provided at the point of the main vehicular access onto Birk Avenue. This will include the provision of a pedestrian footway on the eastern side of the access road where it forms a junction with Birk Avenue Road. The existing footways along Birk Avenue are approximately 3m in width. These footways will link into the development site's footway infrastructure.
- 7.34 12 car parking bays are proposed outside the retail unit, with a further two staff car parking bays to the east. The layout plan illustrates how the site is accessible for delivery vehicles. Nine residential dwellings are proposed to the rear of the retail unit., which will be accessed from an internal road

running along the western boundary of the site. Each property will have its own access driveway and will offer off street parking.

Impact

- 7.35 An assessment has been undertaken to determine the likely generation in peak hour trips that would be created by the proposed development.
- 7.36 An interrogation of the TRICS database has been undertaken to estimate the likely level of vehicular trips the proposed site would generate, which are presented within the Transport Statement.
- 7.37 In terms of vehicular impact, it is estimated that the proposed development will generate in the order of 67 vehicular trips during the AM peak hour period and 83 during the PM peak hour period. Note that the level of trips that would be on the adjacent highway network relating to the former extant land use (Public House) has not been offset from the proposed developments trips so as to undertake a worst case assessment.
- 7.38 A highway impact assessment was carried out to identify the impact of the proposed development on the adjacent highway network, and to identify whether any junctions are likely to be significantly and detrimentally impacted by the proposed development.
- 7.39 The Transport Statement demonstrates that none of the junctions appraised within the study area will be detrimentally impacted by the proposed development, therefore, no improvement measures to the public highway are required to mitigate operational capacity impacts.
- 7.40 The Transport Statement concludes that in transportation and highway safety terms, there are no overriding reasons for objection to the proposed development that should prevent the granting of planning permission. The proposal therefore fully accords with Core Strategy Policies **CSP 25** and **CSP 26**.

Ecology – Bat Survey

- 7.41 A Bat Survey has been undertaken by Wold Ecology LTD.

- 7.42 The Kendray pub is situated in an urban location. The pub is surrounded by compact residential properties with mature private gardens in a well-lit location. Woodland cover within 1km is limited to amenity trees and private gardens with semi natural secondary woodland located adjacent to railway lines. Habitat connectivity within 2km occurs as woodland cover and as hedgerows that bound fields, with the River Dearne providing habitat connectivity to the wider countryside. The site is not located within any optimum bat foraging or commuting habitat.
- 7.43 The site is currently used by commuting common pipistrelle bats, with a maximum of only one bat observed at any one time. No roosting bats or evidence of roosting bats were observed during the field surveys.
- 7.44 Based on a building inspection and an emergence survey, it has been determined that the site is unlikely to support a bat roost. The site is located adjacent to fragmented, well lit and disturbed foraging habitat that is unlikely to play an important role in the ecology of the local bat population.
- 7.45 The Survey concludes that there is no evidence of roosting bats.

Noise

- 7.46 Environmental Noise Solutions Limited (ENS) was commissioned to carry out a noise impact Assessment of the site. The objectives of the noise impact assessment were to determine the ambient noise climate at the application site, assess the potential noise impact with reference to the **NPPF**, and provide recommendations for a scheme of noise attenuation works to ensure that current and future residents do not experience any unacceptable loss of amenity due to noise.
- 7.47 In order to establish the ambient and background noise levels at the application site, baseline noise surveys were undertaken on 22 October 2014. For the purpose of the assessment, two noise monitoring positions were adopted at:
- **MP1** - located approximately 35 metres north of the nearside kerb of Birk Avenue, to the side of the Kendray - representative of surrounding existing gardens;
 - **MP2** - located approximately 65 metres north of the nearside kerb of Birk Avenue, behind the Kendray - representative of proposed residential dwellings.
- 7.48 The noise measurement data is set out within the Noise Impact Assessment, which states that the

existing daytime and night time ambient noise climate was attributable to road traffic, which should not lead to any loss of amenity at the proposed residential development.

- 7.49 The Noise Impact Assessment considers that the retail unit(s) may require air condensing plant and/or refrigeration plant. The potential impact of noise from these uses on adjacent noise sensitive development can be minimized / prevented by judicious building placement and boundary screening, as well as by the careful selection and siting of external fixed plant.
- 7.50 Given the type of plant to be used has yet to be determined, the Noise Impact Assessment considers that the potential impact of noise can be controlled by a suitably worded planning condition such as:
'The cumulative noise level from any air conditioning plant and/or refrigeration plant must be designed, installed and maintained such so as not to exceed the background noise level measured at the nearest existing and/or proposed residential dwelling.'
- 7.51 The opening / servicing hours of the proposed retail units can also be controlled by a suitably worded planning condition, if necessary.
- 7.52 The Noise Impact Assessment finds that, subject to a suitably worded planning condition to control the noise level of any plant associated with the retail uses, good living conditions will be achieved at the application site and that there is no issue with respect garden amenity.

Site Investigation

- 7.53 Preliminary Ground investigation works have been carried out by Roberts Environmental Ltd.
- 7.54 Made ground has been recorded within all of the investigation positions up to depths of between 0.40m and 0.60m below current ground levels. The near surface made ground comprises tarmac around the building and disturbed natural strata of sandy gravel soil with occasional fragments of brick, stone, ash, clinker and glass. The deeper made ground comprises a mix of disturbed sand, gravel and clay with fragments of brick and sandstone.
- 7.55 The site is positioned on an area recorded as being free from drift and the upper natural deposits are considered to be representative of residual soils. These deposits generally comprise sand and gravel,

with the gravel comprising small to 'dinner plate' sized tabular pieces of sandstone.

- 7.56 No significant groundwater ingresses were encountered during these investigation works, with the boreholes and trial pits remaining open and dry on completion.
- 7.57 Conventional strip foundations could be utilised across the site. For normal shallow strip foundations a preliminary assessment of the overall allowable bearing pressure indicates that the residual soils / completely weathered bedrock comprising sand and gravel could provide a suitable homogenous bearing strata.
- 7.58 There was no visual or olfactory evidence of any hydrocarbon contamination noted within any of the investigation positions. The proposal therefore fully accords with Core Strategy Policy **CSP 39**.

8 Summary and Conclusions

- 8.59 This Planning, Design and Access Statement is prepared by Knight Frank LLP on behalf of Commercial Development Projects Limited in support of a mixed use, hybrid application seeking full planning application for a 372sq.m unit comprising 279sq.m of Use Class A1 and 93sq.m of Use Class A2 and an outline planning application for up to nine residential dwellings with details of access (all other matters reserved) at The Kendray, Birk Avenue, Barnsley, S70 3AH.
- 8.60 The site is identified in the Barnsley UDP Proposals Map as falling within a Housing Policy Area where development should remain predominantly in residential use and where other uses will be permitted where they are compatible with a residential area and are not harmful to the amenity of neighbouring residents or on the character of the residential area and do not conflict with public safety on the highway.
- 8.61 Both residential and retail uses have previously been granted planning permission on the site (2008/0774 & 2008/0693 respectively). The principle of the proposal is therefore established and acceptable.
- 8.62 A Retail Sequential Assessment has been undertaken which has determined that there are no town centres within an appropriate area of search to which the proposed Use Class A1 or Use Class A2 units could individually or cumulatively be redirected towards. As there are no appropriate town centres, there can be no sequentially preferable sites.
- 8.63 In relation to other technical considerations of the development, this Planning, Design and Access Statement demonstrates that impacts with regard to highways, noise and contamination are at acceptable levels or resolvable and, therefore, acceptable and in full accordance with national and local planning policies.
- 8.64 In summary, there is a national and local planning policy framework in place to support this proposal. This Planning, Design and Access Statement has demonstrated the acceptability of the application site, indicating the proposal should, in principle, be supported. The technical assessments have further demonstrated that there are no material considerations which could justify the refusal of planning permission.

Appendix 1 - Site Location Plan

Appendix 2 - Pre-application Request

Barnsley Metropolitan Borough Council
Planning & Transportation Service
PO Box 604
Barnsley
S. Yorks
S70 9FE

Ref: DS/vs 247

15 September 2014

Dear Sir / Madam

Pre-application Request – Mixed Use Scheme at The Kendray, Birk Avenue, Barnsley S70 3AH

Knight Frank LLP is instructed by our client, Commercial Development Projects Limited (CDP Ltd), to submit details of the above site with a view to commencing pre-application dialogue with Officers at Barnsley Metropolitan Borough Council.

This request covers a description of the site, details of the proposal, our understanding of the Council's current planning policy position and what we hope to achieve from the pre-application submission.

The Site

The site is located to the north of Birk Avenue, in a predominately residential area. The site area covers approximately 0.4ha and comprises a vacant public house, The Kendray, with residential dwellings on all sides.

The Kendray public house has been vacant for some time, with no market interest for its current use.

Beyond the immediate locality, the Kendray Youth Enterprise Centre and Business Centre and the Birk Adventure Park are located to the north west of the site and the Kendray Recreational Ground is located to the south.

The site offers easy access to the wider locality. Birk Avenue leads onto Redhill Avenue, which in turn leads onto Doncaster Road and on into Barnsley Town Centre, which is within a 10 minute drive.

Local public transportation services are available in close proximity to the site, including bus stops immediately outside the site entrance on Birk Avenue (Bus Services 6, 458 and 479) and a train station in Barnsley Town Centre, offering services to the wider locality.

A site location plan is enclosed.

The Proposal

Our client is keen to explore the planning feasibility of the site's redevelopment for a mixed use scheme comprising retail and residential uses and seeks the 'in principle' view of the Council.

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No.1 Marsden Street Manchester M2 1HW

KnightFrank.co.uk

Knight Frank LLP is a limited liability partnership registered in England with registered number OC305934. Our registered office is 55 Baker Street London W1U 8AN where you may look at a list of members' names.

This Covering Letter is accompanied by an indicative layout plan, prepared by Wake Architects.

The plan illustrates that the proposal will incorporate a 372sq.m retail unit at the front of the site, with eight residential dwellings to the rear.

The retail unit will comprise two stores and a storage area. The larger unit, identified on the plan as Unit 1, will measure approximately 237sq.m, Unit 2 will measure approximately 93sq.m and the Storage Unit will measure approximately 42sq.m.

12 car parking bays are proposed outside the retail unit, with a further two staff car parking bays to the east. The layout plan also illustrates how the site is accessible for delivery lorries.

Eight residential dwellings are proposed to the rear of the retail unit. These will be accessed from a road which runs along the western boundary of the site. Each property will have its own access driveway and will offer off street parking.

As we are at the early stages in the preparation of the application, the final mix and type of housing proposed is subject to change, and will be informed by Council Officer's feedback.

National Planning Policy Framework (NPPF) – March 2012

The National Planning Policy Framework (**NPPF**) came into effect on 27 March 2012 and sets out the Government's planning policies and how these are to be applied. The document constitutes guidance for local planning authorities and revokes the majority of the Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs).

The **NPPF** is a material consideration in determining planning applications, meaning Councils must give due weight to relevant policies in existing plans '*according to their degree of consistency with the **NPPF***'.

The **NPPF** makes a clear direction to support sustainable development. Paragraph 15 states that policies in Locals Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.

The **NPPF** advises that Council's should aim to significantly increase the supply of housing and avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

The **NPPF** provides guidance on delivering a wide choice of high quality homes, stating, at paragraph 23, that Local Planning Authorities should, '*recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites.*'

Section 6 of the **NPPF** provides guidance for delivering a wide choice of high quality homes.

Paragraph 47 states that, '*To boost significantly the supply of housing, local planning authorities should:*

- *use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;*
- *identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of*

persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;

- *identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.'*

Paragraph 49 states that, *'Housing applications should be considered in the context of the presumption in favour of sustainable development. 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.'*

Development Plan

Barnsley Metropolitan Borough Council's statutory Development Plan is made up of the Core Strategy (adopted September 2011), the Barnsley Education Site Development Plan Document (DPD) (adopted January 2009) and the 'saved' policies of the Barnsley Unitary Development Plan (UDP) (adopted December 2000).

The site is allocated on the UDP Proposals Map as falling within a Housing Policy Area.

'Saved' UDP **Policy H8** (Existing Residential Areas), states that, 'Housing Policy Areas will remain predominantly in residential use. Other uses will only be permitted where they are compatible with a residential area and other policies of the plan.'

This proposal is for eight residential dwellings and a retail unit. The retail unit is proposed for the wider benefit and use of the community and is therefore considered to be a compatible use within a Housing Policy Area.

'Saved' UDP **Policy H8B** (Non-Residential Uses in Residential Areas) states that, planning permission will be granted for small scale, non-residential uses in Housing Policy Areas if there is no unduly harmful impact on the amenity of neighbouring residents or the character of the residential area and there is no conflict with public safety on the highway.

The retail unit has been designed so as to match, as practically as possible, the existing footprint of the public house, to ensure that there is minimal impact upon the street scene. The residential dwellings will be designed so as to compliment the surrounding properties. It is proposed that the application submission will demonstrate, through the inclusion of technical assessments, that the proposal will not have a harmful impact upon the surrounding area.

'Saved UDP **Policy S3** (Retail Development Outside Defined Shopping Centres) states that, *'All new retail development which is proposed on a site outside the central shopping area of Barnsley town centre will only be permitted where there is no suitable site available either within any of the centres, then on an out-of-centre site in a location accessible by a choice of means of transport.'*

The application site is considered to lie within a sustainable location. It is proposed that a Retail Sequential Assessment will be undertaken to accompany the application submission, and we seek the Council's agreement of the scope of this Assessment.

The planning submission pack will demonstrate that the policy criteria set out within Barnsley's Development Plan will be complied with.

5 Year Housing Land Supply

Barnsley Metropolitan Borough Council's most recent housing land position is set out in the Five Year 'Deliverable' Housing Land Supply Report (April 2012 – March 2017), published in October 2013.

The document states that Barnsley cannot currently demonstrate a supply of specific, deliverable sites sufficient to meet the borough's housing requirement.

As a result applications for residential planning permission in the borough where it can be demonstrated that they are in a sustainable location, will be determined in line with the **NPPF** Presumption in Favour of Sustainable Development (paragraph 14), relevant development plan policies and any other material considerations.

Pre-Application Submission

Our client is keen to understand Council Officer's thoughts on the principle of site's redevelopment for a mixed use scheme, comprising retail and residential development.

We also seek confirmation from the Council on what supporting technical documentation should be submitted as a part of the planning application submission pack.

We include the following information for Officer's consideration:

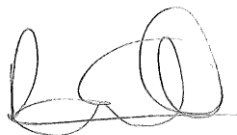
- Site Location Plan; and
- Illustrative Layout Plan.

As the application is for less than 9 dwellings and the retail unit measures less than 1,000sq.m, the application is considered to fall within the 'Minor Development' category, for which the Council state that there is no service charge.

We request that the Council make contact at your earliest convenience to discuss the proposal and provide written feedback on the site's suitability for a mixed use scheme, comprising retail and residential uses.

Please confirm receipt of this request. Should you have any queries please do not hesitate to contact me.

Yours faithfully

A handwritten signature in black ink, appearing to read "David Staniland".

David Staniland

Planner

david.staniland@knightfrank.com

D/L 0161 838 7784

Enc. Site Location Plan

Appendix 3 - Pre-application Feedback

David Staniland

From: Kirkham , Steve <SteveKirkham@barnsley.gov.uk>
Sent: 10 November 2014 17:15
To: David Staniland
Subject: Pre Application enquiry Former Kendray PH Barnsley

Dear David,

Firstly, my apologies for the delay in responding to this enquiry, it's been an incredibly busy period. I hope that the following comments are of assistance with regards to the proposals for a mixed use development at the site of the Former Kendray public House.

Principle – The site has had numerous applications approved for its redevelopment, these have included residential development for housing, care home of mixed use retail developments. In addition to the formal application previous advise has also been issued on a number of potential options.

The comprehensive redevelopment of the site is welcomed, the public house has for a long time been associated with anti-social behaviour causing disturbance and a loss to local residents amenity. Unfortunately these issues have remained since the buildings closure, and the premises are now being regularly subjected to attacks of vandalism. The pub has gained a rundown appearance and because of this and this reflects negatively upon the wider area. The proposal therefore represents a welcomed opportunity of addressing these longstanding issues.

With regard to the concept of a mixed use development then I think this can be supported, it is of note that there are retail units within the vicinity and the proposals would be complimentary to this offering. The main consideration to consider would be the interaction between the commercial premises and the residential (plot 8). There could be amenity issues raised due to the close proximity of one another, mitigation may be required to ensure that servicing of the unit can be undertaken with minimal disturbance. The location of any plant units would also need to be sited to ensure no undue harm would occur.

The drawing provided is not to scale but the following would need to be addressed:

- The identification of roof lights suggests that the residential units could be 2.5m tall the relationship to be bungalows on Neville Close would have to be considered (section supplied).
- Rear gardens need to be a minimum of 60m².
- The rear garden to plot 6 looks to be severely compromised, this would be unacceptable.
- The turning Head needs to be better engineered so that it integrates with the development more successfully. The landscaping around this area will be very important. The loss of a plot may be required.
- Parking would dominate the frontages of plot 6 & 7 which taken with the access road would give a very appearance to the development.
- Highway needs to be 5.5m wide with 700mm margins (if block paved)
- Housing would need to meet the internal spacing standards of the South Yorkshire Residential Design Guide (Can be viewed via the Councils website)
- Thought needs to be given to be the gable end of plot 6
- The level of tree removal should be kept to an absolute minimum
- Gable of plot 6 should support a window
- Boundary treatments within public areas should be of a robust design likewise that between the retail unit and housing should be sufficiently robust.
- Should be a clear demarcation between the two sites (landscaping would be important)
- Parking needs to be provided in-line with the adopted SPD
- Houses would have to be designed to achieve Code Level 3
- The use of SUDS should be investigated

- Details of lighting should be provided, needs to ensure that adjacent properties would not be adversely affected

With regards to the planning submission the following information would be required:

- Completed full planning application forms signed & dated
- Completed ownership certificate signed & dated
- Agricultural Holding certificate signed & dated
- Location Plan 1:2500 or 1:1250 with the application site edged in red
- Site Plan including labelled garden sizes
- Full elevation 1:100 plans of all proposed elevations including floor plans and finished floor levels of all units street scene and/or montages
- Sections taken across the site showing relationship to properties outside of the boundary
- Full landscaping details soft and hard surfaces including boundary treatments
- Topographical Survey
- Correct Fee (£385 per dwelling)
- Planning Statement addressing key local and national policies
- Design and Access Statement including traffic statement
- Ecology Survey
- Full Tree Survey including Arboricultural Implications Assessment
- Drainage Strategy including results from any percolation tests and design details of SUDS
- Phase one site investigation report (desk top study)

Please note that these comments will be treated as a material consideration in relation to any planning application submitted in the next 2 years for a scheme that reflects the advice provided in this email. However, please note that the views and opinions in this letter do not constitute a formal response or decision of the Council in relation to any future planning application.

Kind regards

Steven Kirkham

**BA (Hons) DipTP MRTPI
Planning Officer
Development Management
Barnsley Metropolitan Borough Council
PO BOX 604
Barnsley
S Yorks
S70 9FF**

 01226 775752

 01226 772591

 stevekirkham@barnsley.gov.uk

 **Please consider the environment before printing this e-mail**

Appendix 4 - Site Plan (drawing no. 1320(0-)02)



1:200 Site Plan as Proposed

General Notes

THIS DRAWING HAS BEEN PREPARED FROM SURVEY INFORMATION SUPPLIED BY OTHERS AND IS FOR INFORMATION PURPOSES ONLY. DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY.

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ALL DIMENSIONS MUST BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORK AND ARCHITECT TO BE NOTIFIED OF ANY DISCREPANCIES.

THE PARTY WALL ETC ACT 1996 CAME INTO FORCE ON 1ST JULY 1997 THROUGHOUT ENGLAND & WALES. IF YOU INTEND TO CARRY OUT BUILDING WORK WHICH INVOLVES ONE OF THE FOLLOWING CATEGORIES:

- WORK ON AN EXG WALL OR STRUCTURE SHARED WITH ANOTHER PROPERTY (SECTION 2 OF THE ACT)
- BUILDING A FREE STANDING WALL OR WALLS OF A BUILDING UP TO OR ASTRIDE THE BOUNDARY WITH A NEIGHBOURING PROPERTY (SECTION 1 OF THE ACT)
- EXCAVATING NEAR A NEIGHBOURING BUILDING (SECTION 6 OF THE ACT)

YOU MUST FIND OUT WHETHER THAT WORK FALLS WITHIN THE ACT (YOUR PROJECT MANAGER WILL BE ABLE TO ADVISE YOU ON THIS). IF IT DOES, YOU MUST NOTIFY ALL AFFECTED NEIGHBOURS. A NOTICE MUST BE GIVEN EVEN WHERE THAT WORK WILL NOT EXTEND BEYOND THE CENTRE LINE OF A PARTY WALL.

ALL CONSTRUCTION PROJECTS LARGE & SMALL ARE SUBJECT TO THE CDM REGULATIONS (1994). IF THE DEVELOPMENT WILL BE FOR A DOMESTIC CLIENT OR LESS THAN 30 DAYS IN DURATION THEN THE RESPONSIBILITY FOR HEALTH & SAFETY IS THEN PASSED ONTO THE MAIN CONTRACTOR. IN ALL CASES THE CLIENT MAY DEVOLVE THE RESPONSIBILITY TO A CDM PLANNING SUPERVISOR, WHO WILL ACT ON THE CLIENTS BEHALF. PLEASE REFER TO PLANNING SUPERVISOR FOR ADVICE.

BEFORE STARTING WORK YOU NEED TO CHECK IF ANY ASBESTOS IS PRESENT. IN COMMERCIAL PROPERTIES THERE SHOULD BE A PLAN/REGISTER-ASK TO SEE IT. YOU NEED TO CHECK THAT THE PLAN COVERS THE AREA OF THE BUILDING THAT YOU WILL BE WORKING IN AND IF YOU ARE DOING REFURBISHMENT WORK THAT IT INCLUDES A SURVEY THAT TELLS YOU WHAT TYPES OF ASBESTOS IS PRESENT AND ITS CONDITION. IF THERE IS NO REGISTER OR SURVEY OR THE REPORT IS NOT CLEAR-DO NOT START WORK.

NO WORKS ARE TO START ON SITE PRIOR TO DISCHARGE OF ANY / ALL PRE-START PLANNING CONDITIONS.

THE CLIENT IS AT RISK IF ANY WORKS ARE STARTED PRIOR TO APPROVAL BY APPOINTED BUILDING CONTROL BODY.

Drawing Status:

Project No: 1320	Project MIXED USE DEVELOPMENT, THE KENDRAY, BIRK ROAD, BARNSELY.
Drawing No: (0-) 02	Drawing: Site Plan as Proposed.
Scale @ A1: 1:200	Date: 11/14
Drawn by: GDW	Client: COMMERCIAL DEVELOPMENT PROJECTS.
Checked by:	

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Appendix 5 - National Planning Policy Framework (NPPF)

National Planning Policy Framework (NPPF)

Sustainable Development

The Introduction of the **NPPF** sets out how the Government aims to achieve sustainable development.

Paragraph 6 of the **NPPF** states that, *'The purpose of the planning system is to contribute to the achievement of sustainable development.'*

Paragraph 7 continues *'there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:*

- *an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- *a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- *an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.'*

Paragraph 14 states that, *'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development... For decision-taking this means: approving development proposals that accord with the development plan without delay.'*

Housing

Section 6 of the **NPPF** provides guidance for delivering a wide choice of high quality homes.

Paragraph 47 states that, *'To boost significantly the supply of housing, local planning authorities should:*

- *use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;*
- *identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;*
- *identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.'*

Paragraph 49 states that, *'Housing applications should be considered in the context of the presumption in favour of sustainable development. 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.'*

Sustainable Transport

Section 4 of the **NPPF** provides guidance on promoting sustainable transport.

Paragraph 29 states that, *'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.'*

Paragraph 30 continues, *'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.'*

Paragraph 35 states that *'developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and*
- *consider the needs of people with disabilities by all modes of transport.'*

Paragraph 36 continues, *'A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.'*

Healthy Communities

Section 8 of the **NPPF** provides guidance on promoting healthy communities.

Paragraph 69 states, *'The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities... Planning policies and decisions should aim to achieve places which promote:*

- *opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;*
- *safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- *safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.'*

Paragraph 70 continues, *'To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:*

- *plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments;*
- *ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.'*

Paragraph 73 continues that *'Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.'*

Plan Making

The **NPPF** sets out guidance for using a proportionate evidence base to inform each local planning authority's Local Plan.

Paragraph 158 states, *'Each local planning authority should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities should ensure that their assessment of and strategies for housing... are integrated, and that they take full account of relevant market and economic signals.'*

Paragraph 159 continues, *'Local planning authorities should have a clear understanding of housing needs in their area. They should prepare a Strategic Housing Land Availability Assessment to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period.'*

Decision Making

The **NPPF** provides key guidance for decision making.

Paragraph 186 states, *'Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development.'*

Paragraph 187 continues, *'Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.'*

The **NPPF** provides guidance for pre-application engagement.

Paragraph 188 states that, *'Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.'*

Paragraph 190 states, *'The more issues that can be resolved at pre-application stage, the greater the benefits. For their role in the planning system to be effective and positive, statutory planning consultees will need to take the same early, pro-active approach, and provide advice in a timely manner throughout the development process. This assists local planning authorities in issuing timely decisions, helping to ensure that applicants do not experience unnecessary delays and costs.'*

Paragraph 191 continues, *'The participation of other consenting bodies in pre-application discussions should enable early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle, even where other consents relating to how a development is*

built or operated are needed at a later stage. Wherever possible, parallel processing of other consents should be encouraged to help speed up the process and resolve any issues as early as possible.'

Paragraph 192 considers, 'The right information is crucial to good decision-taking, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations Assessment and Flood Risk Assessment). To avoid delay, applicants should discuss what information is needed with the local planning authority and expert bodies as early as possible.'