PLANNING STATEMENT FOR USE OF LAND TO WEST OF CLAYTON LANE FOR ONE GYPSY/TRAVELLER PITCH AND THE SITING OF FOUR CARAVANS WITH ANCILLARY UTILITY STRUCTURES AND HARDSTANDING TO FORM AN ACCESS AND PARKING AREA.

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DESIGN AND ACCESS STATEMENT. 18TH AUGUST 2022.

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1. INTRODUCTION:

This Statement has been prepared to accompany a planning application seeking retrospective planning permission for the siting of four caravans, ancillary utility structures and an access road, on land to the western side of Clayton Lane, Rotherham, S63 0BG.

These facilities will serve one family that are from the travelling community and are paramount to their cultural way of life.

RESIDENTS ON SITE:

Andrew & Moreen Smith

Andrew Smith (Son of Mr & Mrs Smith)

Channon Smith

Andrew Smith: Age 7 years

Sampson Smith: Age 5 years

Shaun Smith: Age 2 years

Shilio Smith (Daughter of Mr & Mrs Smith)

Lena Marie Eastwood: Age 7 years

Charlie Eastwood: Age 8 years

Chinga Eastwood: Age 5 years

The site sits within the greenbelt.

This statement addresses key planning policy issues arising from the development proposals.

2. SITE CONTEXT:

The site sits on the western side of land of Clayton Lane close to the settlement of Thurnscoe to the south and the village of Clayton to the north of the site. Agricultural land separates the application site from Thurnscoe and Clayton village.

The character of the immediate area whilst having greenbelt characteristics is within its immediancy characterised by large warehouse buildings with an L-Shaped block and hardstanding and existing access roads from Clayton Lane.

A large school complex (The Robert Ogden School) is located on the opposite site of Clayton Lane approx. 130m from the application site. Further south along Clayton Lane are residential properties with the nearest house to the south of the site approx. 320m from the site access and the house north of the site around 400mm away.

The application site for use as a Traveller/Gypsy pitch would add to the Councils shortfall in pitch provision.

As it stands the site is occupied with small structures i.e. the two touring caravans and ancillary utility structures. The limited scale and type of development proposed is part and parcel of the applicants way of life and are an accepted form of development that can be expected on Traveller and Gypsy pitches.

Local amenities are within easy reach within Thurnscoe either through the use of private vehicle along the existing highway infrastructure or public transport that runs along Clayton Lane. The site is not so divorced or isolated from the wider residential areas that is reasonable to conclude that the site is not within a sustainable location.

COMMUNITY INVOLVEMENT

Given the limited scale of the development proposed the applicant has not undertaken any consultation and this can adequately be conducted by the LPA as part of its statutory duties.

3. THE PROPOSED DEVELOPMENT:

Retrospective planning permission is sought for four caravans for habitable purposes and associated utility structures. The utility structures serve ancillary functions to the caravans, and it is common practice for the Traveller and Gypsy communities to arrange their pitches in this manner. A small access road has been created using crushed materials.

This section will not go into detail regarding the appearance and scale of caravans, or the utility structures and the supporting drawings and photographs are adequate to display the proposals. What is clear is that the proposal are low impact structures within the site which remains largely open with all hedgerows retained.

The access route is sufficient to allow safe access and egress onto Clayton Lane and there are adequate turning facilities to enable access onto Clayton Lane in forward gear. Clear visibility both ways.

4. PLANNING POLICY CONTEXT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise.

The Barnsley Development Plan comprises:

- The Local Plan (2019)
- The Joint Waste Plan (2012)

The LPA's Local Plan has an agreed Housing Strategy (2014-2033) that focuses on housing and regeneration initiatives and aims to meet a long-term goal for the borough as a successful, uniquely distinctive town that offers prosperity and a high quality of life for all.

The LPA's Housing Strategy sets out five main strategic objectives, what the delivery plans will do to achieve these objectives and key ambitions that includes support for new housing development; making the best use of improve existing housing stock; aims to develop strong and resilient communities.

The below is a list of policies considered we consider to be most relevant to the determination of this application :

- Policy SD1 Presumption in favour of Sustainable Development
- Policy GD1 Refers to general development considerations
- Policy GB1 Refers to the protection of the greenbelt
- Policy GT1 Sites for Travellers and Travelling Show people
- Poll1 Refers to pollution control

Supplementary Documents

- Barnsley Gypsy and Traveller Five Year 'Deliverable' Land Supply Report April 2020 – March 2025

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the range of the Governments planning policies and sets out the requirements for the planning system but only to the extent that it is relevant, proportionate, and necessary to do so. In particular there is an emphasis on decision making at a local level where communities and their accountable Councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of communities through up-to-date development plans to achieve the economic, environmental and social aspects of sustainable development.

The guidance confirms that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three dimensions to this set out under the headers of economic, social and environmental:

- **Economic** – 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.

- **Social** – 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.

- **Environmental** – 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 low carbon energy.

<u>Paragraph 11 directs that plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:</u>

a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date7, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 38 of the NPPF now directs LPA's to approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools and ensure that Planning Authorities work proactively with applicants 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.

The Governments Planning Policy for Traveller Sites (PPTS)

The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

The Government's aims in respect of traveller sites are:

a) That local planning authorities should make their own assessment of need for the purposes of planning.

b) To ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites

c) To encourage local planning authorities to plan for sites over a reasonable timescale

d) That plan-making and decision-taking should protect Green Belt from inappropriate development

e) To promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites

f) That plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective

g) For local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies

The below are considered to be the most relevant:

Policy E: Green Belt

Inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm to establish very special circumstances.

Policy H: Determining planning applications for travellers' sites

Proposals to be determined in accordance with the development plan unless material circumstances indicate otherwise, and there should a presumption in favour of sustainable development.

The advice also specifically adds the need to consider the following issues in addition to the other relevant planning matters when considering sites for travellers:

a) the existing level of local provision and need for sites

b) the availability (or lack) of alternative accommodation for the applicants

c) other personal circumstances of the applicant

d) that the locally specific criteria used to guide the allocation of sites in plans, or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites

e) that they should determine applications for sites from any travellers and not just those with local connections.

This document also makes it clear that the personal circumstances of the Applicant and unmet need are unlikely to outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.

The PPTS goes on further to add that weight should be given to the following matters:

a) effective use of previously developed (brownfield), untidy or derelict land.

b) sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness.

c) promoting opportunities for healthy lifestyle, such as ensuring adequate landscaping and play areas for children.

d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community.

Additionally, and of significance in this instance is that where an LPA cannot demonstrate an up to date 5 year supply of deliverable sites, that this should be a significant material consideration in any planning decision.

The Equality Act (2010)

The Equality Act 2010, defines Romany Gypsies and Irish Travelers as ethnic groups, meaning that they are protected against race discrimination. The Equality Act defines discrimination under the law as unfair treatment because of what it terms 'protected characteristics.

As a decision maker, LPA's have a duty under the Equality Act to actively seek to eliminate unlawful discrimination, advance equality of opportunity and promote good race relations. In particular, the Public Sector equality Duty states that public body must, in the exercise of its functions, have due regard to the need to:

a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

b) advance equality opportunity between persons who share a relevant protected characteristic and persons who do not share it;

c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

A public body must also have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;

c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

It is considered that the local planning authority have exercised its duties responsibly in having regard to the Equality Act 2010 and the Public Sector Equality Duty in the assessment of this particular application, and have had due regard to the nature of the applicant who shares a protected characteristic.

5. KEY PLANNING ISSUES

Having regard to the LPA's Development Plan and the requirements of the NPPF the below are considered to be the main issues:

- Principle of Development
- Highways impacts;
- General amenity considerations

Principle of Development:

The application proposes use for providing one pitch that will contribute to the Councils provision for the Traveller and Gypsy community. This is a retrospective application that includes four caravans, ancillary utility and storage structures and a small area of additional hardstanding providing for vehicular use. The pitch is easily accessible by the existing highway network and the site is therefore sustainable.

The NPPF places presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means without delay; and where the development plan is absent, silent, or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in the Framework indicates development should be restricted.

The site sits within the greenbelt and the policy set out within the Local Plan referring to greenbelts is engaged. Local Plan Policy GB1 refers to the protection of the greenbelt and echoes national policy.

The site sits close to Thurnscoe, identified in the Local Plan as being part of the Dearne Towns (along with Goldthorpe and Bolton on Dearne) that represent an urban grouping in the east of the borough which relates closely to the A1 and Doncaster to the east. There is a train station at Thurnscoe on the Wakefield Sheffield Line. The Local plan notes that Thurnscoe is a good example of where community facilities such as park and ride and a Sure Start Centre have been located at the railway station to make the most of an accessible location. The LPA therefore acknowledge the sustainability of Thurnscoe, and we assert that the application site is reasonably located to be regarded as within the bounds of this sustainable location.

Green belt considerations:

The NPPF sets out in section 13 the considerations to be made in relation to the protection of the Green Belt.

Paragraph 137 sets out that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Paragraph 138 sets out the five purposes of the Green Belt:

a) to check the unrestricted sprawl of large built-up areas.

b) to prevent neighbouring towns merging into one another.

c) to assist in safeguarding the countryside from encroachment.

d) to preserve the setting and special character of historic towns; and

e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The NPPF sets out that inappropriate development within greenbelts is, by definition, harmful and should not be approved except in very special circumstances and that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt and that “very special circumstances” will not exist unless the potential harm to the Green Belt by reasons of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The structures proposed under this retrospective application would not have a substantially or undue impact on the openness of the greenbelt either through the spatial implications or the extent of the development, which in itself is limited.

Taken as a whole; the caravans, structures and surfacing on site have limited visual reception other than from the immediate part of Clayton Lane and subsequently the caravans, structures and surfacing along with the applicant’s family vehicles associated with the use would have no undue impact. The site is in a

poor state of appearance and appears to have been subjected to fly tipping at the entrance and is populated with derelict buildings. The site is in a visually poor state and fails to positively contribute to the greenbelt characteristics other than the open paddock and surrounding fields.

The sits is bound by natural features including trees and hedgerows, all of which would be retained. The proposal would be seen within the context of the sites existing buildings, paraphernalia and structures and its occupation would see the site revert back to a more attractive and well-presented land respondent to placemaking concepts within a greenbelt framework.

In this context any impact of the proposal on the character and appearance of its surroundings would be extremely limited and in real terms the impact on the wider landscape would be of no significant harm and the extent of large open fields would also acts as a substantial green and open buffer around the small area of land proposed for use here. This assists in safeguarding the countryside from encroachment. Subsequently there would be no danger of unrestricted sprawl of built-up areas. Fundamentally the use of the land for one pitch does not fracture the purposes of including the land within the greenbelt as set out at paragraph 138

However, there is no provision in the lists of exceptions at paragraphs 149 and 150 of the NPPF and therefore the onus is on the application to set out VSC's as required by paragraphs 147 and 148 of the NPPF.

In addition, the national policy contained within the Planning Policy for Traveller Sites (PPTS) states that traveller sites either temporary or permanent located within the greenbelt are inappropriate development. The below aims to set out the applicants' circumstances and other associated matters that we pass to the Council to present what we believe amount to VSC's as required by NPPF.

a) An unmet need and lack of a 5-year supply

b) A lack of alternative sites

c) The best interests of the children (ie. Education and medical facilities)

<u>The lack of a 5-year provision of Gypsy and Traveller pitches:</u>

The Local Plan identified that the housing challenge includes meeting the shortfall of sites for Gypsies, Travellers and Travelling Show people with a current position being that of an insufficient supply.

The Council is unable to demonstrate a 5-year supply of traveller sites, as required by PPTS.

The applicant is residing at the site with his family including school age children.

The applicant and his family have a nomadic habit of life, and he travels for cultural and economic purposes. This cultural lifestyle is presently restricted to periods when his young children are in school, and a return to a travelling way of life would resume once the children are beyond school age or within the school holidays. The applicant and his wife have placed significant importance on allowing their

children to gain an education through the state school process and this is one reason why they have made a decision to occupy the site.

The applicant lifestyle falls within the definition of 'gypsies and travellers' that is set out in the Annex to the PPTS:

> *"Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling show people or circus people travelling together as such".*

It is clear the Council are unable to demonstrate a 5-year supply to meet the needs of the Gypsy and Traveller community. The 2015 Barnsley Gypsy, Traveller, and Travelling Show Person Needs Assessment (GTNA) identified a total demand for 73 pitches over the five-year period between 2014/15 and 2018/19 compared with a supply of 58 authorised pitches with no turnover assumed. The result at the time of the assessment was an overall shortfall of 15 pitches across Barnsley.

Policy GT1 sets out that sites will be allocated to meet the shortfall in provision of permanent sites. The following criteria will be used in allocating sites and in determining planning applications: In terms of their broad location sites will:

- Have good access to facilities and be primarily located within urban areas.

In terms of their specific location the sites will:

- Be in an area of low flood risk;
- Be unaffected by contamination, unless the site can be adequately remediated;
- Have good vehicular and pedestrian access from the highway;
- Provide a good safe living environment with appropriate standards of residential amenity;
- Have no other restrictive development constraints.
- Self-sought provision will be positively considered where it accords with this policy and other relevant policies in the Local Plan.
- Transit Sites should provide safe and convenient access to road networks and be located so as to cause minimum disruption to surrounding communities.

- Land contamination, flood risk issues and any health and safety risks that may arise for occupants from adjoining land uses, must also be considered (especially regarding children).

The site sits within approx. 600m from the principal town of Thurnscoe and can be regarded as a sustainable location where there is good access to shops, facilities, and public transport. The site is outside of high-risk flood zones and on former agricultural land and therefore contamination risks would be low or were found to require remediation this would not be unduly problematic. The site sits directly west of Clayton Lane which links to main routes and is an established and adopted highway. There is an existing access route into the site from Clayton Lane that provides good excellent visibility splays and the ability to access and egress in a forward gear.

The living environment is culturally usual and an accepted standard for travelling families. The size of the caravans and the ancillary structures provide good levels of habitation. The site offers space for children to play and provide an area that could reasonably be used for recreational purposes. This site is not overly bounded to create the appearance of an isolated site from the wider community within Thurnscoe.

There are no other restrictive constraints other than the greenbelt location of this proposed pitch. It should be noted that this proposal is limited to one pitch for one family therefore there would be no unduly harmful levels of noise and disturbance to the nearest residential properties which are sited some distance to the north and south of the site.

There is clearly a long-term issue with provision of pitches within the district and this pitch will positively respond to the shortfall of a five-year supply whilst meeting with the aims of the LPA's adopted policy.

Alternative sites

The applicant previously resided at another site but due to family conflicts on the site a decision was made the applicant that he and his family should distance themselves from that situation in the interests of himself and his family. Returning to his previous place of habitation is therefore not a realistic alternative. If permission to occupy this site is refused, then the reality is that the applicant's options would be limited to the occupation of other sites without consent of the LPA or to risk prosecution through illegal roadside encampments; both options would severely harm the best interests of the children as is set out below.

The sites identified within Site Policy GT2 (TS1 Land North of Industry Road, Carlton up to 11 pitches; and TS2 Burntwood Cottages extension, Brierley 8 pitches) are noted but these sites fall outside geographical boundaries for the educational and medical provision for the applicants' children.

Best interests of the children

The applicant Andrew and Moreen Smith have two children Andrew & Shilio. 6 Grandchildren 3 at school age. They attend a local school and are registered with the local Doctor. The site is a relatively short distance from the school and the availability of a base from which to access educational facilities would clearly be in the best interests of the children, especially that due to their age the primary education process is vitally important to the children's educational development.

Conclusion to VSC's

The pitch is occupied by the applicant and his family; without the provision for usable pitches the reality is that the family will be fully transient and likely to have to pitch up on roadsides.

This proposal would create an opportunity to reduce the long term short-fall in the Councils provision.

The applicant is willing to accept conditions that limit the number of caravans and utility structures on site. There would be no commercial activity and other than the caravans and limited additional hardstanding, in the context of the existing site wide hardstanding and existing agricultural/warehouse buildings, has limited visual harm which as a result will safeguard the character and appearance of the area, the openness of the greenbelt as well as the purposes of including land within it.

Subsequently the limited harm to openness needs to be balanced against the significant need for the long- term supply for Gypsy and Traveller pitches within the district. In our view the limited harm is outweighed by the need to supply pitches and this proposal, albeit only one pitch should be seen as a windfall proposal that will incrementally add to the Councils long term supply figures.

We would also table the possibility for a temporary permission in the event that the LPA take a converse view. This would allow further monitoring of pitches and enable the LPA to weigh the VSC's put forward with the opportunity for providing a period for a site review and avoiding uprooting the family (with school age children) that is placing roots within the community.

Highway Impact

The quantum of development is low and its use for one additional pitch in residential purposes will not in all likelihood attract any significant levels of traffic which in any case will be limited to the family vehicles and visitors as can be expected in any residential environment. If the land and buildings returned to functional agricultural use, there would be a similar level of vehicular activity and a broader range of vehicles utilising the site.

The proposal would avoid undue and significant impact on the immediate area and the NPPF makes it very clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. This is not the case in this instance.

General Amenity considerations

Policy GD1 General Development Proposals for development will be approved if:

There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land.

They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land.

They include landscaping to provide a high-quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect, and improve the character of the local landscape.

In response to the above; this proposal would provide the family with a good level of habitation within a pleasant, verdant and spacious environment whilst the nearest neighbours as located a significant distance from the site in both northly and southerly directions. Moreover, there would be no interference with the use of the wider agricultural land or conflicts created through access onto it.

The applicant's aspirations are to continue to reside on the land with his family and as a residential use (within the context of a family from the Travelling community), there would be no activity that would be of detriment to the environment through waste and pollution. The applicant would either privately dispose of household waste and the LPA could condition details of this to meet with a mutually agreeable management plan or preferably agree collection through the Council.

As set out above the site has an existing adequate access to avoid parking conflicts or highway safety concerns. The small area of additional hardstanding within the context of the existing internal access roads within the site.

There is no intension to remove, reduce or alter the existing landscaped boundaries that bound the site from the adjacent open land.

Therefore, the aims of GD1 and the relevant sections of the NPPF are met.

Policy Poll1 refers to pollution control, and generally repeats paragraph 174 part e of the NPPF. This local plan policy is cited on the LPA's stop notice issued through the LPA's enforcement process. However, it is difficult to envisage that this one pitch occupied by one family would be likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or any other pollution.

The nearest residents are sited well away from the site, and there would be no instructive activity that would act to present an adversity to the nearby Robert Ogden School.

The aims of Poll1 and the corresponding sections of the NPPF are therefore also met.

6. CONCLUSIONS

This application should be considered in the context of the NPPF's presumption in favour of sustainable development, which means granting planning permission unless any adverse impacts would significantly and demonstrably outweigh the benefits, or specific policies in the NPPF indicate development should be restricted.

When weighed against the best interests of the children, the unmet need by the Council for Gypsy and Traveller pitches, and an absence of realistic alternative sites that the applicant and his family can safely occupy, as well as the sites sustainability and accessibility, it is our view that whilst individually these do not amount to VSC's, as a grouping they should be regarded as such. We therefore respectively ask that these are afforded significant weight.

In the event tha, permission is refused it is in all likelihood the applicant and his family would have to resort to another unauthorised site and/or illegal encampment roadside living. This would seriously harm the best interests of the children through impeding the educational prospects of the children and having access to medical care through an allocated health centre.

If the Council do not apply the VSC's to the above, we ask that a temporary planning permission is considered.

This option would avoid any considered permanent harm to the greenbelt and allows the applicant and his family to have a settled base from which the children could continue their education and have access to medical facilities. This would also allow for time to allow the Council to allocate alternative sites through the plan making process.

This approach would be responsive to the applicants' rights under Article 8 of the European Convention of Human Rights, the Public Sector Equality Duty, and the best interests of the children.

The proposal is in compliance with the LPA's adopted policies and in accordance with the aims of the NPPF and the PTTS, and therefore planning permission should be granted.