

Planning Statement for the erection of a drive-thru restaurant (Class E / Sui Generis) and associated works.

Former Outdoor Market Site on land adjacent to Southmoor Road, Hemsworth, Wakefield, WF9 4AS.

On behalf of Erindale Group Limited

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1. Introduction

- 1.1. Pegasus Group is instructed by Erindale Group Limited ("the Applicant") to submit a planning application to Wakefield Council for full planning permission for the erection of a drive-thru restaurant unit on land adjacent to Southmoor Road, Hemsworth. The full description of development is as follows:
- 1.2. *"The erection of a stand-alone drive-thru restaurant (Use Class E/Sui Generis) and associated works."*
- 1.3. The application site is shown edged in red on the submitted Site Location and Block Plan (drawing no. 2021/118/O6 Rev A). The Site is currently vacant with two retail units either side of the application Site.

Application Submission

- 1.4. The Planning Application is accompanied by the following supporting documentation which is guided by the Council's Local Validation list:
 - Completed planning application forms
 - Ownership certificates and planning application fee
 - A full set of architectural supporting plans:
 - Existing Site Plan – 2021/118/O1
 - Proposed Site Plan – 2021/118/O2 Rev D
 - Proposed Floor Plan – 2021/118/O3 Rev C
 - Proposed External Elevations 1 – 2021/118/O4 Rev B
 - Proposed External Elevations 2 – 2021/118/O5 Rev A
 - Site Location Plan – 2021/118/O6 Rev A
 - Proposed Air Conditioning and Ventilation Elevations – Q102099-AG-00-DR-01
 - Planning Statement (this document)
 - Transport Statement
 - Mechanical Ventilation & Environmental Control Equipment Document
 - Noise Impact Assessment



2. Site Context and Surrounding Area

- 2.1. The Application Site (“the Site”) is approximately 1,868 sqm in size and is situated on the former wider Hemsworth Outdoor Market site which is now comprises a Cost Coffee drive-thru and KFC drive-thru and associated parking.
- 2.2. The site occupies a focal point at the south end of Hemsworth Town Centre. The site is situated between Southmoor Road (west), Kirby Road (east) and Market Street (north). The site is hard surfaced and has two vehicle accesses from Southmoor Road to the west. The site is bounded by a low brick wall and contains a small area of planting with small trees and raised brick beds.
- 2.3. To the south of the site are two drive-thru units which have recently opened as a result of a planning permission (ref: 18/O2536/FUL), granted on 7th November 2019. These units comprise a Costa Coffee drive-thru and a KFC drive-thru with associated parking. The application site formed part of this permission, comprising of car parking associated with the two drive-thru units.
- 2.4. Beyond the hot food takeaways to the south is a small cluster of early 20th Century terraced houses, separated from the site by a small row of trees. To the west is a Farmfoods shop and a car park in front of a playing field; south of the Farmfoods is also another row of terraced houses and a pub in front of a later estate of bungalows. To the west are terraced houses with ground floors converted to shops below first floor apartments. Also to the east is the Conservative Club and YMCA. Behind these buildings is a bowling green accessed from further north on Market Street.
- 2.5. Within the town centre further north there are community facilities and larger food stores (including a Tesco, Home Bargains, Iceland and B&M). Interspersed between these larger units are small shops and businesses that provide a range of services and amenities for local residents. The built form of the centre is diverse with no prominent style or period of architecture.
- 2.6. The town centre and the site are well serviced by bus stops, with 4 no. bus stops adjacent to the site that connect the town centre to other towns and villages, as well as the outer areas of Hemsworth. The town is well contained which makes it practical for people walking and cycling to the site from the edges of the settlement.
- 2.7. The site is located ca. 250m from Grove Lea Primary School and ca. 300m from Sacred Heart Catholic Primary School. The nearest secondary school is Outwood Academy ca. 800m north of the application site.



3. Development Proposal

- 3.1. The proposed development is for the erection of a new restaurant/drive-thru (Class E/ Sui Generis) which will be occupied by Burger King. This application also proposes associated works, including 34 parking spaces (including 5 no. disability spaces and 5 no. order waiting bays) and 4 no. cycle spaces.
- 3.2. The unit of 96 sqm (GIA), will be located to the north of the former Hemsworth Outdoor Market site with the drive-thru lane wrapping around the north of the unit. The unit will provide outdoor seating to the south.
- 3.3. A bin store will be provided to the north of the restaurant building which will be accessible via a pedestrian crossing across the drive-thru lane to the north.
- 3.4. Vehicle access will be from the existing site access via Southmoor Road which both customers and servicing vehicles will use. Pedestrian access to the site will be from the east (Kirkby Road) and west (Southmoor Road).
- 3.5. The car parking on the wider site will be reduced by 16 spaces. A new total of 34 parking spaces are proposed within the site boundary to serve the existing two units and the proposed unit. This includes 24 standard parking spaces, five disabled spaces, three large order bays, and two grill bays. The cycle parking will be increased to accommodate 4 additional bicycles to encourage sustainable travel options.
- 3.6. The site's brick boundary wall will be predominately retained and rebuilt where necessary.
- 3.7. The proposal involves the relocation of three trees to accommodate the proposed development. This includes both trees on either side of the access to the site, and one tree to the north where the drive-thru lane is proposed. These trees will be relocated to a more suitable location on the wider Hemsworth site.
- 3.8. Delivery times for the restaurant will be timed to avoid busy periods. Normal opening hours will be between 10:00 and 23:00, reflecting the operating hours of the neighbouring approved KFC, and the unit will be open 7 days per week.
- 3.9. Regarding employment numbers, the drive-thru restaurant will recruit 35 staff: 20 part-time and 15 full-time.

4. Planning Policy

- 4.1. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires all planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Site falls within Wakefield District Council where the Local Development Framework consists of several Development Plan Documents (DPDs). Relevant to this proposal are the following documents:
- *Core Strategy (CS) adopted April 2009*
 - *Development Policies (DP) adopted April 2009*
 - *Retail and Town Centre Local Plan (RTCLP) adopted January 2017*
- 4.2. In addition to the statutory Development Plan, applications should also be assessed against the National Planning Policy Framework (NPPF) (2021) which is a material consideration in determining individual planning applications.
- 4.3. Wakefield District Council are currently preparing a new statutory development plan for the district called the *Wakefield District Local Plan 2036* which will replace the above adopted Local Development Framework. It was submitted in May 2021 to the Secretary of State for independent examination. Stage 2 hearing took place in September 2022 and Stage 3 hearing took place in January 2023. Following the hearing sessions, the Inspector requested a number of Main Modifications which the Council consulted on in May – July 2023. Paragraph 48 of the NPPF confirms that weight may be given to policies within emerging plans, commensurate with the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given). As such, for the purposes of this Application, the proposed development will also be assessed against relevant policies within the emerging Wakefield District Local Plan 2036.
- 4.4. The relevant policies of the planning policy framework are set out in turn below, in so far as they are relevant to the determination of this planning application.

Core Strategy (CS) adopted April 2009

- 4.5. The Core Strategy (2009) provides the overarching strategic vision for Wakefield District.
- 4.6. **Policy CS1 (Location of Development)** states that most new development will take place within the urban areas taking advantage of existing services and high levels of accessibility. The Policy also states that the Council prioritises previously developed land and buildings within the settlements to meet development needs. The supporting text recognises Hemsworth as a centre for regeneration and appropriate levels of growth.
- 4.7. **Policy CS2 (Retail and Town Centres)** states that the provision of retail and town centre uses should be of a scale appropriate to the size and function of the centre. It seeks good quality, well-designed shopping facilities.



- 4.8. **Policy CS4 (Sustainable Transport)** seeks to reduce the dependence of cars and promotes the use of more sustainable transport means, notably by making the best use of existing transport networks.
- 4.9. **Policy CS8 (The Local Economy)** states that the economic performance of the district will be improved by promoting the development of clusters of economic activity, specifically in the food and drink sector among others.
- 4.10. **Policy CS10 (Design, Safety and Environmental Quality)** sets out a criteria to ensure high quality and good design including the incorporation of sustainable buildings, spaces and landscaping of high quality design which are appropriate to their location in terms of scale and density; protect and enhance local character and distinctiveness taking local building traditions into account; and take into account the different landscape character across the district. The policy also requires new development to create safe and secure environments that reduce the opportunities for crime in all parts of the district; protect and enhance the district's biological and geological diversity and green infrastructure including the need to increase tree cover across the district; minimise the risk from all forms of pollution and contamination for existing and future occupants, the wider community and the environment; bring about improvements to the local environment including the reclamation of derelict or degraded land; and help reduce fossil fuel dependency by promoting design which incorporates energy efficiency.
- 4.11. **Policy CS13 (Mitigating and Adapting to Climate Change and Efficient Use of Resources)** states that in order to be sustainable development must minimise the impact and mitigate the likely effects of climate change.
- 4.12. **Policy CS14 (Influencing the demand for travel)** seeks to maximise the uses of sustainable modes of transport. The policy seeks to do so by imposing maximum parking standards in areas with higher levels of accessibility, imposing lesser standards on areas with poorer accessibility. The policy does indicate that parking may be considered appropriate in relation to the scale and type of development proposed.

Development Policies (DP) adopted April 2009

- 4.13. Development Policies (2009) sets out specific development management policies.
- 4.14. **Policy D9 (Design of New Development)** provides criteria to ensure high quality design is proposed in new development. The criteria includes promoting local distinctiveness to enhance the wider area setting and respecting neighbouring occupants amenity.
- 4.15. **Policy D14 (Access and Highways Safety)** seeks to ensure sites are serviced by appropriate and safe accesses, and that development does not pose risks to the safety and function of surrounding highways. As well, the policy seeks to promote sustainable transport choices and increase the accessibility of the sites for pedestrians and cyclists.
- 4.16. **Policy D15 (Safety and Security Through Design)** requires development to be designed to ensure spaces surrounding them remain safe and secure, in order to reduce crime and anti-social behaviour.

- 4.17. **Policy D16 (Advertisements and shopfront design)** states that the display of advertisements will only be permitted if they satisfy the following criteria:
- The design is consistent with the character of the existing building in terms of scale, quality and use of materials;
 - Proposals respect the character of the locality and any features of scenic, historic, architectural, cultural or other special interest;
 - The shop fascia is designed to be in scale, in its depth and width, with the façade and street scene of which it forms part.
- 4.18. **Policy D20 (Pollution Control)** states that proposals which are likely to cause pollution or are likely to be exposed to potential sources of pollution will only be permitted if it can be demonstrated that measures can be implemented to minimum emission to satisfactory level that protects health, environmental quality and amenity.
- 4.19. **Policy D28 (Sustainable Construction and Efficient Use of Resources)** requires development proposals to maximise the opportunities to conserve energy and water resources through the layout and design of the development.

Retail and Town Centre Local Plan (RTCLP) adopted January 2017

- 4.20. The RTCLP (2017) seeks to promote retail and town centre development, it is to be read and applied alongside the Core Strategy 2009 and Development Policies 2009.
- 4.21. **Policy DEV9** states that the market site is allocated for main town centre uses. The policy requires cycling facilities to be provided and a Phase 1 Desktop Study to assess land contamination.
- 4.22. **Policies TC7 and RPA 7** identify the site as being within Hemsworth Town Centre and TC7 supports town centre uses. The site is also within the Hemsworth Retail Policy Area, Policy RPA 7 supports retail development provided it is in accordance with Policy RTC1.
- 4.23. **Policy RTC1 (Retail Development in Shopping Centres)** states that retail development will be encouraged and permitted in the retail policy area of the town centres, as defined on the Policies Map. The Policy requires retail development to meet local planning, traffic and environmental considerations, provide customer choice and reflect the individuality of the centre.
- 4.24. **Policy RTC5 (Hot Food Takeaways)** states that *'hot food takeaways located within 400 metres of schools and outside centres [...] will not be supported'*. Although the site is located within 400m of two primary schools, the site is also located within the Town Centre where hot food takeaways are considered acceptable.

Material Consideration

Emerging Wakefield District Local Plan 2036

- 4.25. **Policy WSP2** identifies Hemsworth as an urban area. **Policy WSP3** states that based on the settlement hierarchy, the broad spatial framework for the location and scale of development is most new development, including most housing, employment, retail and mixed-use development, will take place within the urban areas taking advantage of existing services and high levels of accessibility.
- 4.26. **Policy WSP10** states that the sequential approach will not be required for small scale proposals for main town centre uses of 300 square metres gross external floorspace or under.
- 4.27. **Policy WLP11** states that proposals for hot food takeaways located within a 400-metre radius of secondary schools, as indicated in the Policies Map, will not be supported unless they are within a town centre as defined by the Retail Hierarchy associated with Policy WSP10.
- 4.28. **Policy WSP22** states that development should be designed to accord with Active Design principles and Streets for People.
- 4.29. **Policy WLP26** states that proposals shall demonstrate that they can be accessed conveniently and safely and by modes of transport other than the car. In particular proposals shall:
- a) *Ensure the safe and free flow of traffic within the development and on the surrounding highway network;*
 - b) *Be supported by travel plans which encourage the use of public transport, cycling and walking, where appropriate;*
 - c) *Allow access and penetration by public transport, where appropriate;*
 - d) *Provide pedestrian and cycling connections within the site and to its surroundings, including linking into existing and proposed pedestrian and cycling routes where appropriate, and ensuring these can be accessed easily and safely by all sections of the community;*
 - e) *Include provision for safe cycle storage;*
 - f) *Provide a level of parking provision appropriate to the proposal and its location (applying the agreed maximum standards set out in current guidance), ensuring that such provision is located in safe and accessible locations, paying particular attention to the needs of wheelchair/pram users which should be located close to entrances;*
 - g) *Take into account changes in site levels to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
 - h) *Take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely; and*
 - i) *Take into account access for emergency, service and refuse collection vehicles.*

4.30. **Policy WLP54** states that in order to maintain and enhance local diversity all new development shall make a positive contribution to the environment and amenity of its locality by virtue of high-quality design, layout and landscaping. Proposals should have no significant detrimental impact on the amenity of neighbouring users or residents and existing or prospective users.

4.31. **Policy WLP59** states that the development of new shopfront units and display of advertisements will only be permitted if they satisfy the following criteria:

- a) The design is consistent with the character of the existing building in terms of scale, quality and use of materials;
- b) Proposals respect the character of the locality and any features of scenic, historic, architectural, cultural or other special interest;
- c) The shop fascia is designed to be in scale, in its depth and width, with the façade and street scene of which it forms part.

The design of shopfronts and advertisements should respect the architectural style of the host building and the local character of the area. Good innovative designs which would make a positive contribution to the vitality of a centre will be supported, but they must not detract from the quality of the host building or adjacent premises.

Street Design Guide SPG (Adopted January 2012)

4.32. The Street Design Guide provides supplementary guidance on the creation of attractive, safe and accessible places. It provides design guidance for buildings, streets, cycle and parking facilities. Appendix A contains the Supplementary Planning Guidance on District Wide Parking Standards (SPG7).

Appendix A: Supplementary Planning Guidance (SPG7) District Wide Parking Standards

USE CLASS A3: RESTAURANTS, SNACK BARS AND CAFES		
1. Customer Parking But in areas with poor accessibility to public transport In the town centre	1 space per: 10 sq m 5 sq m Presumption against any parking	Includes drive through restaurants
2. Staff Parking	1 space per: 3 staff	In town centres this standard will be replaced by the operational minimum requirement
3. Cycle Parking	1 space per: 50 sq m of public floor area	Secure cycle storage plus "Sheffield" type stands
4. Disabled motorists	5% of the total capacity	In addition

USE CLASS A5: HOT FOOD TAKE AWAY		
1. Customer Parking But in areas with poor accessibility to public transport In the town centre	1 space per: 10 sq m 5 sq m Presumption against any parking	(of public floor space) (of public floor space)
2. Staff Parking	1 space per: 3 staff	In town centres this standard will be replaced by the operational minimum requirement
3. Cycle Parking	1 space per: 10 sq m of public floor area	Secure cycle storage plus "Sheffield" type stands
4. Disabled motorists	5% of the total capacity	In addition

National Planning Policy Framework (NPPF) (2021)

- 4.33. The NPPF sets out the Government’s policy framework for planning and development and is a material consideration in determining planning applications. At the heart of the Framework is the presumption in favour of sustainable development. Local Planning Authorities should approve development proposals that accord with the development plan without delay.
- 4.34. The following extracts from the NPPF are of relevance:
- 4.35. **Paragraph 38** states that local planning authorities should approach decisions on proposed development in a positive and creative way and that decision-makers should seek to approve applications for sustainable development where possible.
- 4.36. **Paragraph 81** states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 4.37. **Paragraph 108** states that applications for development should ensure that;
- appropriate opportunities to promote sustainable transport modes can be (or have been) taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users; and,
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.38. **Paragraph 109** states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.



- 4.39. **Paragraph 120** states that planning policies and decisions should promote and support the development of under-utilised land and buildings, especially where land supply is constrained and available sites could be used more effectively.

5. Planning Assessment

- 5.1. This section provides an assessment of the proposed development against the statutory development plan and material considerations, including the NPPF.

Principle of development

- 5.2. The Site is located within a defined Town Centre where, in accordance with national planning guidance, restaurant / hot food takeaway uses are acceptable in principle. Development on the site has also been deemed acceptable through the sites allocation for main town centre uses under **Policy DEV9** of the RTCLP (2017).
- 5.3. Similar to this, policies **DEV9, TC7 and RPA7** of the RTCLP (2017) are concerned with town centre uses and support development proposals provided they meet **Policy RTC1** of the RTCLP (2017). As such, the scheme will be supported provided it meets local planning, traffic and environmental considerations. This Planning Statement and accompanying technical reports demonstrate that the proposed development satisfies these considerations.
- 5.4. **Policy RTC5** of the RTCLP (2017) does not support hot food takeaways which are located within 400 metres of schools and outside town centres. Similarly, **Policy WLP11** of the emerging Local Plan states that proposals for hot food takeaways located within a 400-metre radius of secondary schools will not be supported unless they are within a town centre. Although the proposed development is within 400 metres of two primary schools, the site is ca. 800m from the nearest secondary school and is also located within the town centre where hot food takeaways are acceptable. The site is therefore in accordance with these policies.

Transport and parking

- 5.5. Regarding highways and accessibility, the proposal has been designed to ensure the safety of pedestrians and cyclists and secure the best access for cars and service vehicles.
- 5.6. **SPG7** of the Street Design Guide SPG (2012) acts on a presumption against parking in town centres for restaurant and takeaway uses. Although the proposal reduces the number of car parking spaces on the wider Hemsworth Outdoor Market site by 16 spaces, the drive-thru facility and operational parking of this scale reflects the scale of the proposed development.
- 5.7. To assess the current parking demand in the shared car park, a parking beat survey at the existing site comprising a Costa Coffee and KFC restaurant was undertaken during the forecast peak hours of operation for the development between the hours of 12:00 -14:00, and 17:00 – 20:00 on both a Friday and Saturday. The highest number of occupied spaces at the shared car park occurred between 12:00 and 13:00 on Friday, with an average of 26 spaces occupied during this period, equating to a parking stress of 75%. Within this period the maximum number of cars parked was 28 between 12:15 and 12:30, equating to a maximum parking stress of 82%. The proposed total of 34 parking spaces has been demonstrated through the survey results to be suitable to accommodate the existing trips generated by Costa and KFC. The Transport Statement confirms that the parking capacity at the existing shared carpark is appropriate to accommodate the forecast total parking

demand for both the existing Costa and KFC and the addition proposed development within the site boundary.

- 5.8. The Transport Statement also confirms that the proposal will not have an adverse impact on road safety. As such the proposal is in accordance with **policies CS4 and CS14** of the CS (2009).

Design

- 5.9. The proposal respects the character of the area in terms of scale and massing as it does not dominate over the existing context. This application proposes a modern design that utilises different materials and architectural features which complements the existing commercial units to the south.

- 5.10. The application proposes appropriate waste management arrangements through the installation of a bin store to the north of the proposed unit. The applicant will also make arrangements for daily litter picking to ensure the site is kept clean.

The proposed advertisement will be consistent with the character of the building in terms of scale, quality and use of materials and respect the character of the locality, in line with **Policy D16** of the DP (2009) and emerging LP **Policy WLP59**.

- 5.11. The proposed scheme will reduce the risks of crime and anti-social behaviour occurring on the site as there is less car parking area for anti-social behaviour to take place. As such the proposal is also in accordance with **Policy D15** of the DP (2009).

Impact on amenity

- 5.12. The site is located in a town centre, which is the preferred location for food and drink uses. It is already established as a location of drive-thru restaurants, however, to ensure the amenity of the surrounding area is not adversely affected, the proposal has been subject to a detailed noise assessment.

- 5.13. The proposed development will include some extraction and ventilation equipment as set out in the accompanying Mechanical Ventilation & Environmental Control Equipment Document. The equipment includes components which suppress odour and noise and the location of these are shown on the accompanying drawing no. Q102099-AG-00-DR-01 Rev 0. This equipment has been considered in the noise assessment.

- 5.14. The accompanying Noise Impact Assessment assessed noise impacts from car parking, plant machinery, drive-thru and deliveries. The report demonstrates that the noise created by the proposed operation would be negligible and would not have an unacceptable adverse impact on the amenity of surrounding residents. To further mitigate the impact of noise, and in accordance with the accompanying Noise Impact Assessment, the Applicant will install the noise mitigation measures to ensure the proposed development does not adversely affect the residential development adjacent to the site. These include a silencer to kitchen extract fan and kitchen supply fan, and an acoustic enclosure to the freezer condenser.



- 5.15. Overall, it is concluded that the proposed development would not have an adverse impact on the amenity of the local area by way of noise, disturbance, odour or fumes and is therefore in accordance with **Policy D9** of the DP (2009) and **Policy WLP54** of the emerging plan.

Ground Investigation

- 5.16. Although **Policy DEV9** requires a Phase 1 Desktop Study to support the application due to the proximity of a landfill site, a Site Investigation Report was submitted as part of the previous application which found no degradable material in the ground and no recorded landfills within influencing distance. On this basis, it was not considered necessary to provide a new report for this application.

Sustainable Development

- 5.17. The redevelopment of this site will provide 35 no. new jobs and increase footfall to the south of the town centre. The proposed design is accessible, modern and provides additional cycle storage to promote sustainable travel. Notably, this proposed development will enable the redevelopment of an underutilised car park on a brownfield site in the town centre. As such, the proposed development clearly provides social, economic and environmental benefits to the local area.



6. Summary and Conclusion

- 6.1. Pegasus Group has been instructed by the Applicant to submit a planning application to Wakefield District Council for full planning permission for development on land adjacent to Southmoor Road, Hemsworth. The proposed description of development is as follows:
- 6.2. *"The erection of a stand-alone drive-thru restaurant (Use Class E/Sui Generis) and associated works."*
- 6.3. The proposal will make use of an established town centre location, in a manner that is consistent with the Development Plan and the NPPF which prioritises town centres for this type of development. In addition, substantial weight is given to promoting the development of under-utilised land which the proposal will do. In particular the proposal is consistent with both the Local Plan and NPPF in locating a town centre use within a town centre location.
- 6.4. The submitted Transport Assessment confirms that the additional traffic associated with the proposed will have no material impact on the operation of the road network. It has been established that the site will continue to provide for suitable levels of parking and servicing and will not result in any adverse consequences in transport terms.
- 6.5. Similarly, the submitted Noise Impact Assessment has established that the noise associated with both vehicular activity and servicing would have a low impact on the neighbouring amenities.
- 6.6. The proposed development will deliver a number of benefits to the community, including the creation of 35 new jobs, increasing the number of jobs in the area.

Conclusion

- 6.7. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The proposed development, the subject of this application, is consistent with relevant policies of the Local Plan. Further, there is no conflict with any policies or guidance in any material considerations, including national guidance in the NPPF.
- 6.8. There is no policy premise which prevents the application of the presumption in favour sustainable development and in accordance with Framework paragraph 11(c) the proposed development should be approved without delay.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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