



Planning Statement

Wombwell Outline Planning Application

Land off Station Road, Wombwell, Barnsley, S73 0BN

Hartwood Estates

CRM.1122.005.PL.R.001



Contact Details:

Enzygo Ltd. (Bristol Office)
The Byre
Woodend Lane
Cromhall
Gloucestershire
GL12 8AA

tel: 01454 269237
email: lee.searles@enzygo.com
www: enzygo.com

Planning Statement

Project:	CRM.1122.005
For:	Hartwood Estates
Status:	Final
Date:	November 2019
Author:	Bethany Kington Senior Planning Consultant
Reviewer:	Lee Searles Director of Planning

Disclaimer:

This report has been produced by Enzygo Limited within the terms of the contract with the client and taking account of the resources devoted to it by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

Enzygo Limited Registered in England No. 6525159
Registered Office Stag House Chipping Wotton-Under-Edge Gloucestershire GL12 7AD

Contents

1.0INTRODUCTION	1
1.1 Introduction.....	1
1.2 The Format of this Planning Application.....	1
2.0SITE DESCRIPTION	3
2.1 Introduction.....	3
2.2 Current Use of the Site	3
2.3 Site Access.....	5
2.4 Site History	6
2.5 Sensitive Receptors in the Vicinity of the Application Site	7
2.6 Flood Risk	8
2.7 Planning Allocations and Designations	9
2.8 Site Suitability.....	9
3.0PROPOSED DEVELOPMENT	11
3.1 Introduction.....	11
3.2 Proposed development	11
3.3 Hours of construction.....	11
3.4 Employment.....	11
3.5 Environmental impact assessment.....	12
4.0PLANNING HISTORY.....	13
4.1 Introduction.....	13
4.2 Planning History	13
5.0PLANNING POLICY	15
5.1 Introduction.....	15
5.2 National Planning Policy	15
5.3 Local Planning Policy	19

6.0ASSESSMENT OF ENVIRONMENTAL IMPACTS.....	27
6.1 Introduction.....	27
6.2 Ground Conditions	27
6.3 Noise.....	27
6.4 Ecology	28
6.5 Traffic and Highways	29
6.6 Air quality	29
6.7 Flood Risk and Drainage	29
6.8 Tree Survey.....	30
7.0CONCLUSION AND SUMMARY	31

Tables and Figures

Figure 1. Aerial Image of the application site (Google Maps)	3
Figure 2. Current use of the site viewpoint 1	4
Figure 3. Current use of the site viewpoint 2	4
Figure 4. Western Site Boundary (Bulling Dike and the eastern boundary of Valley Way Industrial Estate)	5
Figure 5. Station Road	5
Figure 6. Public Rights of Way Map	6
Figure 7. Historic Maps (1931-1989)	6
Figure 8. Aerial Image of the site from 2002 (Google Earth).....	7
Figure 9. Designations within 3km (MAGIC).....	8
Figure 10. Flood Risk Map	9
Figure 11. Local Plan Policy Map (Map 44).....	20

Drawings

Drawings	Title
CRM.1122.005.PL.D.001	Site Location Plan
CRM.1122.005.PL.D.002	Redline boundary plan
P08 4141 SK102	Proposed Site Layout Plan

1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 This Planning Statement supports an outline planning application by Hartwood Estates for the development of residential dwellings at Land off Station Road, Wombwell, Barnsley, S73 0BN. An indicative site layout indicates that 111 dwellings could be accommodated within the site layout.
- 1.1.2 The proposal would provide a residential development on land which currently has no specific designation within planning policy. The site is located within the settlement boundary of Wombwell and is located adjacent to areas of existing residential properties.
- 1.1.3 The site has been designed taking into account planning policy and relevant standards to ensure the proposed layout is suitable in this specific location.
- 1.1.4 Additional details regarding the design of the proposed residential development are included within the Design and Access Statement and site plans accompanying this planning application.
- 1.1.5 The location of the proposed development is show within the site location plan CRM.1122.005.PL.D.001.
- 1.1.6 The proposed development is located north of Station Road. The application site is located approximately 6km south-east of Barnsley City Centre.
- 1.1.7 This Planning Statement sets out the following:
- Details of the application site;
 - Details of the proposed development;
 - Consideration of National Planning Policy and Local Planning Policy; and
 - Environmental considerations.

1.2 The Format of this Planning Application

- 1.2.1 The Planning Application contains the following documents:
- Completed Planning Application Forms;
 - Completed Ownership Certificates;
 - This Planning Statement, assessing the application in accordance with planning policy and containing information in support of the planning application;
 - An Affordable Housing Statement;
 - A Design and Access Statement, which considers how the proposed development is suitable for the site and its setting, and demonstrates that it can be adequately accessed;
 - Supporting drawings, plans and figures;
 - A Preliminary Risk Assessment, identifying any environmental constraints associated with the development;

- An Ecological Assessment, demonstrating acceptability from an ecological perspective;
- A Noise Assessment, demonstrating acceptability from a noise perspective;
- An Arboricultural Report, assessing the condition of the trees, their importance in the local landscape and any cultural and conservation values;
- An Air Quality Assessment demonstrating acceptability in terms of potential emissions;
- An Affordable Housing Statement demonstrating compliance with affordable housing requirements;
- A Health Impact Assessment demonstrating potential health impacts associated with the scheme;
- A Transport Statement, demonstrating acceptability from a highways and transport perspective; and
- A Flood Risk Assessment and a Drainage Strategy.

2.0 SITE DESCRIPTION

2.1 Introduction

- 2.1.1 The application site is located within the administrative boundary of Barnsley Metropolitan Borough Council.
- 2.1.2 The grid reference of this site is SE 40517 03610, and the nearest postal code is S73 0BN.
- 2.1.3 The proposed development occupies an area of 3.84 hectares. The application area is shown in the site layout plan (P08 4141 SK102).

2.2 Current Use of the Site

- 2.2.1 The site is currently undeveloped land as shown in the aerial image in Figure 1 below.



Figure 1. Aerial Image of the application site (Google Maps)

- 2.2.2 The application site consists of some areas of hardstanding, a number of spoil heaps are present across the site. There is also some vegetation present on the site as illustrated in the site photos below. Localised fly tipping is evident in close proximity to the application site, particularly along the western site boundary and Bulling Dike. The below photographs illustrate the current site conditions and current use of the site.



Figure 2. Current use of the site viewpoint 1



Figure 3. Current use of the site viewpoint 2

- 2.2.3 A number of residential properties lie to the east of the application site along Stonyford Road. Additional residential properties are also located to the south of the site and south of Station Road. A children's playground and playing field are located in close proximity to residential properties to the south of Station Road.
- 2.2.4 The western boundary of the application site consists of a number of industrial units located along Valley Road including; Naylor Industries, GK Cars (Barnsley) and Safestyle UK Glass Processing.



Figure 4. Western Site Boundary (Bulling Dike and the eastern boundary of Valley Way Industrial Estate)

- 2.2.5 The River Dove is located to the northern boundary of the application site and Bulling Dike runs along the western and south-western boundaries of the proposed application site. Fly tipping is evident along the western boundary of the site along and in Bulling Dike. Beyond the River Dove along the northern boundary is Netherwood Academy School.
- 2.2.6 Wombwell is located to the south-west of the application site and the settlements of Darfield and Low Valley are located to the north-east of the application site. The site's position within the wider site context is illustrated within the location plan accompanying this application (CRM.1122.005.PL.D.001)

2.3 Site Access

- 2.3.1 The application site lies to the north of Station Road and to the east of Valley Road.



Figure 5. Station Road

- 2.3.2 The proposed access into the site is shown on the proposed layout plan (P08 4141 SK102), this illustrates that the site will be accessed into the south of the site from Station Road.
- 2.3.3 The proposed site layout illustrates the proposed internal road configuration of the application site and demonstrates how each area within the proposed development can be appropriately accessed by future users of the site.
- 2.3.4 Public Rights of Way run adjacent to the northern and western boundaries of the application site. The Public Rights of Way in close proximity to the northern and western boundaries of the application site are depicted in the below figure.



Figure 6. Public Rights of Way Map

- 2.3.5 The proposed layout takes into account the existing footpaths around the site. The layout demonstrates that the development will not adversely impact upon any of the existing public rights of way in close proximity to the application site.
- 2.3.6 Further detail regarding access into the application site is provided within the Design and Access Statement and the Transport Statement accompanying this application.

2.4 Site History

- 2.4.1 A review of Barnsley Metropolitan Borough Council’s historic planning applications has been undertaken. Details of historic planning applications on the application site and in close proximity to the application site are detailed within Chapter 4 of this Planning Statement.
- 2.4.2 The below maps demonstrate the change of land uses surrounding the site from 1931 to 1989. This shows historic adjacent land uses to the site include allotment gardens and South Yorkshire Sports Stadium.



Figure 7. Historic Maps (1931-1989)

2.4.3 Additionally, a review of historic land uses on the application site has been undertaken using Google Earth. The below aerial image of the site illustrates that the site has previously been developed. An Industrial unit, including parking areas and internal roads were historically located on the application site. The industrial unit and areas of car parking (as depicted below) are no longer present.



Figure 8. Aerial Image of the site from 2002 (Google Earth)

2.5 Sensitive Receptors in the Vicinity of the Application Site

- 2.5.1 The rear gardens to a number of residential properties are located adjacent to the eastern boundary of the application site along Stonyford Road (B6096). A number of additional residential properties are located to the south of the site and to the south of Station Road. A children’s playground and playing field is also located to both the south of the site and to the south of Station Road.
- 2.5.2 A review of statutory and non-statutory designated sites within the locality has been undertaken using the Multi Agency Geographic Information for the Countryside (MAGIC) database operated by Defra. This demonstrates that the following designations are within 3km of the application site, as detailed within the below table.

Table 1. Statutory and non-statutory sites within 3km of the application site

Location	Designation
Within the site	<ul style="list-style-type: none"> • SSSI Impact Risk Zone • Nitrate Vulnerable Zones 2017 Designations (England) • Community Forests – South Yorkshire Forest • Objective 1 Areas
Within 1km	<ul style="list-style-type: none"> • Grade II Listed Buildings – Church of St Mary and Memorial plaque attached to north west side of former town hall at junction with High Street. • Green Belt

	<ul style="list-style-type: none"> • RSPB Reserves - Dearne Valley
Within 3km	<ul style="list-style-type: none"> • Sites of Special Scientific Interest – Stairfoot Brickworks SSSI • Scheduled Monument (England) – Cross in the churchyard of All Saints’ Church, Darfield • Numerous Grade I and Grade II Listed Buildings

2.5.3 The below figure illustrates the locations of the above statutory and non-statutory designations within a 1km buffer and 3km buffer of the proposed application site.

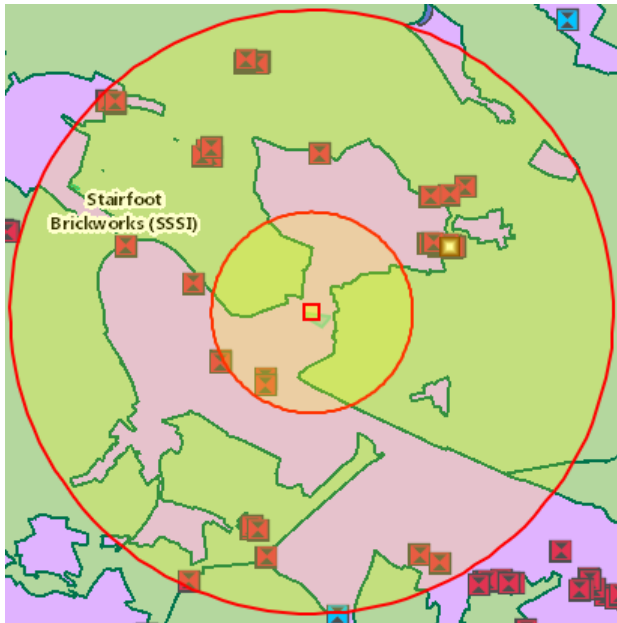


Figure 9. Designations within 3km (MAGIC)

2.5.4 The above designations are not considered to preclude the site from development. Where necessary, statutory and non-statutory designated sites have been taken into account as part of this outline planning application.

2.6 Flood Risk

2.6.1 A search of the Gov.uk flood map tool, identifies that the site is located partially within Flood Zone 1 and partially within Flood Zone 2.

2.6.2 A Flood Risk Assessment (FRA) and Drainage Strategy have been prepared to accompany this outline planning application. The FRA assesses the risk of flooding to the proposed development and where possible provides sufficient mitigation to demonstrate that the future users of the development will remain safe throughout its lifetime, that the development would not increase flood risk on Site and elsewhere and, where practicable, that the development would reduce flood risk overall. A summary of the FRA and drainage strategy for the proposed site is provided within section six of this Planning Statement.

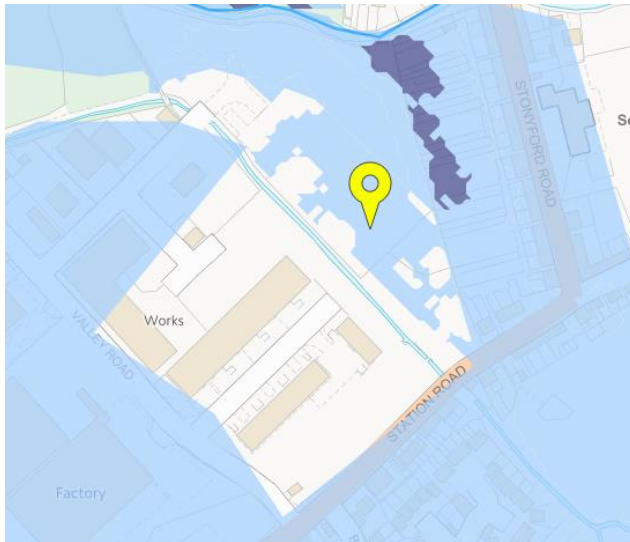


Figure 10. Flood Risk Map

2.7 Planning Allocations and Designations

2.7.1 In the current context, the local development plan for the application site comprises:

- Barnsley Local Plan (Adopted January 2019)

2.7.2 A number of Supplementary Planning Documents (SPDs) have also been adopted in 2019 to provide additional guidance for Applicants as well as the Council during the determination of planning applications.

2.7.3 A full assessment of the proposal against relevant national and local planning policy is provided within Chapter 5 of this Planning Statement. This chapter confirms that the proposal is consistent with relevant planning policy.

2.8 Site Suitability

2.8.1 A significant number of factors contribute to the proposed development site being appropriate for the proposed residential development. These are summarised below, and are also set out in further detail within this planning statement:

- An outline planning application (2005/2017) for residential development on this site has previously been approved at appeal (APP/R4408/06/2028445), therefore the principle of residential development is considered suitable on this site.
- The application site is located on land within the Settlement with no specific allocation in the Adopted Local Plan (2019). Therefore, it is considered that the proposed residential development is an appropriate type of development on this application site.
- A number of existing residential properties are located in close proximity to the application site.
- The site is accessible by public transport links; a number of bus stops are located on Station Road and Stonyford Road.

- Wombwell is one of the Borough's largest district centres offering a range of services and facilities. The following facilities are in close proximity to the application site within Wombwell:
 - St Michael & All Angels' Primary School;
 - Netherwood Academy School; and
 - Wombwell High Street, which includes a number of shops, services and amenities.
- Additional services and amenities (including schools and shops) are located within Darfield and Low Valley to the north-east of this application site.
- A range of technical assessments have been undertaken to assess potential environmental impacts. Where necessary, mitigation measures have been proposed to ensure impacts are not significant or are removed.

2.8.2 In terms of environmental impacts, Chapter 6 of this Planning Statement considers the potential impacts of the proposed development and concludes that any potential environmental impacts can be fully addressed.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This Planning Statement supports an outline planning application for the development of residential properties, with all matters reserved apart from the site access. The area covered by this planning application is illustrated in the proposed site layout plan. The application site covers an area of 3.84 hectares.
- 3.1.2 Within this section details of the proposed development and background information to the proposed development is provided.

3.2 Proposed development

- 3.2.1 This outline planning application is for the development of residential dwellings with all matters reserved apart from site access. An indicative site layout demonstrates 111 dwellings within the site.
- 3.2.2 The site's technical constraints have been reviewed and considered during the preparation of the site layout. Properties have been orientated and positioned to form the most appropriate layout for the site taking into account the identified technical constraints. Site features have been incorporated into the proposed layout to ensure the most appropriate development is proposed.
- 3.2.3 The site would be accessed via Station Road into the southern boundary of the site as shown in the proposed site layout plan.
- 3.2.4 The design of the development site and dwellings reflect the local character whilst taking into account published design guidance and standards, including the following SPDs: designing new housing development, open space provision on new housing developments and parking.
- 3.2.5 Additional details regarding the design of the proposed development and access arrangements are provided within the Design and Access Statement and plans accompanying this planning application.
- 3.2.6 Policy H6 of the Local Plan (2019) states that *'40 dwellings per hectare will be expected in urban Barnsley and Principal Towns'*. Barnsley is classified as a Principal Town within the Local Plan (2019) and therefore this density should be met in new proposed housing developments in Wombwell. Affordable housing requirements have been reviewed during the preparation of the site layout plan for this outline planning application. Policy H7 of the local plan (2019) requires housing developments of 15 or more dwellings in Wombwell to provide 10% affordable housing. The relevant policies within the Local Plan have been taken into account during the preparation of the site layout and design. The affordable housing statement submitted as part of this application demonstrates confirmation with this policy requirement.
- 3.2.7 CIL requirements have been reviewed as part of this planning application. Based on Barnsley's CIL draft charging schedule (September 2016), the proposed CIL residential rate is £0.

3.3 Hours of construction

- 3.3.1 The overall construction programme will be approximately 2-3 years, with construction restricted to 8am to 6pm Monday to Friday and 8am to 1pm on Saturday.

3.4 Employment

- 3.4.1 During the site establishment and construction phases of the development, the number of work people on the site will be 10-15 at any one time. Once constructed, the site will provide employment indirectly associated with the ongoing maintenance of a residential development.

3.5 Environmental impact assessment

- 3.5.1 The Town & Country Planning (Environmental Impact Assessment) Regulations 2017 sets out in Schedule 1 those developments for which an Environmental Impact Assessment (EIA) is mandatory and, in Schedule 2, those where an EIA may be required.
- 3.5.2 The proposed development does not fall within Schedule 1; therefore, an EIA is not a mandatory requirement.
- 3.5.3 Within Schedule 2, the EIA regulations set out projects which may require an EIA. Column two sets out screening thresholds, and for developments that fall above this threshold, the LPA must consider whether the development is likely to have significant environmental impacts.
- 3.5.4 Within Schedule 2 the proposed development falls within 'infrastructure projects', the threshold for EIA is '*...(ii) the development includes more than 150 dwellings.*'
- 3.5.5 The proposed development falls below this threshold in Schedule 2, and therefore the development has not been screened for EIA.

4.0 PLANNING HISTORY

4.1 Introduction

- 4.1.1 This chapter details the planning history of the site and identifies any prospective planning applications on adjacent land which may need to be considered.

4.2 Planning History

- 4.2.1 A review of the planning history of the application site and surrounding area has been undertaken. Relevant planning applications are detailed within the below table.

Table 2. Historic Planning Applications

Application Reference and Description of Development	Address	Decision
2010/0310 – Residential development of 137 dwellings and erection of 6,000 sq ft two storey office building (reserved matters of 2005/2017)	Land off Station Road, Wombwell, Barnsley, South Yorkshire, S73 0BN	Undetermined
2005/2017- Residential development and erection of 6,000 sq ft two storey office building (outline).	Low Valley/ Valley Road Industrial Estate, Station Road, Wombwell, Barnsley.	Refused (Granted at appeal APP/R4408/06/2028445)
2007/2131 – Erection of new school buildings, car parks, drop-off lay-by off Pitt Street, and formation of new access from Wombwell By-Pass to form Advance Learning Centre and playing fields – being the amalgamation of Wombwell High School and the Foulstone School, Dartfield.	Former Dartfield Colliery, Dartfield, Barnsley	Granted Permission
2010/0900 – Erection of new school buildings, car parks, drop-off lay-by off Pitt Street, and formation of new access from Wombwell By-Pass to form Advance Learning Centre and playing fields (Reserved matters of approval 2007/2131).	Former Darfield Colliery Site, Darfield, Barnsley	Approved with Conditions
B/05/1195/WW - Erection of single-storey office extension to industrial unit and increase height of existing building by 3m.	Valley Road, Station Road Industrial Estate, Wombwell, Barnsley.	Approved with Conditions

2007/0580 – Erection of industrial units	Windowstyle, Station Road Industrial Estate, Wombwell, Barnsley, S73 0BH.	Approved with Conditions
--	---	--------------------------

- 4.2.2 Outline planning application (2005/2017) was granted at appeal (APP/R4408/06/2028445) and a reserved matters application (2010/0310) has since been submitted, these historic planning applications were on the application site.
- 4.2.3 The reserved matters planning application (2010/0310) on this site has never been determined. Due to the length of time which has now passed since the submission of the reserved matters application, Barnsley Metropolitan Borough Council have confirmed that the reserved matters application can no longer be determined as a live application.
- 4.2.4 As outline planning application ref: 2005/2017 for residential development on this site has previously been approved at appeal, the principle of residential development is considered to be appropriate on the proposed application site.

5.0 PLANNING POLICY

5.1 Introduction

5.1.1 This chapter considers the proposed development against the relevant national and local policies and other material considerations relevant to the proposal. The relevant planning policies that have been considered include the following:

- **National Planning Policy**
 - National Planning Policy Framework (NPPF) (2019)
- **Local Planning Policy**
 - Adopted Local Plan (2019)
 - Supplementary Planning Documents (March 2012)

5.2 National Planning Policy

National Planning Policy Framework (2019)

5.2.1 The National Planning Policy Framework (NPPF) is the current national planning policy document in England and sets out the Government's planning policies for England and how these should be applied.

5.2.2 Part 2 of the NPPF identifies that *'the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

- a) ***an economic objective*** – *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) ***a social objective*** – *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- c) ***an environmental objective*** – *to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'*

5.2.3 Part five of the NPPF relates to *'Delivering a sufficient supply of homes.'* Paragraph 59 states that; *'to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed,*

that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay’.

5.2.4 Paragraph 62 outlines that *‘where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless:*

a) Off-site provision or an appropriate financial contribution in lieu can be robustly justified; and

b) The agreed approach contributes to the objective of creating mixed and balanced communities.’

5.2.5 Paragraph 64 of the NPPF states that; *‘where major development including the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:*

a) Provides solely for build to Rent homes;

b) Provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);

c) Is proposed to be developed by people who wish to build or commission their own homes; or

d) Is exclusively for affordable housing, an entry-level exception site or a rural exception site.’

5.2.6 Paragraph 68 recognises that *‘...small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should... support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.’*

5.2.7 Paragraph 91 states that; *‘planning policies and decisions should aim to achieve healthy, inclusive and safe places which...promote social interaction...are safe and accessible...and enable and support healthy lifestyles...’* The proposed layout has been designed to ensure the proposed street layouts allow for easy pedestrian and cycle connections throughout the proposed development and between existing adjacent areas.

5.2.8 Paragraph 98 states that *‘planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users.’* The proposed layout has been prepared to protect and enhance the existing public rights of way adjacent to the northern and western site boundaries.

5.2.9 Part 9 of the NPPF relates to *‘Promoting Sustainable Travel’*. This section supports developments which promote walking, cycling and the use of public transport.

5.2.10 Paragraph 102 notes that *‘transport issues should be considered from the earliest stages of plan-making and development proposals so that...the potential impacts of development on transport networks can be addressed...opportunities to promote walking, cycling and public transport use are identified and pursued...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.’* A Transport Statement has been prepared to accompany this planning application.

- 5.2.11 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.'*
- 5.2.12 Paragraph 110 notes that *'...applications for development should: give priority first to pedestrian and cycle movements...address the needs of people with disabilities and reduced mobility...create places that are safe, secure and attractive...allow for efficient delivery of goods, and access by service and emergency vehicles... and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*
- 5.2.13 Paragraph 111 states that *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*
- 5.2.14 A Transport Statement has been prepared to support this planning application. The Transport Statement assesses any potential transport implications associated with the planning application in accordance with national guidance. The Transport Statement contains an appraisal of the proposed access to the site and the availability of the facilities that will be accessible for future residents and visitors. The Transport Statement includes details of the site sustainability which includes information regarding public transport, cycling provision and walking provision. It is noted that the location of the site is sustainable, and the public transport system is easy to access for potential residents with both northbound and southbound bus stops located within 200m of the site. Therefore, both bus stops are located well within 500m walking distance of the site. Additionally, Wombwell Train Station is located 2km to the Southwest of the site and can be reached by foot, cycle or car.
- 5.2.15 Part 11 of the NPPF relates to *'Making effective use of land'*. Paragraph 117 states that; *'planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.'* The proposed application site is currently an underutilised parcel of land adjacent to existing residential uses within the settlement boundary. The proposed development is considered an efficient use of a currently unused site. The proposed development would contribute towards meeting the need for housing.
- 5.2.16 Paragraph 118 states that *'planning policies and decisions should...give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.'* The proposed development is on brownfield land within the settlement boundary, the proposed development is therefore considered consistent with this section of the NPPF.
- 5.2.17 Paragraph 122 relates to achieving appropriate densities, this section notes that; *'planning policies and decisions should support development that makes efficient use of land, taking into account:*
- a) *the identified need for different development types of housing and other forms of development, and the availability of land suitable for accommodating it;*
 - b) *local market conditions and viability;*
 - c) *the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*

- d) *the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*
 - e) *the importance of securing well-designed, attractive and healthy places.'*
- 5.2.18 The densities of dwellings proposed, as well as the level of outdoor amenity space within the layout is considered to be consistent with the relevant local planning policies. Additional details regarding the design of the site are included within the Design and Access Statement and the accompanying site plans. The proposed development is therefore considered to be consistent with this section of the NPPF.
- 5.2.19 Part 12 relates to '*achieving well-designed places*', paragraph 124 states that; '*the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*
- 5.2.20 Additionally, paragraph 127 notes that '*planning policies and decisions should ensure that developments:*
- a) *Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'*
- 5.2.21 The site has been designed taking into account relevant local planning policy and guidance as well as a detailed review of the sites opportunities and constraints. Further information regarding the design of the proposed development is provided within the Design and Access Statement and the site plans accompanying this planning application.
- 5.2.22 Part 14 of the NPPF relates to '*meeting the challenge of climate change, flooding and coastal change*', paragraph 150 states that '*new development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through sustainable adaptation measures, including through the planning of green infrastructure...*' Additionally, paragraph 155 notes that '*inappropriate development in areas at risk of flooding should be avoided by directing development away from*

areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.'

- 5.2.23 The application site is located within Flood Zone 2 and 1, a Flood Risk Assessment (FRA) and Drainage Strategy have been prepared as part of this planning application. The FRA demonstrates that the proposed development would be operated with minimal risk from flooding and would not increase flood risk elsewhere. The FRA confirms that the development should not be precluded on the grounds of flood risk, or surface water and foul drainage. A summary of all the technical assessments, including the FRA, is set out within Chapter 6 of this Planning Statement.
- 5.2.24 Part 15 relates to 'conserving and enhancing the natural environment'. This section of the NPPF requires planning policies and decisions to contribute to the enhancement of the natural and local environment by '*protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils...recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland...minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures...preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability...*'
- 5.2.25 A series of technical assessments have been undertaken to demonstrate that the proposed development would not result in unacceptable, adverse impacts on the natural environment. The technical assessments demonstrate that the application site can adequately accommodate the proposed development. A summary of findings of the technical assessments undertaken has been included in Chapter 6 of this Planning Statement.
- 5.2.26 The above review assessment demonstrates that the proposed development is consistent with the relevant sections of the NPPF, and thus contributes towards sustainable development. Therefore, the proposed development should be considered acceptable to the Local Planning Authority.

5.3 Local Planning Policy

- 5.3.1 A review of Barnsley's Local Planning Policies has been undertaken as part of this Outline Planning Application.
- 5.3.2 Barnsley's Local Plan was adopted on 3rd January 2019. The new Local Plan for Barnsley will replace the Core Strategy and the Unitary Development Plan.

Barnsley Local Plan (adopted January 2019)

- 5.3.3 Barnsley's adopted Local Plan (2019) sets out the key elements of the planning framework for Barnsley, and the approach to its long-term physical development to achieve the Council's vision of what sort of place Barnsley wants to become. This document reflects the council's hopes and aims for the people who live, work, run businesses and enjoy leisure in Barnsley.
- 5.3.4 Map 44 of the adopted Local Plan is illustrated in the below figure. The application site is depicted with a red star in the above Local Plan Policy Map (Map 44). The application site is shaded in grey which indicates that the site is land within the Settlement with no specific allocation. The blue outline around the wider area illustrates the settlement boundary. Areas in

relatively close proximity to the application site are allocated as school grounds (dark green shaded areas). The green striped areas illustrate land within the Green Belt.

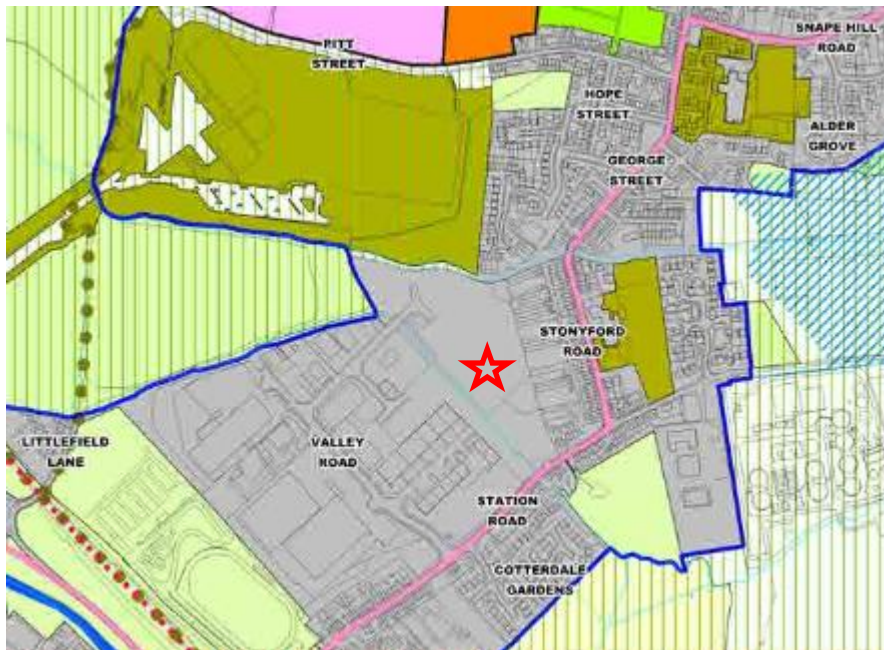


Figure 11. Local Plan Policy Map (Map 44)

- 5.3.5 Policy SD1 relates to a presumption in favour of Sustainable Development, this policy notes that when considering development proposals the Council will *'take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.'* The Council will *'work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.'* The previous section has reviewed the proposal against the policies relating to sustainable development in the NPPF. This review has demonstrated that the proposed development is consistent with the relevant policies contained within the NPPF.
- 5.3.6 All development proposals are expected to comply with policy GD1 General Development of Barnsley's Local Plan (2019). This policy states that; *'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 the 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;*

- *Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;*
- *Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;*
- *Any drains and culverts are considered;*
- *Appropriate landscaped boundaries are provided where sites are adjacent to open countryside*
- *Any pylons are considered in the layout;*
- *Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.'*

The proposed layout has been developed taking into account the site's opportunities and constraints to ensure an appropriate layout is submitted. The proposed application is supported by a series of relevant technical assessments to demonstrate that any potential impacts can be mitigated. A summary of the technical assessments and potential environmental impacts are summarised within Chapter 6 of this Planning Statement.

- 5.3.7 Policy LG2 relates to the location of growth, this policy notes that *'priority will be given to development in the following locations...Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston...urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.'* This section of the Local Plan recognises that Individual Principal Towns will be the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities. The proposed development is located in the Principal Town of Wombwell; therefore, the proposed development is consistent with policy LG2 of the Local Plan.
- 5.3.8 Policy H1 of Barnsley's adopted Local Plan (2019) relates to the number of new homes to be built, the Council *'will seek to achieve the completion of at least 21,546 net additional homes during the period 2014 to 2033. A minimum five-year supply of deliverable sites will be maintained'*. The proposed development is for new residential properties, the proposed development would therefore contribute to the Council's target for the completion of at least 21,546 net additional homes during the plan period.
- 5.3.9 Policy H2 relates to the distribution of new homes and provides the approximate distribution of new homes, this policy approximates that 10% of the overall new homes will be provided within Wombwell. The proposed location of housing development accords with the settlement hierarchy and policy LG2 regarding the location of growth.
- 5.3.10 Policy H5 relates to residential development on large non-allocated sites. This policy states; *'proposals for residential development on sites above 0.4 hectares which are not shown as housing sites on the Policies Map will be supported where they:*
- *Are located on previously or part previously developed land;*
 - *Are located within Urban Barnsley, Principal Towns and Villages;*

- *Are accessible by public transport; and*
- *Have good access to a range of shops and services.'*

5.3.11 The proposed development site is located on previously developed land within the Principal Town of Wombwell. Section 2.8 of this Planning Statement assesses the suitability of the application site for residential development. The application site is in close proximity to a wide range of shops and services as well as bus and train routes into Barnsley City Centre, this demonstrates that the proposed development meets the criteria set out in Policy H5 above.

5.3.12 Policy H6 relates to housing mix and efficient use of land, this policy states that; *'housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities...a density of 40 dwellings per hectare net will be expected in Urban Barnsley and Principal Towns...lower densities will be supported where it can be demonstrated that they are necessary for character and appearance, need, viability or sustainable design reasons.'* The proposed site layout plan demonstrates the proposed housing layout on this site. The proposed layout has been prepared taking into account Policy H6 of the new Local Plan. The mix of housing proposed on the site has been reviewed to ensure it is appropriate to the scale and context of the development and the character of the area. See the affordable housing statement for further information.

5.3.13 Policy H7 relates to affordable housing and states; *'housing developments of 15 or more dwellings will be expected to provide affordable housing...10% in Wombwell...these percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable...the developer must show that arrangements have been put in place to keep the new homes affordable...limited affordable housing to meet community needs may be allowed in or on the edge of villages'*. An Affordable Housing Statement has also been prepared as part of this planning application to demonstrate the amount, type and tenure of the affordable housing proposed within this planning application.

5.3.14 Policy H8 relates to housing regeneration areas and states that; *'in lower value housing sub markets a range of housing market regeneration programmes will be supported aimed at the renewal of poor housing and the revitalisation of the neighbourhoods and communities. Lower value housing sub markets which contain some lower value areas/ estates'*. Wombwell is included in this list of areas of lower value housing sub markets within Policy H8. This policy states that; *'such support may include...encouraging sustainable housing growth to support creation of an overall balanced housing market...addressing the density and mix of housing types and tenure...providing new infrastructure to support the sustainability of communities.'* The proposed development is located within Wombwell, which is an area identified as a lower value housing sub market. The proposed development will encourage sustainable housing growth to support creation of an overall balanced housing market. The proposed development will seek to provide attractive, new dwellings in the area identified as a lower value housing sub market.

5.3.15 Policy T3 relates to new development and sustainable travel, this policy states that; *'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 set out in the relevant Supplementary Planning Document;*

- *Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and Guidance including where appropriate regard for cross boundary local authority impacts; and*
- *Provide a travel plan statement or travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.*

Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1.

If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.'

- 5.3.16 Policy T4 relates to new development and transport safety. This policy states that; *'...new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.'* The Transport Statement accompanying this planning application includes accident data for the areas surrounding the application site. This review of accident data has confirmed that the proposed new residential development will not exacerbate any existing highway safety concerns or create any new safety concerns. Further detail of the accident history in the vicinity of the site is provided within the accompanying Transport Statement.
- 5.3.17 Appropriate and safe access into the site has been considered in the formation and design of the proposed site layout. The Transport Statement sets out any transport issues relating to the proposed development and identifies measures to address any anticipated transport impacts of the scheme. The Transport Statement demonstrates that the number of trips generated by the new development will have a very limited effect on the highway network. The proposal will aim to improve accessibility and encourage sustainable modes of travel. Station Road is illustrated on the Local Plan Policy Map (Map 44) as a local strategic highway network, the proposed site access will be from Station Road.
- 5.3.18 Policy D1 states that *'...development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley...'* The plans prepared for this site have taken into account the character of the area, the site's opportunities and constraints have been reviewed when preparing the design and layout of the site. The site's features including ecological constraints and existing trees have been assessed to ensure the proposed site layout appropriately takes account of the existing site features. Relevant local planning policy and guidance have been reviewed to ensure the most appropriate site layout for the site is prepared.
- 5.3.19 Policy GS1 relates to Green Space and notes that; *'in order to improve that quantity, quality and value of green space provision we will require qualifying new residential developments to provide or contribute towards green space in line with the standards set out in the Green Space Strategy and in accordance with the requirements of the Infrastructure and Planning Obligations Policy.'*
- 5.3.20 Barnsley Metropolitan Borough Council have published a Green Space Strategy (2016 update) this document recognises that *'green spaces make an important contribution to our quality of life and provide social and environmental benefits which, in turn, have a positive impact on the*

local economy. Barnsley's Green Space Strategy notes that *'in certain circumstances [the Council] will ask the developer to either create a green space as part of the development or improve an existing green space...[the Council] will undertake a green space assessment to decide whether a new green space is needed within a development site or whether improvements should be made to an existing green space nearby, and also to decide what type of green space is most appropriate and what facilities should be provided.'*

- 5.3.21 Policy GS2 relates to Green Ways and Public Rights of Way and notes that *'we will protect Green Ways and Public Rights of Way from development that may affect their character or function...where new development is close to a Green Way or Public Right of Way it may be required to...provide a link to the existing route; and/or...improve an existing route; and/or...contribute to a new route...in some cases, we will ask developers to make a financial contribution to meet these requirements in accordance with the Infrastructure and Planning Obligations Policy.'* The existing public rights of way to the northern and western site boundaries will be unaffected by the proposed development. The proposed layout provides links from the proposed residential development to the existing public rights of way adjacent to the site boundary. This design of the site helps connect the adjoining areas with the application site, whilst providing the right conditions to encourage walking, cycling and the use of public transport.
- 5.3.22 Policy BIO1 relates to biodiversity and geodiversity, this policy sets out how development will be expected to conserve and enhance the biodiversity and geological features of the Borough. The biodiversity of Barnsley is extensive due to its varied geology, topography, soils and climatic conditions. This policy states that; *'development which may harm a biodiversity or geological feature or habitat, including ancient woodland and aged or veteran trees found outside ancient woodland, will not be permitted unless effective mitigation and/or compensatory measures can be ensured.'* A Preliminary Ecological Appraisal (PEA) and Phase 1 Risk Assessment (PRA) have been prepared to accompany this planning application. Where any potential adverse impacts have been identified, appropriate mitigation measures have been suggested. The potential ecological site constraints have been considered and the proposed layout has been prepared accordingly. The findings of the technical assessments which have been prepared to support this planning application have been summarised in chapter 6 of this Planning Statement.
- 5.3.23 Policy CC3 relates to flood risk, this policy states that *'the extent and impact of flooding will be reduced by...requiring site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3...'* A Flood Risk Assessment (FRA) and Drainage Strategy have been prepared and submitted as part of this outline planning application. The FRA demonstrates that the proposed development would be operated with minimal risk from flooding and would not increase flood risk elsewhere and is compliant with the requirements of national policy and guidance. In addition, a drainage strategy has also been prepared to accompany this planning application.
- 5.3.24 The above section demonstrates that the proposed development is consistent with the relevant policies within Barnsley's Local Plan.

Supplementary Planning Documents

- 5.3.25 Barnsley Metropolitan Borough Council have published a series of supplementary planning documents (SPD), the below section reviews the proposed development against the relevant SPD's.
- 5.3.26 SPDs provide advice for those preparing a planning application and also help Barnsley Metropolitan Borough Council make decisions on applications. The SPDs are therefore used

alongside the Local Plan. Barnsley Metropolitan Borough Council note that SPDs are a 'material' consideration when planning applications are decided.

SPD: Design of Housing Development (May 2012)

- 5.3.27 The council have published an SPD on designing new housing development. It is noted that residential proposals will be assessed against the guidelines set out in this SPD.
- 5.3.28 This SPD outlines that *'development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including: landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features...'*
- 5.3.29 This document sets out the principles that will apply to the considerations of planning applications for new housing development. This SPD sets out a series of criteria which should be considered when developing a scheme and should ensure that development which would have an unacceptable impact will be avoided. The general criteria set out in this SPD includes:
- Relationship with existing dwellings and space between proposed dwellings;
 - External spacing standards;
 - Internal spacing standards;
 - Character;
 - Protection of Existing Larger Dwellings;
 - Health and Wellbeing;
 - Designing out Crime;
 - Streets;
 - Design of residential parking and garages;
 - Front gardens and boundary treatments;
 - Landscape design;
 - Walls and fences;
 - Existing trees and hedgerows and other features of ecological value;
 - Public rights of way;
 - Drainage and flood risk;
 - Recycling/waste provision;
 - Obscure glazing;
 - Signage and street furniture; and
 - Technical requirements.
- 5.3.30 A detailed review of the application site, including the site's opportunities and constraints, has been undertaken prior to preparing the proposed layout. Additionally, a number of technical assessments have been prepared to demonstrate that residential development is an appropriate development type at this site. Chapter six of this Planning Statement summarises the outcomes of the technical assessments which have been prepared to accompany this planning application.

SPD: Open Space Provision on New Housing Development (May 2019)

- 5.3.31 A SPD relating to open space provision on new housing developments has been published. This SPD offers guidance to developers on what will be expected in terms of open space provision. This SPD notes that the Council attaches great importance to the provision of good quality green space in connection with new housing developments.
- 5.3.32 A minimum of 15% of the gross site area of new housing development must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses. Where it is impossible to make such provision on land either within or immediately adjacent to the site in a satisfactory and acceptable manner, or where the council deem it appropriate, suitable off-site open space facilities, remote from the development land, may be acceptable either as new facilities or improvements to those existing. This will apply to all new housing developments of 20 or more dwellings including flats.
- 5.3.33 This policy recognises that the type and quantity of green space will differ on each application site. Therefore, each proposal will be considered on its own merits taking into account all material considerations.
- 5.3.34 The proposed development is for more than 20 dwellings; therefore this policy applies. The proposed development could accommodate this level of green space.

SPD: Parking (March 2012)

- 5.3.35 Barnsley Metropolitan Borough Council have published an SPD on parking, this SPD sets out the parking standards that the Council will apply to all new development.
- 5.3.36 This SPD states that C3 dwellinghouses (housing and flats) should allow for the following maximum numbers of spaces: 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.
- 5.3.37 A Transport Statement has been prepared as part of this planning application. The above SPDs has been taken into account when preparing the layout for this outline planning application. It is considered that the proposed development is consistent with the guidance outlined in the relevant SPDs.

6.0 ASSESSMENT OF ENVIRONMENTAL IMPACTS

6.1 Introduction

- 6.1.1 In this chapter, the potential environmental impacts of the proposed development are set out and considered in the context of the proposed development; the characteristics of the area in which it is located; and in the context of the earlier review of national and local planning policies. The results of technical assessments relating to specific topics are also considered.

6.2 Ground Conditions

- 6.2.1 A Phase 1 Preliminary Risk Assessment has been undertaken, taking into account historic activities, site conditions, ground conditions, and potential off-site sources of contamination.
- 6.2.2 As the proposed development is for residential units it is considered to be of high sensitivity. Given the historical usage of the site and the desk study assessment, widespread gross contamination is not considered likely. There is a negligible to low risk from potential localised contamination associated with the previous buildings, colliery activities and Made Ground across the site.
- 6.2.3 The presence of landfills and potential coal workings could result in potential gas risk and therefore a gas assessment of the site should be undertaken for any future development.
- 6.2.4 Should significant contamination be identified it is considered that the use of clean cover soils to soft landscape areas and gardens will provide effective remediation.
- 6.2.5 If unforeseen contamination is encountered during construction works such as localised spillage outside the areas investigated an Environmental Consultant will be available on a 'call out' basis to undertake an assessment of risk. If 'unforeseen contamination' is encountered the discovery strategy will be to remove the source as it is likely to be very limited in extent and the Local Planning Authority advised. This will provide environmental betterment.
- 6.2.6 Based on the ground conditions anticipated and the likely loadings from the proposed residential houses it is considered that traditional spread shallow foundations will not be suitable and a vibro or piled foundations is likely to be required.
- 6.2.7 Given the possible presence of shallow workings a mining assessment will be required to confirm the depth of the shallow workings and if there is enough rock cover above the workings or remediation via grouting will be required prior to any development being achievable.
- 6.2.8 It is proposed to undertake Ground Investigation at the site to provide information to allow detailed design of the scheme.
- 6.2.9 A full Phase II Geo environmental report including an updated Conceptual Site Model and coal mining and shallow coal working, foundations and pavement assessment should be prepared. This is likely to be followed by a remediation strategy and validation exercise to provide information to the local authority on the appropriate remediation of the site.

6.3 Noise

- 6.3.1 A Noise Assessment has been undertaken to assess the suitability of the site for the proposed residential use in accordance with the relevant standards and guidance.

6.3.2 Potential existing noise sources which may impact on the proposed development considered within this report are:

- Industrial and road noise from Low Valley Industrial Estate (to the west of the application site); and
- Road traffic noise from Station Road (on the southern boundary of the application site).

6.3.3 Baseline noise monitoring was undertaken at the proposed development site to determine the ambient noise levels of the surrounding area, road noise from Station Road and the commercial noise levels from Low Valley Industrial Estate.

6.3.4 The following noise monitoring locations were selected:

- Station Road;
- Two points along the footpath to the west of the site; and
- Valley Road.

6.3.5 The noise assessment sets out a number of mitigation measures to ensure the site is suitable for the development proposed from a noise perspective. This includes the implementation of suitable mitigation measures including close-boarded fencing along the western border.

6.4 Ecology

6.4.1 A Preliminary Ecological Appraisal (PEA) has been undertaken to assess the ecological value of the application site, and assess the impacts of the proposed development on ecological value.

6.4.2 The following ecological constraints and associated recommendations to avoid/ mitigate/ compensate for potential impacts have been identified:

- **Lowland Mixed Deciduous Woodland and Green Infrastructure** – Retain and protect habitats where possible within the site layout design. Incorporate additional habitats where possible.
- **River Dove, Bulling Dike and Blue Infrastructure, plus associated Local Wildlife Sites and Protected Species** – Retain and protect habitats in site layout design, further activity survey required if impacts to these habitats cannot be avoided.
- **Bats** – Retain and protect habitats. Implement sensitive lighting scheme, further activity survey required if impacts to these habitats cannot be avoided.
- **Badger** – pre-works updated check of site and immediate surrounds to ensure Badger have not colonised the site prior to commencement.
- **Birds** – Clearance outside nesting period or Ecological Clerk of Works (ECoW) to conduct nesting bird check prior to clearance.
- **Reptiles, England SPI and Notable Species** – Habitats should be cleared in a sensitive manner under the direct supervision of an ECoW.
- **Invasive Flora** – removal of species from site during site preparation.

- 6.4.3 The PEA has demonstrated that, if the recommended mitigation measures are implemented in full, the proposals will result in no net loss to biodiversity and provide opportunities for ecological enhancements in accordance with local and national planning policy.
- 6.4.4 The site extent allows the opportunity to provide wide-ranging enhancements to demonstrate a 'biodiversity net gain'.

6.5 Traffic and Highways

- 6.5.1 A Transport Statement has been undertaken and this demonstrates that the proposed development is not likely to have a detrimental impact on the operation of the local highway network, in highway safety or traffic impact terms.
- 6.5.2 The Transport Statement has assessed the local highway network, the proposed development and visibility, traffic generation and distribution, accident history and site sustainability.
- 6.5.3 The Transport Statement has assessed the traffic impact of the development. The Transport Statement confirms the number of trips generated by the development will have a very limited effect on the highway network.
- 6.5.4 It has been noted that the location of the site is sustainable, and the public transport system is easy to access for potential residents.
- 6.5.5 In terms of the site suitability, the site is accessible to a wider range of travel modes with the public transport system in easy access for potential residents. Bus stops are within 200m of the site, and Wombwell train station is 2km from the site. There is a primary school 100m from the site, and a large secondary school within 200m. A range of public services including shops, a post office, and restaurants lie within 1km of the site.

6.6 Air quality

- 6.6.1 An air quality assessment has been undertaken to predict the potential impacts associated with the proposed development. The assessment considers potential impacts during construction and operation.
- 6.6.2 During construction, impacts of dust are considered. Dust can arise during construction. Based on the assessment undertaken, impacts can be considered 'not significant' subject to robust mitigation measures being put in place. These measures can be agreed through a suitable worded condition.
- 6.6.3 Dispersion modelling has been undertaken to consider potential air quality impacts. Based on the results of the assessment, potential impacts on annual mean NO₂ and PM₁₀ concentrations associated with additional vehicle emissions from the development are predicted to be negligible at all receptors. In addition, based on the location of the development site and the results of a dispersion modelling study, it is considered highly unlikely that future occupiers will be exposed to exceedance of the relevant air quality objectives. As such, the development does not conflict with national or local planning policy.

6.7 Flood Risk and Drainage

- 6.7.1 A Flood Risk Assessment (FRA) and surface water drainage strategy has been prepared to support the proposed development off Station Road, Wombwell. The FRA assesses the risk of flooding to the proposed development and where possible provides sufficient mitigation to demonstrate that the future users of the development would remain safe throughout its

lifetime, that the development would not increase flood risk on Site and elsewhere and, where practicable, that the development would reduce flood risk overall.

- 6.7.2 The FRA sets out a number of mitigation measures to ensure flood risk from identified sources can be mitigated to a negligible or low risk. Mitigation measures include the following: set finished floor levels of all buildings above the 1 in 100 year (plus 35% climate change) flood level; provide compensatory flood storage; provide an easement free from development along the River Dove and Bulling Dike; prepare a Flood Evacuation Management Plan; utilise flood resilient construction; adopt a surface water management strategy; keep Bulling Dike clear from debris; and provide easement free from development along onsite public sewers.
- 6.7.3 Subject to the recommended mitigation measures being put in place, the site should be considered acceptable in flood risk terms.
- 6.7.4 In terms of surface water runoff, it's been demonstrated that surface water can be managed such that flood risk to and from the site following development will not increase. This will be achieved through restricted discharge rates and appropriately sized attenuation features, with an outfall to watercourse.

6.8 Tree Survey

- 6.8.1 A pre-development survey of the trees on the application site has been undertaken. The Arboricultural Report includes a tree constraints plan which plots all the trees on the application site and any significant trees adjacent to the site boundary. The pre-development tree survey has contributed towards the formulation of an appropriate layout plan for the proposed development.
- 6.8.2 The Arboricultural Report concludes that the vast majority of the trees on the site are small, insignificant and unimportant trees in arboricultural terms. Most of the trees on the application site are self-seeded trees growing on made ground which is either hardcore or a bund. Most of these trees are less than 150mm in diameter, and it is only above this size that the British Standard (5837:2012) considers trees to be important.
- 6.8.3 The only planted trees on the site are poplars along the eastern boundary (Trees 6 and 8 to 15) and four Leyland cypress trees (Group 19 and Tree 21). According to the Arboricultural Survey these are however still regarded as unimportant trees.
- 6.8.4 The Arboricultural Report states that generally category A and B trees should be given more consideration in layouts than category C trees as these are considered more valuable because of their condition, landscape value, future life expectancy or, on occasions because of their more favourable habitat value. The tree survey for the application site notes that all of the trees are included in the lowest retention category (C).
- 6.8.5 Whilst a large number of trees are proposed for removal, they are almost all young and insignificant having regenerated naturally since previous use of the site ceased.
- 6.8.6 The woodland on neighbouring land at the north west corner of the site boundary has been included in the second highest retention category because of the contribution it makes to the local landscape. This would be unaffected by the proposed residential development.

7.0 CONCLUSION AND SUMMARY

- 7.1.1 This Planning Statement supports an outline planning application for the development of residential dwellings on land off Station Road, Wombwell. All details are to be reserved apart from site access. An indicative site layout demonstrates that the site could accommodate 111 dwellings, and technical reports have been prepared on this basis.
- 7.1.2 This Planning Statement demonstrates that the development is consistent with both national and local planning policy. In addition, the development will not result in adverse environmental impacts which cannot be avoided, mitigated or compensated for.



Enzygo specialise in a wide range of technical services:

Property and Sites

Waste and Mineral Planning

Flooding, Drainage and Hydrology

Landscape Architecture

Arboriculture

Permitting and Regulation

Waste Technologies and Renewables

Waste Contract Procurement

Noise and Vibration

Ecology Services

Contaminated Land and Geotechnical

Traffic and Transportation

Planning Services

BRISTOL OFFICE

The Byre
Woodend Lane
Cromhall
Gloucestershire GL12 8AA
Tel: 01454 269 237

SHEFFIELD OFFICE

Samuel House
5 Fox Valley Way
Stocksbridge
Sheffield S36 2AA
Tel: 0114 321 5151

MANCHESTER OFFICE

First Floor
3 Hardman Square
Spinningfields
Manchester M3 3EB
Tel: 0161 413 6444

Please visit our website for more information.

enzygo.com