

# nineteen47

CHARTERED TOWN PLANNERS  
& URBAN DESIGNERS

## Planning Statement

Outline Planning Permission for the development of up to 215 dwellings with associated access.

*Land north of Keresforth Road, Barnsley.*

Keepmoat Homes

**Client:**

Keepmoat Homes

**Project:**

Land north of Keresforth Road

**Report Title:**

Planning Statement

**nineteen47 Reference:**

n1664

**Date:**

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## SECTION 1: INTRODUCTION

- 1.1 nineteen47 is instructed by Keepmoat Homes [the “Applicant”] to prepare and submit an application for outline planning permission [the “Application”] to Barnsley Metropolitan Borough Council [the “LPA”] for the residential development of up to 215 dwellings along with associated access on land north of Keresforth Road, Barnsley [the “Site”].
- 1.2 The Application Site, together with an adjacent area of land to the north, is allocated for housing in the Barnsley Local Plan (2019) under reference HS10.
- 1.3 This Planning Statement includes details of consultation with the Local Planning Authority (LPA) as part of the pre-application process. These discussions have informed the approach to the Outline Planning Application, which seeks to establish the principle of development along with the details of the proposed access point. All other remaining matters will be the subject of a subsequent Reserved Matters application.
- 1.4 This Statement should be read and considered in conjunction with the plans, drawings and documents submitted as part of the Application. The list of supporting application documentation comprises the following:
- Application Forms and Certificates
  - Indicative masterplan/block plan
  - Topographic Survey
  - Air Quality Assessment
  - Design and Access (including Building for Life 12 assessment)
  - Geo-environmental Assessment
  - Preliminary Ecological Appraisal
  - Sustainability Statement
  - Flood Risk Assessment
  - Archaeological DBA
  - Acoustic Assessment
  - Transport Assessment
  - Draft Travel Plan
  - Tree Survey
- 1.5 This Statement is structured as follows:
- Section 2 provides an overview of the Site and its surroundings;
  - Section 3 provides an overview of the Proposed Development;
  - Section 4 will detail the involvement of the LPA;
  - Section 4 outlines the relevant Planning Policy Context;
  - Section 5 assesses the proposals within a planning context;
  - Section 6 draws together conclusions.

## SECTION 2: SITE CONTEXT

- 2.1 The Application Site extends to approximately 5.5 ha and is located in the northeast of Dodworth, Barnsley directly to the west of the M1 and unction 37 slip road, as shown in Figure 1.



**Figure 1** - Site location



The Site

- 2.2 The Site comprises a long, thin parcel of land to the east of the main residential area of Dodworth. To the north and south, the Site is bound by areas of open land and woodland, respectively. Directly to the north of the Site is an area of public open space.
- 2.3 Approximately 800m west of the site along the B6099 is the centre of Dodworth, which contains a Medical Centre, Co-op, Police Station, Public Houses, restaurants and various local shops. To the north of the village, there is an additional area of commercial uses, which include a Spa, Hotel, and local shops.
- 2.4 Approximately 150m to the south of the Site is Keresforth Primary School and Rosehill Church. An additional primary school is located in the northwest of the village, adjacent to a large recreational field. The closest secondary school is Greenacre in Kingstone, 1km to the east.
- 2.5 Along Keresforth Road to the south are bus stops, which operate 3 services including providing access to Barnsley Town Centre. To the northwest of the village, along the High Street is Dodworth Train Station.

### The Site

- 2.6 The Site consists of previously agricultural land, classified 'Good to moderate' on the Agricultural Land Classification Map, and areas of woodland, predominantly along the western boundary.

- 2.7 Within the woodland to the west of the Site is a ditch connecting to Dodworth Dike to the south, as outlined in Figure 2.

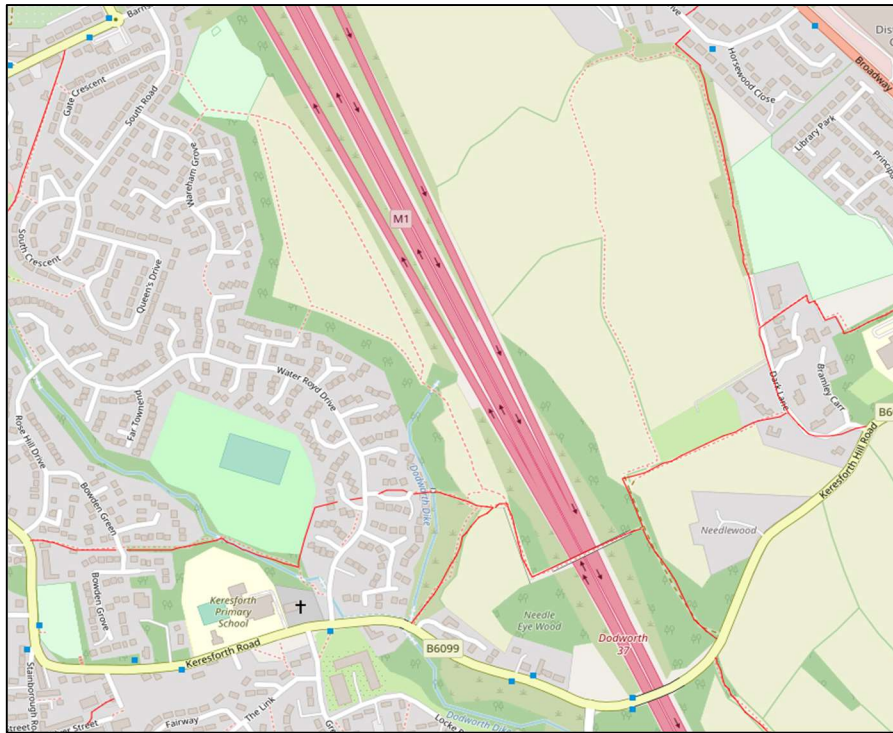


Figure 2 - Site constraints

- 2.8 A Public Right of Way (footpath 272) dissects the southern part of the site running from Lambert Fold to the west, towards a footbridge over the M1 to the east and Keresforth Road to the south.
- 2.9 The topography of the Site varies and general slopes downwards from north to south. The M1 and slip road to the east of the site are below the level of the site, with a steep landscaped embankment between the two areas.

### Planning History

- 2.10 The Council's planning records confirm that a full planning permission was submitted by Persimmon Homes in 2018 ref: 2018/0456 for:
- "Residential development of 146 dwellings with access, car parking, landscaping and ancillary works"*
- 2.11 This application included residential development on the northern half of the Site served by a single access from Bark Meadows, a residential road to the west.
- 2.12 Although the principle of development on this Site was supported, the proposed vehicular access off Bark Meadows was not considered appropriate and the Applicant withdrew the application.

## SECTION 3: PROPOSED DEVELOPMENT

- 3.1 This application seeks outline planning permission for the erection of up to 215 dwellings including details of the associated access to the site, with all other matters reserved.
- 3.2 The land is currently unutilised and is allocated for housing to support the delivery of growth through the Local Plan within Barnsley.
- 3.3 The purpose of submitting an outline application at this stage is to seek agreement on the details of access to the Site to inform the preparation of detailed proposals for the scheme.
- 3.4 The outline application is supported by an indicative block plan, which indicates how development could be laid out within the Site. This plan has been informed by analysis of opportunities and constraints presented by the site and the supporting reports prepared in relation to this application.
- 3.5 An initial site assessment demonstrates that the quantum of development proposed within the description of development for the outline application is appropriate and deliverable within the Site. The detailed design of the scheme will form part of any future Reserved Matters submission.
- 3.6 The development aims to deliver up to 215 residential dwellings, which equates to a density of 37.9 dph within the site.
- 3.7 This application seeks to provide 30% affordable housing provision in compliance with Policy H7 of the Local Plan, subject to a viability assessment if required and agreed between the Applicant and the LPA.
- 3.8 The details of tenure and housing mix will be provided through a future reserved matters submission; however, the capacity of the site has been assessed and the applicant is able to deliver a mix of 2, 3 and 4 dwellings.
- 3.9 The indicative layout proposes a primary access route through the Site from Keresforth Road to the south. This leads through the centre of the Site providing access to various residential blocks.
- 3.10 The layout includes parcels of green space and retains most of the woodland area within the Site boundary. A surface water attenuation pond is proposed within the north of the Site and the Site is screened from the M1 to the east by a landscape buffer.
- 3.11 The detailed design of the dwellings will respond to the character of existing properties to the west and the pattern of development will reflect the prevailing character of the area as appropriate.

### Access

- 3.12 The development will be accessed via a priority T-junction off Keresforth Road, B6099, to the south of the Site. The proposed access point will also include the realignment of Woodend Court to be served from the new access road.

- 3.13 This approach will support safe access from Keresforth Road. Vehicular movements have been modelled and tracked to demonstrate proposed gradients and swept path movements in line with the South Yorkshire Residential Design Guide and visibility splays have been assessed in accordance with Manual for Street guidance as set out in the submitted Transport Assessment.
- 3.14 The Keresforth Road access point will also serve pedestrian and cycle movements to and from the site. The development will incorporate the two existing PROW footpath links, which dissect the site and connections will be provided into the existing residential area to the west, as well as the existing POS area to the north of the Site.
- 3.15 The block plan submitted with the application indicates the pedestrian/cycle linkages that can be provided to and from the Site. Further details will be provided as part of a reserved matters application.

## SECTION 4: STATEMENT OF COMMUNITY INVOLVEMENT

- 4.1 To support the preparation of the application, the Applicant have sought pre-application discussions with the LPA in order to inform the details of the proposed development.
- 4.2 The Applicant received a response to their initial enquiry from the LPA ref: 2021/ENQ/00322 on 19<sup>th</sup> July 2022. This pre-application enquiry included consultation with the following parties:
- Highways
  - Urban Design
  - South Yorkshire Police
  - Highways England
  - South Yorkshire Mining Advisory Service
  - Public Rights of Way
  - Drainage
  - Education
  - Waste
  - Air Quality
  - Pollution
  - Yorkshire Water
  - Biodiversity
- 4.3 The initial proposal was to submit a full planning application for the Site in order to support the early delivery of housing within the area.
- 4.4 However, after further consultation with the highway's authority, it was determined to submit an Outline Application, therefore the majority of the consultee comments received will be considered at a more detail design stage in relation to the Reserved Matters application.
- 4.5 The Highways comments received initially highlighted the requirement for discussions regarding the access point from Keresforth Road and the suitability of this with regard to visibility, design, and trip generation. These comments were considered during the progression of the access design and have been referenced in the submitted Transport Assessment.
- 4.6 On the basis of the comments received and due to the Applicant's desire to establish the principle of development and access at an early stage, it was agreed that an outline application should be progressed.
- 4.7 It is noted that, as set out in Section 6 of this report, that the Local Plan designation for the Site anticipates a single route of access to the site to be provided from Keresforth Road to the south. This reflects the arrangement proposed within this planning application, which has also considered topographical, arboricultural, drainage and wider highways connectivity matters.

## SECTION 5: PLANNING POLICY CONTEXT

- 5.1 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.2 Alongside the National Planning Policy Framework 2021 [the “Framework”], the Development Plan for the purposes of determining this application is the Barnsley Local Plan, adopted in January 2019.

### National Planning Policy Framework (2021)

- 5.3 The focus of the newly published NPPF 2021 remains on achieving sustainable development, based on overarching economic, environmental, and social objectives.
- 5.4 Paragraph 2 confirms that planning applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.5 Paragraph 8 defines sustainable development with reference to the three overriding objectives of the NPPF, net gain in relation to economic, environmental and social benefits.
- 5.6 Paragraph 11 retains the presumption in favour of sustainable development including (c) “approving development proposals that accord with an up-to-date development plan without delay”.
- 5.7 Paragraph 39 encourages the Local Planning Authority and applicants to engage in early pre-application discussions regarding proposals in order to improve the efficiency and effectiveness of the planning application process.
- 5.8 Paragraph 60 emphasises the Government’s objective of significantly boosting the supply of homes (including affordable homes – paragraph 63), to ensure that a sufficient amount and variety of land comes forward where it is needed, and that land with permission is developed without unnecessary delay.
- 5.9 Paragraph 98 encourages access to a network of high-quality open spaces and opportunities for sport and physical activity due to the positive impact on health and well-being.
- 5.10 Paragraph 104 advises transport issues to be considered from the earliest stage of development proposals in order to minimise impact on existing networks and enable the inclusion of sustainable transport links.
- 5.11 Paragraph 110 requires appropriate consideration to be given to the promotion of sustainable transport modes; safe and suitable access for all users; design of streets and parking and the mitigation of potential significant impacts as a direct result of the development.

- 5.12 Chapter 12 sets out an increased focus on design to create beautiful and sustainable places, although this is to be balanced against the objective of making efficient use of land, particularly where there is a shortage of land to meet housing need.
- 5.13 Paragraph 129 states Design Guides can be prepared at a site-specific scale, however in order to carry weight should be produced as part of a plan or as an SPD.
- 5.14 Paragraph 131 seeks for all new streets to be tree-lined, and opportunities to incorporate trees in other parts of the development are taken.
- 5.15 Paragraph 169 requires major developments to incorporate sustainable drainage systems, unless evidence suggest this is inappropriate. These should be created with evidence from the lead local flood authority, provide multi-functional benefits, be of appropriate minimum operational standards and include maintenance arrangements.
- 5.16 Paragraph 174 requires proposals to contribute to and enhance the natural environment. This is to be achieved by: -
- a. protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
  - b. 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;
  - c. maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
  - d. minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
  - e. 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. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
  - f. remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 5.17 Paragraph 180 seeks to protect and enhance biodiversity and geodiversity. Decision should achieve this by refusing permission to proposals which cannot avoid or adequately mitigate against harm to biodiversity. Furthermore, proposals should seek to improve biodiversity in and around development as integrated within the overall design. /

- 5.18 Paragraph 183 requires proposals to ensure a suite is suitable for the proposed use through consideration of ground conditions and potential risk from land instability and contamination.
- 5.19 Paragraph 185 seeks for the location of development to be appropriate with consideration to pollution on health, living conditions and natural environment which could be impacts from the result of noise and light.
- 5.20 Paragraph 192 seeks for the LPA to have access to a historic environment record, which must be kept up to date through the assessment of potential heritage assets. As outlined in paragraph 194, the description of any heritage assets should be explored relevant to the significance.

### Barnsley Local Plan

- 5.21 The Barnsley Local Plan was adopted in January 2019. The site falls within the settlement boundary for Dodworth.
- 5.22 Within the settlement hierarchy, Dodworth is located within Urban Barnsley. This region is the most accessible and sustainable and therefore where the majority of development should be focussed in order to enhance Barnsley's role as a sub-regional town.
- 5.23 Policy LG2 reflects this sentiment and prioritises development within Urban Barnsley, growth here is expected at a level considerably larger than the lower order areas outlined in the Settlement Hierarchy.
- 5.24 Policy H1 seeks to complete at least 21,546 net additional homes during the plan period 2014 to 2033. This indicates an annual figure of 1,134 per annum to be delivered through a maintained five-year housing supply.
- 5.25 Policy H2 indicates Urban Barnsley will deliver 43% of the overall supply of net additional dwellings. This totals 5812 dwellings, for which 3258 will be delivered through existing planning permission.
- 5.26 The site is allocated under Site HS10 for residential development and therefore, the principle of the proposed use of the site is supported by local policy. The policy sets out that the development will be expected to: -
- *Retain woodland, stream habitat and hedgerows;*
  - *Avoid development in the Air Quality Management Area affected by the M1 and satisfy the requirements of Local Plan Policy AQ1 Development in Air Quality Management Areas;*
  - *Provide pedestrian links through the development to the footbridge across the M1 Motorway;*
  - *Provide appropriate vehicular access;*
  - *Provide appropriate acoustic treatment to mitigate against traffic noise; and Provide compensation for the loss of any trees.*

*Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:*

- *Information identifying the likely location and extent of the remains, and the nature of the remains;*
- *An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development.*

- 5.27 Paragraph 9.15 outlines the importance of housing developments having good access to a range of shops and services. This is in an effort to reduce car use and create sustainable communities. A number of facilities should be identified within an 800-metre radius including essential facilities consisting of a Medical Centre, Primary School, Local Convenience Store and Public Open Green Space.
- 5.28 Policy H6 seeks a broad mix of house size, type, tenure to help create mixed and balanced communities. This policy requires a density of 40 dph for Urban Barnsley, however lower densities will be supported where it can be demonstrated that they are necessary for character and appearance, need, viability or sustainable design reasons.
- 5.29 Policy H7 relates to the provision of affordable housing. For developments of 15+ dwellings in Dodworth, 30% affordability will be required.
- 5.30 Policy T3 seeks for new development to be located and designed to reduce the need to travel by access to sustainable transport and pedestrian/bicycle links. However minimum parking standards should be achieved.
- 5.31 Policy T4 requires new development to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.
- 5.32 Policy T5 aims to reduce the impact of road travel through the development and implementation of robust, evidence-based air quality action plans in order to improve air quality and the implementation of measures to ensure the road system is used efficiently.
- 5.33 Policy D1 seeks development to meet high quality design and place making. These considerations will be considered throughout the design process pursuant to the outline permission and applied during the reserved matters application.
- 5.34 Furthermore, policy D1 requires the promotion of safe, secure environments and access routes with priority for pedestrians and cyclists.
- 5.35 Policy LC1 supports development which will retain and enhance the character and distinctiveness of the area in which it is located.
- 5.36 Policy HE2 requires proposals that are likely to affect known heritage assets or site where it comes to light there is potential for the discovery of unrecorded heritage assets will be expected to include a description of the heritage significance of the site and its setting.

- 5.37 This is supported by Policy HE6 which outlines sites which may include archaeological remains, development must be accompanied by an appropriate archaeological assessment.
- 5.38 Policy G11 seeks to protect maintain and enhance an integrated network of connect and multi-functional green infrastructure. This aims to provide attractive environments to live and meet environmental social and economic needs to communities.
- 5.39 Policy GS1 requires new residential development to provide or contribute towards green space in line with the standards outlined in the Green Space Strategy which can be found in the SPD 'Open Space Provision and New Housing Developments'. Where new green space is required, an assessment will be carried out to determine the most appropriate provision.
- 5.40 Policy GS2 protects Greenways and Public Right of Ways. Where a development affects an existing PROW it must protect the route within he development of include an equally convenient and attractive alternative route.
- 5.41 Policy BIO1 expects development to conserve and enhance the biodiversity and geological features of the borough. With regard to the proposed development this is to be achieved through improving and protecting habitats and species, protect ancient and veteran trees encourage biodiversity enhancements and maximise biodiversity and geodiversity opportunities.
- 5.42 Poll1 requires development to demonstrate it is not likely to result, directly or indirectly, in an increase in air, surface water and ground water, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or people. This policy will not permit development of new housing within areas where the above issues are at unacceptable levels unless reasonable mitigation is possible.

### Supplementary Planning Documents

- 5.43 Following the adoption of the Local Plan in 2019, the LPA updated and adopted a number of supplementary planning documents ["SPD"]. At an outline application stage, detailed reference is not required to all the SPDs referenced below, however these will be considered as the application progresses to reserved matters.

### Trees and Hedgerows

- 5.44 The Trees and Hedgerows SPD outlines how to deal with existing trees and hedgerows on development sites. This includes whether the site is constraints by Tree Preservation Orders.
- 5.45 This SPD seeks the use of Tree Survey information to inform the design and layout of a development to ensure a higher retention of category trees and hedgerows.

### Residential Amenity and the Siting of Buildings

- 5.46 This SPD seeks to provide additional detail in relation to Policy D1 of the Local Plan and sets out the design principles to be considered in the planning decision process.
- 5.47 Overall, development must seek to deliver a high standard of residential amenity and contribute positively to the wider built environment within its locality. This is to be achieved

through the scale, layout, massing, landscaping, and design of new residential development with specific respect to existing landscaping and existing residential amenity

### Design of Housing Development

- 5.48 Similarly to the 'Residential Amenity and the Siting of Buildings' SPD, this SPD provides further details to support Policy D1 of the Local Plan and draw upon the principles outlined in the South Yorkshire Residential Design Guide.

### Open Space Provision on New Housing Developments

- 5.49 This SPD seeks to offer guidance on the level of open space provision required in new residential development. The LPA attaches great importance on the provision of open green spaces for valuable recreational facilities, addition of character and enhanced quality of the scheme.
- 5.50 The general requirements outlined in this SPD seek for a minimum of 15% of the gross site area to be open space of a type appropriate to the character of the site. If this is not possible, suitable off-site open space facilities can be negotiated with the LPA.

### Affordable Housing

- 5.51 The Affordable Housing SPD indicates the primary source of information on local housing need is taken from the 2014 Strategy Housing Market Assessment, including the 2017 addendum.
- 5.52 The affordable housing provision will follow Policy H7, which indicates a variation in provision to be supplied across the Borough. In Dodworth a 30% provision is required.

### Planning Obligations

- 5.53 Planning obligations assist in mitigating the impact of development and this SPD supports Policy I1 of the Local Plan. Planning contributions may be sought for:
- a) Financial Contributions for School Places
  - b) Sustainable Travel
  - c) Affordable Housing
  - d) Open Space Provision on New Housing Developments

### Sustainable Travel

- 5.54 This SPD supports the location of development in the most sustainable locations and seeks to deliver better connectivity, affordable and inclusive travel including walking and cycling, which is to be achieved through accessible development. The overarching goal of this SPD is to support the provision and accessibility of sustainable transport modes on new development, to be advised through Travel Plans.
- 5.55 This SPD provides further guidance on Policy T1, T3 and I1 of the Local Plan.

5.56 For outline application, this SPD understand the provision of a Travel Plan is not appropriate without further detail of prospective residents. However, it seeks, where possible for applicants to:

- To carry out a site assessment and accessibility audit and gain an understanding of site constraints and opportunities; and
- To undertake an assessment of the travel impact and likely number of trips that the proposed use will generate

## SECTION 6: PLANNING ASSESSMENT

- 6.1 This section considers the proposed development within the context of the local development plan and the Framework to demonstrate compliance with relevant policies.
- 6.2 The development seeks to secure outline planning permission for the development of up to 215 dwellings including details of the associated access arrangements. The application is supported by an indicative block plan to demonstrate that the quantum of development proposed is appropriate and that the corresponding access arrangements are acceptable.
- 6.3 The following matters have been considered to support the outline application: -
- Principle of Development;
  - Access and Pedestrian Links;
  - Archaeology;
  - Air Quality
  - Flood Risk and Drainage
  - Ecology and Arboriculture
  - Acoustics
  - Sustainability
  - Ground Conditions

### Principle of Development

- 6.4 The principle of residential development on the Site is in accordance with the allocation of the Site for housing under Policy HS10 of the Local Plan. The Policy sets out a number of development guidelines, which any development should be cognisant of in an application for the site, as set out in Paragraph 5.26. These matters are addressed as required in the technical sub-sections below.
- 6.5 The provision of up to 215 dwellings within the Site represent an increased yield when compared with the total number of dwellings anticipated in the Local Plan. However, the upper limit of development proposed reflects the density policy set out in Policy H6 of the Plan, in order to achieve efficient use of land. This quantum will of course be subject to detailed design considerations at the reserved matters stage but is nevertheless demonstrated to be acceptable from a highway capacity perspective at this outline stage.
- 6.6 As shown on the submitted indicative block plan, the development is able to respond to the site opportunities and constraints including woodland cover and air/noise considerations arising from the proximity to the M1, in order to provide housing within the Site.

- 6.7 The proposals will also respond to the character of the neighbouring residential area and are suitably located to support sustainable development in accordance with one of the overarching objectives of the Framework.
- 6.8 This outline application seeks permission for the principle of development and access to the Site only and it is considered that the principle of development accords with the allocation of the Site for housing in the Local Plan and supports the Government's stated objective to achieve housing growth.

### Access

- 6.9 This Outline Application seeks detailed approval for the access to the development. The development proposes a single vehicular access road from Keresforth Road to the south. It is anticipated this will be the primary route through the site with secondary and tertiary routes leading off it.
- 6.10 The proposed access reflects the anticipated access point shown in relation to the Local Plan allocation of the Site for housing under reference HS10. The development proposals comply with the anticipated access arrangement in this respect.
- 6.11 In accordance with Policy T1 and following pre-application dialogue with the highways authority, the Applicant has instructed Local Transport Projects to undertake a Transport Assessment of the proposed development and formulate a Travel Plan. The Transport Assessment provides a detailed appraisal of the highways impacts associated with a residential development up to 215 dwelling on the Site.
- 6.12 This assessment concludes that the proposed access from Keresforth Road via a simple priority T-junction is compliant with local and national highway design guidance. Furthermore, a capacity assessment undertaken using Junctions 9 modelling software indicates the junction would operate well within the capacity of the proposed development.
- 6.13 Pedestrian access will also be provided off this access via a new footpath and cycleway. The Transport Assessment confirms that based on the pedestrian linkages through the site and the proximity to local services, the development can encourage trips by sustainable modes of transport supported by the Travel Plan which accompanies this outline application.
- 6.14 In accordance with Policy T3, the development will integrate the existing PROW which dissects the Site to retain existing pedestrian connectivity. This will provide suitable pedestrian access to the wider area in response to Policy T4 of the Local Plan and the indicative Block plan indicates how other pedestrian movements can be encouraged through the Site layout to provide connections to local areas of open space.
- 6.15 The development will also connect into existing footpaths leading towards the Site to the west. These connections will place the development suitably within 800m of local services and amenities, as required in paragraph 9.15 of the Local Plan.
- 6.16 Overall, the Transport Assessment indicates the development will be suitably served by a single access of Keresforth Road and the proposed increase in trips will not have a significant impact on safety or the operation of junctions found in the local highway network.

6.17 Other matters relating to car and cycle parking and internal access routes within the Site are reserved at this stage and further detail can be provided in due course.

### Archaeology

6.18 The Applicant has instructed MAP Archaeological Practice to assess the potential for archaeological remains within the Site. Policy HS10 which allocates the site for development in the Local Plan identifies the potential for archaeological remains subject to further investigation.

6.19 In support of the outline application, MAP have proposed a full archaeological and historical desk-based assessment. Their initial review outlines areas for further consideration and assessment to support the outline application.

6.20 This approach is considered to be in accordance with Policy HE1, part d and the proceeding finding of MAP will be submitted as required either during the course of the application or in response to planning conditions applied to any decision.

### Flood Risk and Drainage

6.21 A Flood Risk and Drainage Assessment has been prepared by Haigh Huddleston and Associates to examine how foul and surface water outfall from the Site can be accommodated within the Site and what type of SuDs solution may be appropriate.

6.22 This report concludes that the Site falls within Flood Zone 1 and is therefore at the lowest probability of flooding from rivers or the sea. The size of the Site however requires an FRA, which has concluded the proposed development is acceptable on this site with regarding to flood risk.

6.23 In accordance with Paragraph 169 of the Framework, the FRA and outline Drainage Strategy conclude that the inclusion of a surface water attenuation system should be designed to reduce run-off from the site in order to ensure no increased flood risk downstream. The use of a combination of underground storage and above ground surface water attenuation is proposed in principle but is for detailed consideration at reserved matters stage.

### Ecology and Arboriculture

6.24 The Applicant has instructed Quants Environmental to complete a Preliminary Ecological Appraisal in support of this outline application. The PEA suggests a further Habitat Survey is completed during the optimal survey period to confirm whether the habitats located on Site are of more value than the initial survey identified.

6.25 The PEA supports the retention of woodland, hedgerow and scrub found on the Site as far as possible, which will be determined through a landscape plan submitted during the reserved matters application.

6.26 The PEA also recommends further surveys to be undertaken to determine the presence and mitigation methods in relation to the following species.

- Invasive Weeds

- Birds
- Bats
- Reptiles
- Otter

6.27 These surveys will be undertaken at the appropriate time seasonally to support the progression of the planning application.

### Trees

6.28 In support of the outline application, Quants environmental have prepared a Tree Constraints Plan which qualifies the categories of Trees on site. This is supported by an Arboricultural Survey which outlines various recommendations for the future development of the site.

6.29 This includes the consideration of careful design techniques to preserve valuable trees, primary on the Access Road off Keresforth Road, which contains Category B trees. The same considerations must be given to the central woodland in the middle of the Site.

6.30 The report concludes further assessment will be necessary during the preparation of a more detailed design at reserved matters stage to support determination of that application.

### Acoustics

6.31 A Noise Impact Assessment has been prepared by Environmental Noise Solutions Limited and the assessment concludes that the risk of adverse noise impact at the site would be low to medium, meaning minimal in the daytime and potentially high at night.

6.32 The NIA concludes further design measures may be required during the design process for a reserved matters application. This concludes that the plots at greater exposure to noise may require a 2.4m high imperforate acoustic barrier to the garden parameters. The remainder of the site would require no mitigation measures.

6.33 Further assessment will be required once the detailed layout and design of the development has been finalised, although in principle the assessment undertaken confirms that accordance with Policy PO11 of the Local Plan can be achieved.

### Air Quality

6.34 Air Quality Consultants have been instructed to assess the baseline conditions on the Site to understand the potential air quality implications for prospective residents.

6.35 Their assessment draws upon the AQA undertaken for the previous application submitted on the Site and concludes that there will be no significant air quality effects at existing receptor or predicted conditions within the development and the Site is therefore considered to be suitable for residential development.

- 6.36 Any detailed mitigation measures proposed following the adoption of updated guidance prior to the determination of the application will be adhered to as required.

### Sustainability

- 6.37 JSP Sustainability Ltd have prepared an Energy Statement in support of this outline application. The report concludes the Energy Strategy for the development will provide robust energy efficient and renewable/low carbon technologies capable of delivering a 31% saving in CO2 emission over current Part L Building Regulations, seen to satisfy Policy CC1 of the Local Plan.
- 6.38 The measures within the Energy Strategy will be finalised during the reserved matters application however will include the conscious design of the dwellings in relation to materials, fittings and building techniques to deliver energy efficient design.

### Ground Conditions

- 6.39 The Applicant has instructed Eastwood and Partners to complete a Phase 1 Geotechnical and Geo-environmental Site investigation. This report indicates minimal on-site constraints however proposes an intrusive investigation comprising trial pits, boreholes and gas monitoring to be undertaken prior to commencement of development to ensure accordance with policy Poll1. This can be suitably secured by the imposition of a planning condition on the outline permission, if granted.

## SECTION 7: CONCLUSIONS

- 7.1 This planning statement has been prepared on behalf of Keepmoat Homes to support an outline planning application for the development of up to 215 dwellings including details of proposed access to the Site.
- 7.2 The proposals seek to deliver a natural extension to the existing urban edge of Dodworth and will provide housing on an allocated Site in a sustainable location identified for in the Local Plan.
- 7.3 The outline application is supported by a Transport Assessment which concludes that the details of the proposed access point from Keresforth Road, as envisaged by the Local Plan allocation, can provide safe and suitable access to the Site for the proposed quantum of development. The Assessment demonstrates that the Site is suitably located to encourage use of sustainable transport modes and the increase in vehicular transport will not adversely impact the local transport network.
- 7.4 The benefits of the scheme are:
- a. The provision of up to 215 market and affordable dwellings on an allocated site in Barnsley, delivering an identified need for housing within the market;
  - b. The retention and enhancement of two existing PRow through the Site;
  - c. The potential Landscape enhancement measures to be secured through a subsequent Reserved Matters application;
  - d. The provision of formal and informal public open spaces on land previously not publicly accessible;
  - e. The creation of employment opportunities during the construction of the development and a long term contribution to supporting the viability of services in the settlement.
- 7.5 In summary, this Statement has demonstrated that the Proposed Development accords with all relevant policies from the Development Plan and all other material considerations, including the Framework. It is therefore respectfully requested that outline permission is granted.