



**AIREDON**  
PLANNING & DESIGN

Gleeson Regeneration Ltd

Planning Statement

Land at Barnburgh Lane, Goldthorpe (Phase 3)


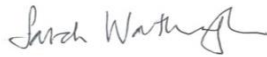
December 2020

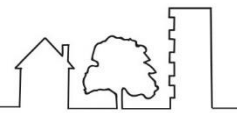
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## APPENDICES

NO APPENDICES

	Goldthorpe Phase 3	Gleeson Regeneration Ltd	
	<b>Name</b>	<b>Signature</b>	<b>Date</b>
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<b>Checked by:</b>	Sarah Worthington		14.12.2020



## 1.0 INTRODUCTION

1.1 This Planning Statement has been prepared on behalf of Gleeson Regeneration Ltd in support of a full planning application relating to land off Barnburgh Lane, Goldthorpe. The application seeks full planning permission for 69 dwellings with associated access and infrastructure and represents Phase 3 of the wider Gleeson development at Goldthorpe.

1.2 The application is accompanied by the following additional plans and reports:

- Location, site and layout plans
- Topographical Survey
- Design and Access Statement
- Materials Schedule
- Drainage Strategy
- Flood Risk Assessment
- Ecological Impact Assessment
- Transport Assessment
- Travel Plan
- Air Quality Assessment
- Tree Survey

1.3 The remainder of this report is structured as follows:

**Section 2:** provides details of the location of the site and a description of it together with its surroundings;

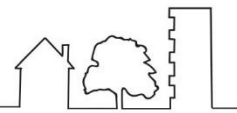
**Section 3:** refers to the relevant planning history of the site and other salient planning history;

**Section 4:** provides details of the proposed development and the Applicant's development model;

**Section 5:** summarises the overall planning policy context against which this application should be determined;

**Section 6:** comprises an analysis of the proposals in relation to relevant policy; and

**Section 7:** sets out a summary and puts forward overall conclusions and recommendations.



## 2.0 SITE LOCATION AND DESCRIPTION

### Introduction

2.1 This Section sets out brief details of the location of the application site, and comments on the sustainability of the site in terms of proximity to and connectivity with nearby facilities and services and provides a description of the site and its surroundings.

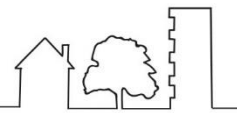
### Location and sustainability

2.2 The application site is located to the south east of Goldthorpe and sits within the defined Settlement boundary as identified on the adopted Barnsley Local Plan Proposals Map (January 2019). The site is allocated for housing development and sits on the edge of a predominantly residential area.

2.3 Goldthorpe is identified as a District Centre in the hierarchy of retail centres set out at Policy TC1 of the Local Plan. It benefits from a wide range of commercial and amenity uses, which are accessible from the application site.

2.4 Goldthorpe District Centre contains a variety of services and facilities and is located approximately 476m (straight line measurement) from the edge of the application site. The District Centre is accessible by foot, walking through the adjacent residential neighbourhoods. An overview of the services and facilities the District Centre has to offer are listed as follows:

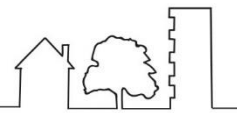
- Library
- Post Office
- Asda supermarket
- Food takeaways
- Hair and beauty salons
- Dental practice
- Banks
- Opticians
- Bakery
- Pharmacy
- Public houses
- Veterinary clinics



- 2.5 The site benefits from being within easy access of pre-school, primary and secondary schools. Kids World pre-school nursery is located on Barnburgh Lane, approximately 700m walking distance from the entrance to the site. Dearne Goldthorpe Primary School is located on Doncaster Road to the north of Goldthorpe and is approximately 900m walking distance away. Although it is slightly further out, it is accessible via a dedicated public footpath leading from Barnburgh Lane to Barnsley Road via the Summervale housing development. The site also benefits from being in close proximity to Astrea Academy Dearne, adjacent to Dearneside Leisure Centre on Goldthorpe Road, providing secondary education.
- 2.6 The site is within easy walking distance of bus routes. The most accessible bus stops are located at the junction between Barnburgh Lane and Risedale Road, approximately 460m walking distance from the site via West Moor Croft. Regular services (219 and 219a) are provided every hour to locations such as Barnsley and Doncaster Town Centres. Public transport availability to such locations provides opportunities for residents to access significant employment sites and larger more varied shopping facilities.
- 2.7 Goldthorpe also benefits from its own train station, located off Barnsley Road towards the west of the settlement. The station, which provides regular services to Leeds and Sheffield, is accessible from the application site by foot and by the 219 bus service that runs along Barnburgh Lane, only a short walk from the site.

### **Site description**

- 2.8 The site is broadly rectangular and linear in shape, extending to a slight point in the north west corner, and extends to a total of approximately 2.2 hectares in size. The extent of the site follows clear existing boundaries.
- 2.9 A mains sewer runs across the north western corner of the site.
- 2.10 Natural England's Agricultural Land Classification Map for Yorkshire and The Humber confirms that the site is classified as Grade 3 (good to moderate) agricultural land and the Government's Flood Map for Planning confirms that the site is located in Flood Zone 1 (low probability of flooding).
- 2.11 The majority of the interior of the site is devoid of specific features of interest and comprises a moderate sized field that has been set aside. Substantial hedgerows exist along all four boundaries, although breaks in the vegetation do exist in places.
- 2.12 There are no Public Rights of Way across the site.



2.13 The site is not located within or in the vicinity of a Conservation Area and there are no Listed Buildings either within or near the site.

### **Site surroundings**

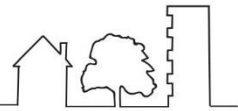
2.14 The site sits immediately adjacent to a predominantly residential area of Goldthorpe and is the third phase of a wider residential development.

2.15 The northern boundary of the site comprises a substantial hedgerow, beyond which are the extensive gardens of the terraced properties that front onto Lindale Gardens. The extensive length of the gardens results in the properties being a substantial distance from the edge of the site boundary.

2.16 The eastern boundary mainly comprises a substantial hedgerow with the exception of the northern section, which comprises the rear and/or side boundary fences of the residential properties that front onto West Moor Croft (Plots 68-76 of Phase 1 of the Gleeson development, which has been completed). The southern section of the boundary is dominated by hedgerow and abuts the western boundary of Phase 2 (under construction), comprising the rear boundaries of Plots 168-187.

2.17 The southern boundary comprises a substantial hedgerow, beyond which are agricultural fields.

2.18 Again, the eastern boundary comprises sections of substantial hedgerow, beyond which are allotments to the north west and an area of scrubland and self-seeded trees and vegetation to the south west.

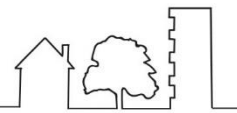


### **3.0 RELEVANT PLANNING HISTORY**

3.1 There is no planning history relating to this specific site. The site comprises a former agricultural field that has been set aside and unused for some time.

3.2 This planning application seeks consent for Gleeson's Phase 3 development at Goldthorpe.

- Phase 1 (immediately off Barnburgh Lane to the north east of the application site) was granted full planning consent under LPA ref: 2011/1562 dated 4<sup>th</sup> April 2012. Two subsequent S73 applications (LPA refs: 2012/0935 and 2013/0953) pursuant to the full planning permission were granted on 13<sup>th</sup> November 2012 and 28<sup>th</sup> May 2014 respectively.
- Phase 2 (accessed from Pickhills Grove / West Moor Croft on Phase 1, to the south east of the application site) was granted full planning consent under LPA ref: 2015/1198 dated 30<sup>th</sup> June 2016.



## **4.0 DETAILS OF THE PROPOSED DEVELOPMENT**

4.1 This Section sets out the established development model that Gleeson Regeneration Ltd has developed for sites such as the application site. It also sets out brief details of the specific development proposals for the site which will enable the scheme to fit well into its setting and surroundings. Further consideration of the design of the scheme can be found in the accompanying Design and Access Statement.

### **The Gleeson development model**

4.2 Gleeson focuses solely on building low cost homes for people on low incomes in areas of past industrial decline. The company builds a range of affordable homes for sale to people who would otherwise be unable to afford a new home, thereby helping them onto the property ladder. Gleeson funds all of its own projects, allowing regeneration to take place without reliance on Government investment.

4.3 The company's success is borne out of a thorough understanding of its customer's needs and balancing aspiration with affordability. Gleeson's management team has specialist knowledge of all aspects of regeneration and a combined experience of over 150 years of buildings and selling low cost homes.

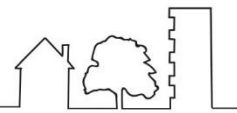
4.4 Gleeson's homes are priced so that they can be afforded by 90% of local couples in full time employment. To establish sales prices, the Government's ASHE (annual Survey of Hours and Earnings) figures are used to determine the lowest wages within the Local Authority. A modest multiple is then applied to the bottom twenty percentile to calculate the level of mortgage which can be afforded by 90% of people living in the local area.

### **Gleeson's Key Worker Priority Programme**

4.5 In May 2020, Gleeson launched their Key Worker Priority Programme. Not only is this Gleeson's commitment to and way of acknowledging how appreciated and valued key workers are but is also part of a bigger long-term strategy that recognises the value of key workers to the business. Every key worker who purchases a home from Gleeson will be entitled to a wide range of excellent benefits and packages that will help them with their move into their new home.

### **Description of the proposed development**

4.6 The planning application seeks full planning permission for the erection of a total of 69 dwellings. The development scheme has been carefully designed to fit into its context, having regard to



surrounding land uses, neighbouring residential properties, its proximity to the open countryside and existing features of interest.

4.7 A mixture of 2, 3 and 4-bedroomed properties will be provided across the site. The 2-bedroomed properties are all semi-detached, the 3-bedroomed properties are a combination of semi-detached and detached, and the 4-bedroomed properties are all detached. The site as a whole provides a good mix of housing sizes and types:

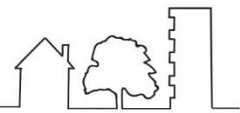
- 14 no. 2 bedroomed semi-detached;
- 22 no. 3 bedroomed semi-detached;
- 22 no. 3 bedroomed detached;
- 12 no. 4 bedroomed detached.

4.8 Given the relative small number of dwellings proposed and the linear nature of the site, the scheme makes provision for a single point of vehicular access off West Moor Croft through the Gleeson Phase 1 development.

4.9 A total of 0.069 hectares of Public Open Space (POS) will be provided on site.

4.10 A number of key principles have been used in designing an appropriate scheme for the site, which are as follows. Further detail demonstrating how the proposed development fits in with these design principles is contained within the accompanying Design and Access Statement.

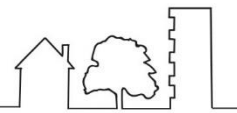
- Varied, safe and easily legible internal road layout and hierarchy
- Use of perimeter blocks
- Careful consideration of boundary treatments
- Facilitation of pedestrian movement and access
- Provision of POS
- Retention of existing features of interest
- In-curtilage car parking
- Provision of appropriate levels of private amenity space
- Appropriate landscape provision



## 5.0 PLANNING POLICY CONTEXT

### Introduction

- 5.1 This Section sets out the planning policy context in which the application should be considered.
- 5.2 The National Planning Policy Framework (NPPF) was originally published in March 2012 but has recently been revised, with the new version published by the Government in February 2019. It has as its central theme at Paragraph 11 a presumption in favour of sustainable development. It does not change the statutory status of the Development Plan as the starting point for decision making as set out at Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990. Paragraph 2 confirms that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise and states that proposed development which accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should usually be refused unless other material considerations indicate otherwise (Paragraph 12).
- 5.3 Paragraph 11 confirms that where policies are out-of-date, such as in circumstances where the local planning authority cannot demonstrate a five-year supply of deliverable housing sites or where the LPA cannot meet the requirements of the Housing Delivery Test, planning permission should be granted unless:
- i. The application of policies in the Framework that protect areas or assets of particular importance (as set out at footnote 6) provides a clear reason for refusing the development proposed; or
  - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.'
- 5.4 Paragraph 2 indicates that the NPPF must be taken into account in the preparation of the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 5.5 In this case, the Statutory Development Plan comprises the Barnsley Local Plan, which was adopted in January 2019.
- 5.6 Other material considerations include the National Planning Policy Framework (NPPF, February 2019) and the Planning Practice Guidance (PPG).

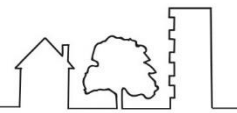


## **Barnsley Local Plan (January 2019)**

5.7 The Proposals Map accompanying the Barnsley Local Plan (January 2019) confirms that the site is allocated for housing development (Policy HS45) and is located within the defined settlement boundary of Goldthorpe.

5.8 Policy GD1 of the Local Plan relates to development principles in general and 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 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, culverts and other surface water bodies that may cross the site are considered;
- Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
- Any pylons are considered in the layout; and



- Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

5.9 Policy HS45 confirms that the application site forms part of a housing allocation (land south of Barnburgh Lane). The entire allocation covers Phases 2 (LPA ref: 2015/1198 – under construction) and 3 (the subject of this planning application) of the overall Gleeson development. The text accompanying the allocation acknowledges this by confirming that part of the site has planning permission for 61 dwellings (Phase 2) and that the indicative dwelling number attached to the allocation (69 dwellings) relates to the remainder of the site (Phase 3).

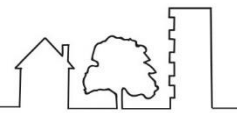
5.10 The policy confirms that:

- The development will be expected to retain, enhance and manage hedgerows, woodland and swamp at the south-west side of the site.
- Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a 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.

5.11 Policy H6 confirms that housing proposals will be expected to include a broad mix of housing size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population.

5.12 Policy H7 states that housing developments of 15 or more dwellings will be expected to provide affordable housing. 10% affordable housing will be expected in Goldthorpe.

5.13 Policy T3 relates to new development and sustainable transport and 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 a transport statement or assessment in-line with guidance set out in the NPPF and guidance including where appropriate regard for cross boundary local authority impacts; and
- Provide a travel plan statement of a travel plan in accordance with guidance set out in the NPPF including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

5.14 Policy BIO1 confirms that development will be expected to conserve and enhance the biodiversity and geological features of the borough.

### **National Planning Policy Framework (February 2019)**

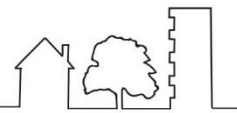
#### *Viability and deliverability*

5.15 Paragraph 57 of the NPPF states that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up-to-date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.

#### *Sustainable development*

5.16 Paragraph 7 of the NPPF indicates that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 notes that there are three inter-related dimensions to sustainable development, which are economic, social and environmental.

5.17 Paragraph 11 stresses that at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both Plan making and decision taking. It confirms that where policies are out-of-date, such as in circumstances where



the local planning authority cannot demonstrate a five-year supply of deliverable housing sites or where the LPA cannot meet the requirements of the Housing Delivery Test, planning permission should be granted unless:

- iii. The application of policies in the Framework that protect areas or assets of particular importance (as set out at footnote 6) provides a clear reason for refusing the development proposed; or
- iv. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.'

5.18 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.

**Planning Practice Guidance (first published in March 2014 and updated since)**

5.19 The Planning Practice Guidance is an online resource that aims to provide additional guidance to the policies contained within the NPPF. It contains a specific chapter relating to viability.

5.20 Paragraph 002 (ref ID: 10-002-20190509) of the viability section confirms that the role of viability assessments is primarily at the plan making stage. Viability assessments should not compromise sustainable development but should be used to ensure that policies are realistic.

5.21 Paragraph 007 (ref ID: 10-007-20190509) states that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.



## **6.0 ANALYSIS OF PLANNING ISSUES**

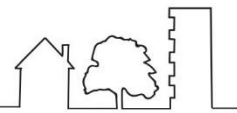
- 6.1 This Section provides an analysis of the proposed development in the context of the relevant planning policy set out above at Section 5.
- 6.2 As set out above, applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Proposed development which accords with an up-to-date Local Plan should be approved without delay.
- 6.3 The NPPF also indicates that, at the heart of Government Policy is a presumption in favour of sustainable development which should be seen as a golden thread running through both Plan making and decision-taking. For decision makers this means approving development proposals that accord with the development plan without delay unless adverse impacts would significantly and demonstrably outweigh the benefits, or specific policies in the NPPF indicate that development should be restricted.

### **Principle of the proposed development**

- 6.4 The application site forms part of a housing allocation under Site: HS45 (land south of Barnburgh Lane) in the recently adopted Barnsley Local Plan (January 2019). The principle of housing development on this site should not therefore be in question. It has been tested thoroughly through the Local Plan process and forms part of the Council's housing delivery required in order to successfully meet their Borough-wide housing requirement.
- 6.5 The policy text supporting the allocation of Site HS45 confirms that part of the site already benefits from planning permission for 61 dwellings. This represents Phase 2 of the Gleeson development, which is currently under construction. The indicative number of dwellings stated in the policy (69) relates to the remainder of the site, which is the subject of this planning application. This application seeks consent for 69 dwellings. This is wholly in-line with the policy and enables the proposal to bring forward an appropriate design solution, whilst also ensuring the capacity of the site is maximised.

### **Sustainability**

- 6.6 The site was assessed thoroughly during the Local Plan process, which included a favourable assessment of its sustainability credentials, leading to its allocation for housing development.
- 6.7 The site is located within the settlement boundary of Goldthorpe, as defined on the adopted Local Plan Proposals Map. Section 2 above demonstrates that the site is within walking distance of a



wide range of shopping facilities, services and amenities throughout the settlement as a whole and within the defined District Centre at Goldthorpe. The site also benefits from being within close proximity of regular bus services, with associated bus stops being only a short walk away. The bus services provide sustainable transport links to locations such as Barnsley and Doncaster Town Centres, which provide a more expensive range of shopping and employment opportunities. A number of schools are also close to the site, including those catering for pre-school, primary and secondary age groups.

6.8 From both a practical and policy standpoint, the site is considered to be in a sustainable location.

### **Ecology**

6.9 SLR Consulting Ltd was commissioned by Gleeson to prepare an Ecological Impact Assessment based on an Extended Phase 1 Habitat Survey and desk study of the site to inform the preparation of the planning application.

6.10 The report comes to the following conclusions in terms of the effects of the proposed development and mitigation measures and proposed biodiversity enhancements.

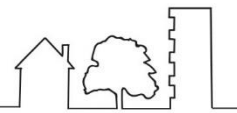
- Adwick Washlands RSPB reserve lies approximately 400m to the south of the site. The reserve is very robustly designed to restrict the movements of people to areas where they will not cause disturbance to ground-nesting birds and other wildlife. As such, the modest increase in visitor numbers likely to arise from the proposed development is unlikely to impact upon the reserve, its breeding waders and the other wildlife that it supports.

Furthermore, the site is a sufficient distance from the application site such that construction related impacts are unlikely to arise, and the houses, once built, will not result in visual disturbance.

The application site itself is not 'functionally linked' to the reserve and no appreciable impact upon Adwick Washlands RSPB reserve is therefore predicted.

- Habitats

The majority of boundary hedgerows are to be retained. Areas of scrub within the site are to be removed and no native scrub planting proposed. The overall net impact upon hedgerows and scrub is therefore predicted to be adverse but not significant at the local level.



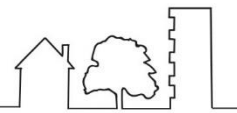
There is no scope to retain or recreate the marshy grassland within the proposed layout. However, it is recommended that the orchids, or soil containing the orchid seeds, is transferred to another nearby site.

There is no scope to retain the small areas of neutral semi-improved grassland within the proposed layout, however these areas are small, and their loss is therefore adverse but not significant at the local level.

There is no scope to retain the tall herb communities within the proposed layout. The overall net impact upon tall herb communities is predicted to be adverse but not significant at the local level.

The marshy grassland, ditch and open water to the south and south east of the site is not readily accessible on foot from the site, suggesting that it will not be subject to increased levels of recreational pressure. As such no direct or indirect impact is predicted.

- Foraging bats – as the majority of boundary hedgerows are due to be retained, the site is likely to continue to support foraging and/or commuting bats. Whilst the scrub, tall herb and grassland habitats within the site shall be lost, gardens and street trees, once mature, will to some extent replace the loss. Overall, the net impact upon foraging and/or commuting bats is predicted to be adverse but not significant.
- Hedgehog – the site has some potential to support hedgehog. Gaps in garden fencing will be provided to ensure hedgehogs can move around the site. Whilst it is anticipated that there will be a reduction in the overall value of the site for hedgehog, post-development, by introducing ‘hedgehog highways’ into the scheme, gardens will be made accessible, and the overall net impact upon hedgehogs is predicted to be adverse, but not significant in the local context.
- Breeding birds – vegetation clearance will take place outside of the bird nesting season where possible. If this is not possible then a pre-commencement survey will be undertaken by a suitably qualified ecologist. As such, no contravention of wildlife legislation is predicted.



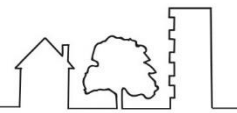
- 6.11 A number of ecological enhancement measures are proposed, including the provision of in-cavity boxes to support roosting bats, and built in bird boxes to support swift, house sparrow and starling.

### **Air quality**

- 6.12 SLR Consulting Ltd has been commissioned by Gleeson to undertake an Air Quality Assessment of the potential impacts associated with the proposed development. A qualitative assessment of the potential dust impacts during the construction of the development has been undertaken.
- 6.13 The conclusions of the assessment confirm that the air quality does not represent a material constraint to the development proposals, which conform to the principles of National Planning Policy Framework and the accompanying Planning Practice Guidance, the relevant policies of BMBC's Local Plan and BMBC's Air Quality and Emissions Technical Planning Guidance.

### **Flood risk and drainage**

- 6.14 JOC Consultants Ltd was commissioned by Gleeson to undertake a Flood Risk Assessment to accompany the application. The assessment confirms that the site is located in Flood Zone 1 and there is no known history of flooding, however it is likely that the site has flooded in the past from the surface water sewer which discharges into a ditch close to the north-west corner of the site. There is no conveyance route for this discharge except across the site in high flow events. Rectification of issues surrounding the surface water sewer is a matter for Yorkshire Water which has been informed of the defect.
- 6.15 The assessment confirms that groundwater flooding is unlikely but there could be emergence of perched water at low spots when the ground is saturated. This risk will be minimised when the sewer defect is rectified and when the site is prepared for development.
- 6.16 It is estimated that the development will increase surface water runoff rates and volumes by factors of approximately 2.8 and 1.8 respectively. This will be mitigated by limiting the flow rate in the watercourse and by utilising the increased capacity of the watercourse, provided for the Phase 1 and Phase 2 developments, for attenuation storage.
- 6.17 The water level in the watercourse does not rise to within 600mm of the top of the channel, except in the vicinity of the orifice flow control structure, where it rises to approximately 480mm below the top of the channel. This is considered acceptable provided it is an occurrence of short duration.

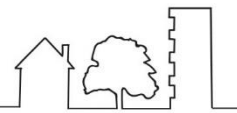


## Transport

6.18 TPS Transport Consultants Ltd (TPS) has been appointed by Gleeson to prepare a Transport Assessment and a Travel Plan to support the application. The following summarises the key points from the Transport Assessment:

- The proposal is in-keeping with both local and national transport policies and the land use planning policy agenda;
- The site benefits from good connectivity with the facilities and amenities available in the local area, with opportunities for residents to travel by sustainable modes to access education, retail, healthcare and leisure facilities; the centre of Goldthorpe being within around 1km of the development site;
- An analysis of contemporary accident data suggests that there are no significant accident trends that might be exacerbated by the addition of development related traffic;
- The current application proposals are anticipated to generate a maximum of 36 two-way vehicular trips in the AM peak hour and 38 two-way vehicular trips in the PM peak hour based on TRICS. However, based on site specific traffic count data collected as part of the Travel Plan monitoring process for Phase 1 of the development indicates that vehicular trips are likely to be lower than this with 35 two-way trips anticipated in the AM peak and 35 two-way trips anticipated in the PM peak;
- Traffic is likely to dissipate throughout the local road network beyond the site access and as such is unlikely to have a material impact at any off-site junction;
- Car parking is to be provided at a level appropriate to the nature and location of the site; and
- Servicing has been considered and the suitability of the site layout to cater for a refuse vehicle has been demonstrated.

6.19 In conclusion, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in the NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



6.20 In terms of the Travel Plan, TPS currently acts as Travel Plan Coordinator for the broader site, with a pro-active approach having been taken to Travel Plan delivery, monitoring and reporting since 2014. The measures within this Travel Plan are reflective of that broader travel planning programme, which will be extended to cover this latest phase of development.

### **Trees**

6.21 A Tree Survey was undertaken by Rosetta Landscape Design to inform the planning application.

6.22 The survey does not identify any specific areas of concern with regards to the existing trees on site. General recommendations have been made in relation to the removal of 'U' category trees, including those approved for removal in relation to the approved development and the erection of robust fencing to protect the retained trees and their rooting zones.

6.23 It is also recommended that precautions be introduced to protect trees during the construction phase, followed by any required surgery so that any known root damage can be corrected, and landscape works.

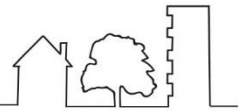
### **Design**

6.24 The accompanying Design and Access Statement demonstrates the design-led approach that has been taken to the scheme which will deliver high quality new development in this part of Goldthorpe, following on from the previous phases of development. The Building for Life questions have been used at Section 5 of the DAS as an accepted measure of good quality design to summarise the qualities of the development.

### **Affordable housing**

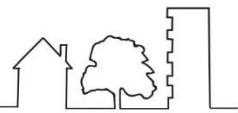
6.25 The Council's affordable housing policy (H7) contained within the adopted Barnsley Local Plan (January 2019) confirms that the Council expect 10% affordable housing provision on sites in Goldthorpe.

6.26 The proposed development incorporates the required provision of 10% affordable housing units of which 80% will be affordable housing units for rent and 20% will be shared ownership as defined in the Glossary at Annex 2 of the NPPF, provisions a) and d) respectively.



### **Developer contributions**

6.27 Developer contributions associated with this proposal have not yet been set and it is anticipated that the level and type of contribution will be discussed with the LPA through consideration of this application. However, it is anticipated that developer contributions will be policy compliant.



## **7.0 CONCLUSIONS AND RECOMMENDATIONS**

- 7.1 The NPPF confirms that planning law requires that applications for planning permission must be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise. It also notes that proposed development which accords with an up-to-date Local Plan should be approved without delay, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. Furthermore, in assessing planning applications the presumption in favour of sustainable development should be utilised.
- 7.2 The application proposed the development of 69 residential dwellings with a good mix of 2, 3 and 4-bedroomed properties. The application site forms part of a larger housing allocation (HS45) in the adopted Barnsley Local Plan (January 2019) and the principle of housing development on this site should therefore be considered acceptable.
- 7.3 The site has been thoroughly tested against sustainability criteria during the Local Plan process and its acceptance as a housing allocation demonstrates that it is considered to be a sustainable option. Furthermore, Section 2 above shows that a variety of facilities, services, shops, amenities and public transport options are easily accessed from the site.
- 7.4 The accompanying surveys and reports demonstrate that there are no reasons to refuse this scheme. There are no flood risk / drainage, transport, ecology, air quality, tree protection or design issues associated with the proposal.
- 7.5 The proposal seeks to bring forward a significant amount of much needed low-cost housing with a mix of typologies affordable to the local population. In-line with the NPPF, it is respectfully requested that this application is approved without delay.