

**Land South of Barugh Green Road,
Barnsley**

Planning Statement

February 2025



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Appendices

Appendix 1 Proposed Site Plan

1. Introduction

- 1.1 This Planning Statement has been prepared to accompany a full planning application by Avant Homes for full planning permission for the erection of 155No. residential dwellings and associated works on land south of Barugh Green Road, Barugh Green, Barnsley.
- 1.2 The application site is for an allocated mixed-use site MUI as identified within the adopted Local Plan (2019). The MUI site has an indicative capacity of 1,700 dwellings and 43ha of employment land. The site is within a single ownership, outside of the wider masterplan and was considered within the Sustainability Statement which accompanied the Local Plan and mitigation measures were proposed as part of the allocation requirements.
- 1.3 This Planning Statement comprises a series of sections which outline the planning rationale for the proposed development:
- **Section 2: Site and Surroundings** – a description of the site and the surrounding area.
 - **Section 3: Development Proposals** – a description of the proposed development.
 - **Section 4: Planning Policy Context** – details of the planning policy framework within which the proposals should be considered.
 - **Section 5: Planning History** – summary details of the previous planning applications for the site.
 - **Section 6: Planning Assessment** – an assessment of the development proposals against planning considerations; and

- **Section 7: Summary and Conclusions** – a summary of the main factors and merits of the development proposals.

1.4 This submission is accompanied by a comprehensive set of plans and reports. The cover letter provided with this application details the full contents of the submission pack.

2. Site and Surroundings

- 2.1 This section of the Planning Statement describes the current status of the site and the context of the surrounding area.

Site Location

- 2.2 The area of land to which this planning application relates is located off the south of Barugh Green Road and is shown on the accompanying plan below.

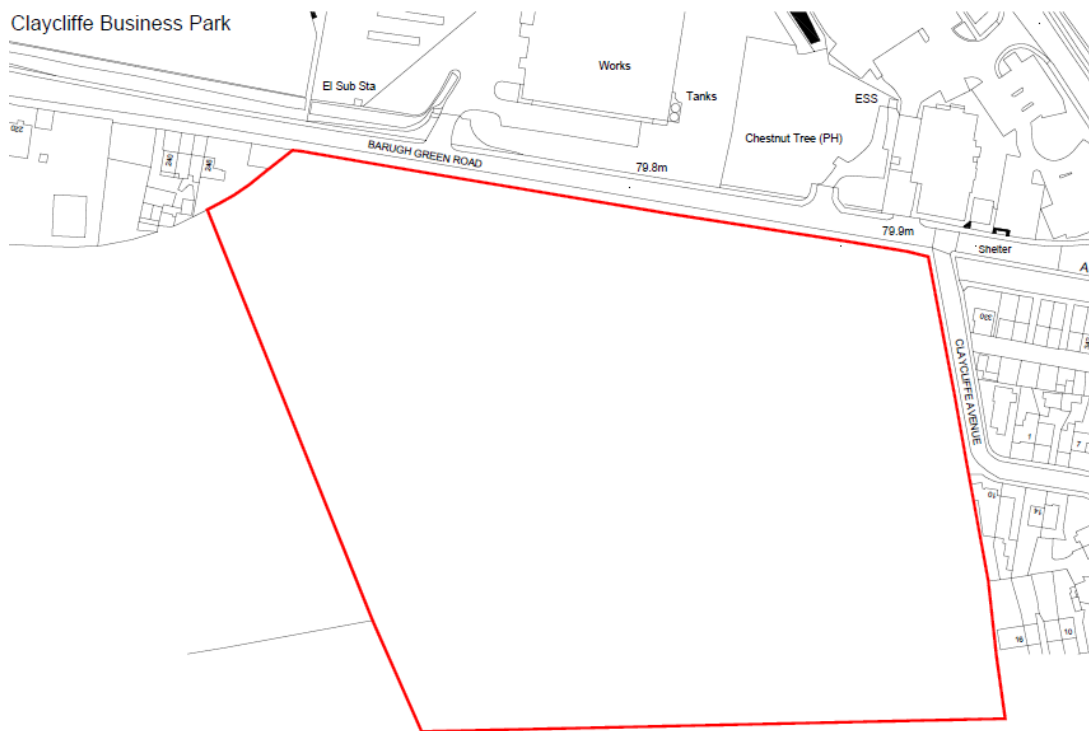


Figure 1: Location of the Application Site

- 2.3 The site currently consists of an agricultural field, with additional agricultural land to the west and south. To the east, it is bordered by a residential development along Claycliffe Avenue and Mawfield Road.

Further residential properties, along with a nursery, are situated along the northwest boundary. To the north, the site is adjacent to Claycliffe Business Park.

Site Description

- 2.4 The site area covers an area of 4.82ha with a net developable area of approximately 3.44ha. The whole of this application site is designated for housing with the employment use being located on the wider MUI allocation.



Figure 2: Application Site in comparison to the wider area

Site Surroundings

- 2.5 The site is situated on the outskirts of a residential area, with residential properties located along the entirety of the eastern boundary along Claycliffe Avenue and Mayfield Road. There are also a number of residential properties located along the northwestern boundary. To the west and south the land consists of agricultural fields used for crop cultivation.
- 2.6 The site is located solely within Flood Zone 1 (lowest risk) according to the Environment Agency (EA) flood zone maps for planning. There are no heritage assets within the sit boundary, however, a Grade II listed milepost is located on Barugh Green Road, just outside the boundary. There are hedgerows found along the north and west boundaries, with an additional hedgerow intersecting the site. Low-voltage pylons also run through the site.
- 2.7 The site is located within a sustainable location in relation to access to services, facilities, employment opportunities and public transport links. The application site is approximately 3.7km from Barnsley Interchange. The nearest bus stops are located along Barugh Green Road with bus links to Barnsley Town Centre and Wakefield.
- 2.8 The site lies within a short walk of a number of facilities including supermarket, primary school and public house. Claycliffe business park is also located to the north.
- 2.9 Regarding local schools, Barugh Green Primary School is approximately 0.6 miles from the application site, while Gawber Primary School, located in Gawber, is around 1.1 miles away. There are several secondary schools in the surrounding area, including notable

institutions such as Darton Academy, situated 1.5 miles north of Barugh Green; Horizon Community College, located 3 miles southeast of the site; Kirk Balk Academy, 3.5 miles southwest; and Outwood Academy Carlton, approximately 4 miles northeast of Barugh Green. All of which are accessible by car/bus from the application site.

- 2.10 The nearest doctor's surgery to the site is the Dr F Middleton Barugh Green Surgery which is located 0.5miles from the application site. Barnsley Hospital is 1.2miles east of the site.
- 2.11 Strata Homes are currently seeking hybrid planning permission for a mixed-use development to the south and west of the site. Enabling works are ongoing to implement two roundabouts on Barugh Green Road and Higham Common Road, these will be connected by a major link road, which will serve this development. This application covers the whole of the MUI allocation (with the exception of the site) and will transform the wider area in the coming years.

Statutory Designations

- 2.12 The below table sets out the relevant statutory designations.

Planning or Environmental Consideration	Proximity to the site
SSI/SSSIs	The site does not lie within or directly adjacent to any statutory designated sites.
Flood Risk Zone	The site lies wholly within Flood Zone 1.
Listed Buildings/Heritage Assets	There are three Designated Heritage Assets within 1km of the site (Grade II Listed Buildings). The closest being 'Milepost' located northwest of the

	<p>site but is not located within the site boundary. The development will have a negligible impact on the setting and significance of all other Designated Heritage Assets within the vicinity of the site.</p>
Ecology Designation	<p>The site and its immediate surroundings do not contain any statutory designated sites, nor are any located within 2km of the site. Furthermore, there are no internationally designated sites within 10km of the proposed development.</p> <p>There are four non-statutory designated Local Wildlife Sites (LWS) within 2km of the site;</p> <ul style="list-style-type: none"> - Redbrook Pastures LWS – Hedgerow Site – 350m to the south - Barnsley Canal at Wilthorpe LWS – Industrial history. Supports populations of great crested newt – 1km to the northeast - Daking Brook LWS – Running water habitat supporting whiteclawed crayfish and bullhead populations – 1.10km to the north. - Hugset Wood LWS – Ancient Woodland – 1.15km to the southwest. <p>It was concluded that the identified LWS within a 2km radius of the site</p>

	are unlikely to be affected by the proposals.
Tree Preservation Orders	There are no TPOs located on site.
Conservation Area	None within the proximity of the site.
AQMA	The site is not located within an AQMA.
PROW/Bridleway	There are no PROWs on the site.
AONB or other landscape designation	N/A

3. Planning History

- 3.1 This section of the Planning Statement summaries the details of the previous planning application for the development of the site.

2020/0977

- 3.2 A full planning application was submitted by Countryside Properties, Partnerships Yorkshire and was validated on 28th August 2020. The full application has the reference RB2021/1149, and the description of development was:

'Residential development of 140no. dwellings with associated landscaping, infrastructure and open space.'

- 3.3 This application was withdrawn in October 2023.

2021/1090

- 3.4 The site is part of the wider allocation MUI and does not include the application site. There is a hybrid planning application pending a decision. The description of development is;

'Hybrid application for residential development for 1,560 dwellings comprising: a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds/dry detention basins and associated drainage infrastructure; construction of a new link road; location of strategic landscaping and ecological areas; demolition of existing buildings; works to Hermit Lane; and erection of Phase 1(a) residential development comprising 216 dwellings, b) Outline planning permission for: Residential development comprising up to 1,344 dwellings; new primary school; small shops and community

facilities; and associated infrastructure works, (Amended Description and Amended Plans).'

- 3.5 This was validated on 21st September 2021 and is pending consideration.

4. Development Proposals

4.1 The application seeks full planning permission for the erection of 155 No. dwellings including associated works.

4.2 In summary, the application proposals include the following:

- **Residential** – 155 No. dwellings (including 31 No. affordable homes).
- **Landscaping/Open Space** – comprehensive scheme of landscaping, including Public Open Space areas, the enhancement of existing hedgerow and trees, and additional planting throughout the site.
- **Transport and Access** – a new vehicular access to the site will be provided from Barugh Green Road to the north of the site.
- **Engineering Works and Utilities Infrastructure** – Sustainable Drainage Solutions (SuDS) features discharging into an existing water course and foul water discharged into a public combined sewer.
- **Biodiversity Net Gain** – 10% BNG will be provided off-site.
- **Ecological Mitigation** – As part of ecological mitigation efforts, the site will include bird and bat boxes and hedgehog highways.

4.3 A proposed site layout plan is shown at Figure 3 and enclosed at **Appendix 1**.



Figure 3: Proposed Site Layout

Residential

- 4.4 The mix and type of properties to be developed is set out in Figure 4 below. The properties will be a mix of 1, 2, 3, and 4-bedroom dwellings. The properties will include short terraces, semi-detached and detached houses of 2 and 2.5-storeys in height.
- 4.5 In total 19 different house types are proposed which will offer a range of house types and deliver a high quality and varied street scene.

House Type	Size/Type of Dwelling	Height (Storeys)	No. of Dwellings
Hathersedge	2 Bedroom bungalow	1	4
Hathersedge +	2 Bedroom bungalow	1	2
Askham	1 Bedroom Semi-detached/Terraced	2	14
Eastbeck	2 Bedroom Semi-detached/Terraced	2.5	10
Ferndale	2 Bedroom Semi-detached/Terraced	2	12

House Type	Size/Type of Dwelling	Height (Storeys)	No. of Dwellings
Knaresborough	2 Bedroom Semi-detached/Terraced	2	22
Leyburn	3 Bedroom Detached	2	8
Baildon	3 Bedroom Semi-detached/Terraced	2.5	12
Salbury	3 Bedroom Semi-detached/Terraced	2.5	14
Wentbridge	4 Bedroom Detached	2	7
Netherton	4 Bedroom Detached	2.5	17
Cookbury	4 Bedroom Detached	2	3
Thoresbury	4 Bedroom Detached	2	1
Bramley	1 Bedroom maisonette	2	2
Totley	1 Bedroom maisonette	2	2
ED.1	2 Bedroom Semi-detached/Terraced	2.5	8
B3	3 Bedroom Semi-detached/Terraced	2.5	14
L3	3 Bedroom detached	2	1
D4	4 Bedroom Semi-detached/Terraced	2.5	2
Total			155

Figure 4: Proposed House Types

4.6 In summary, the mix of dwelling sizes on the site will be as shown in Figure 5.

House Size	Numbers of Dwellings	Proportion of Dwellings
1 bedroom	14	11%
2 bedroom	48	39%
3 bedroom	34	27%
4 bedroom	28	23%
Total	124	100.0%

Figure 5: Proposed House Size Mix

- 4.7 The proposed development will have a net density of c. 45 dwellings per hectare, gross density of c 32.1 dwellings per hectare (dph) and a total of 155 dwellings. The dwellings will have a mix of appearances to create interesting diversity and visual interest whilst complementing the local character of Barugh Green.

Affordable Housing

- 4.8 31 affordable dwellings are proposed to be on-site which would represent a 20% affordable housing provision as part of the scheme. The full breakdown of the size and type of affordable houses to be provided is set out in Figure 6.

House Type	Size/Type of Dwelling	Height/Storeys	No. of Dwellings
HAT	2 Bedroom	1	2
Bramley	1 Bedroom	2	2
Totley	1 Bedroom	2	2
E2.1	2 Bedroom Semi-Detached/Terraced	2.5	8
Layburn	3 Bedroom Detached	2	1
B3	3 Bedroom Semi-Detached/Terraced	2.5	14
D4	4 Bedroom Detached	2.5	2
Total			31

Figure 6: Proposed Affordable House Types and Tenures

- 4.9 The affordable housing provided comprises of predominantly three beds (48%) as set out in Figure 7 which shows a mix of 1, 2, 3 and 4-bedroom dwellings:

House Size	Numbers of Affordable Dwellings	Proportion of Affordable Dwellings
1 Bedroom	4	13%

House Size	Numbers of Affordable Dwellings	Proportion of Affordable Dwellings
2 bedroom	10	32%
3 bedroom	15	48%
4 bedroom	2	7%
Total	31	100.0%

Figure 7: Proposed Affordable Housing Sizes

- 4.10 The affordable housing tenure split within the proposed development is set out in Figure 8 below.

House Type	No. of Dwellings
Affordable Rent	8
Other affordable home ownership	1
First Homes	22
Total	31

Figure 8: Proposed Affordable Housing Tenure Split

- 4.11 The applicants are aware that affordable housing policy H7 states that there is a 20% requirement of affordable homes on site, which this proposal will be providing.
- 4.12 The 31 affordable dwellings will be 'pepper potted' around the site. The locations of the affordable dwelling on the site are shown on the proposed layout in Appendix 1.
- 4.13 As per the Strategic Housing Market Assessment (2021) and First Homes SPD 2019 there is a requirement for 25% First Homes. As shown in Figure 8 above, 22 of the affordable plots are proposed as First Homes.

Nationally Described Space Standards

- 4.14 100% of the proposed dwellings on-site will be compliant with Nationally Described Space Standards (NDSS).

Landscaping / Open Space

- 4.15 The proposals are accompanied by a comprehensive scheme of landscaping as well as a Landscape Visual Impact Assessment. The eastern part of the hedgerow on to the south of Barugh Green Road will be removed to allow for the visibility splay at the site entrance, however this will be replaced and supplemented with a substantial number of trees within an area of POS fronting Barugh Green Road.
- 4.16 Additional woodland to the south of the site, which currently limits long-distance views from that direction, will also be removed. Additionally, a substantial hedgerow running east to west through the site will be cleared. Further details can be found in the accompanying landscape plans (Drawing Ref: 4582 101E – Landscape Masterplan).
- 4.17 The northern part of the site will comprise of the area of public open space (POS) which also contains a surface water attenuation basin. This will soften the edge of the development to the open countryside beyond the site to the north. There are also areas of public open space located within a 'heart space' to the west of the site and an area running down the centre.

Transport and Access

Vehicular Access

- 4.18 The main vehicular access into the site will be via a priority junction from the A635 Barugh Green Road, on the northern boundary. This access benefits from a 3m wide right turn ghost island and has been designed in line with the requirements of DMRB.

Internal Circulation

- 4.19 The primary route into the site will be 6m wide with a 3m wide footway/cycle path to the east, separated from the carriageway by a grass verge, and a 2m wide footway to the west. Past this point, internal carriageways will be 5.5m wide, with dwellings taking direct frontage access on both sides; the carriage way is to be bound by footways and street lighting along its length. Additional 3m wide footway/cycle paths run east-west to the north and south of the site, providing future cycle connections to the existing residential area to the east, as well as the wider allocation to the south and east, in line with the MUI masterplan.
- 4.20 Illustrated at Appendix J of the Transport Assessment (P2636_20241204_Barugh Green, Barnsley Transport Assessment) 2.4m x 120m visibility spays can be achieved from the Site Access junction, in line with the posted 40mph speed limit along the A635 Barugh Green Road.
- 4.21 Appropriate turning facilities are provided to allow the development to be serviced by the refuse collection vehicle and delivery vehicles.

Pedestrian Connections

- 4.22 Pedestrian access to the site will be taken at the north of the site via the proposed vehicular access from the S635 Barugh Green Road. The access will be bound by 2m wide footways with dropped kerbs and

tactile paving supporting pedestrian movement east-west along the south side of the carriageway, tying in with the existing provision along the A635 Barugh Green Road. As part of the proposed access works, a dropped kerb crossing with tactile paving and a pedestrian refuge island will be provided to the east of the access junction, facilitating north/south movement across Barugh Green Road.

Car and Cycle Parking

- 4.23 The proposed developments parking provision adheres to the BMBC standards, including the latest parking standards set out in the Council's SPD adopted in November 2019. The development provides a mix of off-road parking spaces and detached garages, fulfilling the parking requirements for Use Class C3 developments. Specifically, it offers 1 parking space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms. Visitor parking is accommodated on-street, allowing for satisfactory servicing by standard refuse vehicles.
- 4.24 In addition, the layout includes visitor parking which is provided through a mix of visitor parking bays and on street parking, as required. The development also follows the design standards outlines in the South Yorkshire Residential Design Guide, incorporating cycle storage within garages or rear sheds, ensuring that all aspects of residential car parking are addressed effectively.
- 4.25 To the east of the site, there will be a 3m wide shared footway/cycle path, running north-south through the site. Additional 3m wide footway/cycle paths run east-west to the north and south of the site,

providing future cycle connections to existing residential areas and the rest of the MUI masterplan.

Electric Vehicle Charging

- 4.26 The Parking SPD, as mentioned above, refers to the Sustainable Travel SPD in relation to the requirement for Electric Vehicle Charging Points (EVCPs) and the requirement for residential development is 1 charging point per dwelling with dedicated parking or 1 charging point per 10 spaces where parking is unallocated. This is a building regulations requirement and will be provided on every dwelling.

Drainage Strategy

- 4.27 Full details of the drainage strategy are included in the Flood Risk Assessment report (ref: 51335-Rp001-REV B) prepared by Alan Wood and Partners which accompanies this submission. To summarise, surface water will be attenuated on site in a SUDS basin located to the north of the site, before discharging at a rate of 16.6l/s and any excess flows balanced on site. The sewers will be designed and constructed to meet the requirements of the Local Water Authority for the adoptable drainage and the requirements of the Building Regulations for the domestic drainage.
- 4.28 With regards to foul water drainage, this will be discharged to the existing 600mm diameter public combined sewer recorded in Barugh Green Road at a point to the north of the site via a gravity outfall at an approximate rate of 8l/s. The sewers will be designed and constructed to meet the requirements of the Building Regulations.

5.Planning Policy Framework

- 5.1 This section of the Planning Statement summarises the Planning Policy Framework within which the application will be considered.

National Planning Policy Framework

- 5.2 The National Planning Policy Framework (NPPF) was updated on 12 December 2024. It sets out the Government's planning policies for England and how these are expected to be applied (paragraph 1). This maintains the legal requirement that applications for planning permission must be determined in accordance with the development plan and that the NPPF is a material consideration in planning decisions (paragraph 2).
- 5.3 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7) which is comprised of three dimensions; economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways (paragraph 8).

The Development Plan

- 5.4 The statutory development plan comprises the adopted Barnsley Local Plan (January 2019). The Local Plan covers both the strategic and site-specific policies.
- 5.5 The Barnsley Metropolitan Borough Council's development plan consists of a number of documents which should be read together:
- Local Plan (January 2019)

- Policies Map (January 2019)
- Joint Waste Plan (March 2012)

5.6 The Barnsley Local Plan was adopted by Full Council on 3rd January 2019. The Local Plan replaced the Barnsley Core Strategy and Unitary Development Plan. The document sets out the strategic policies, development management policies and site-specific policies and allocations.

5.7 Within the adopted Barnsley Local Plan (2019) and Policies map (2019) the site comprises the allocated housing site MUI (as highlighted in Figure 9 below).

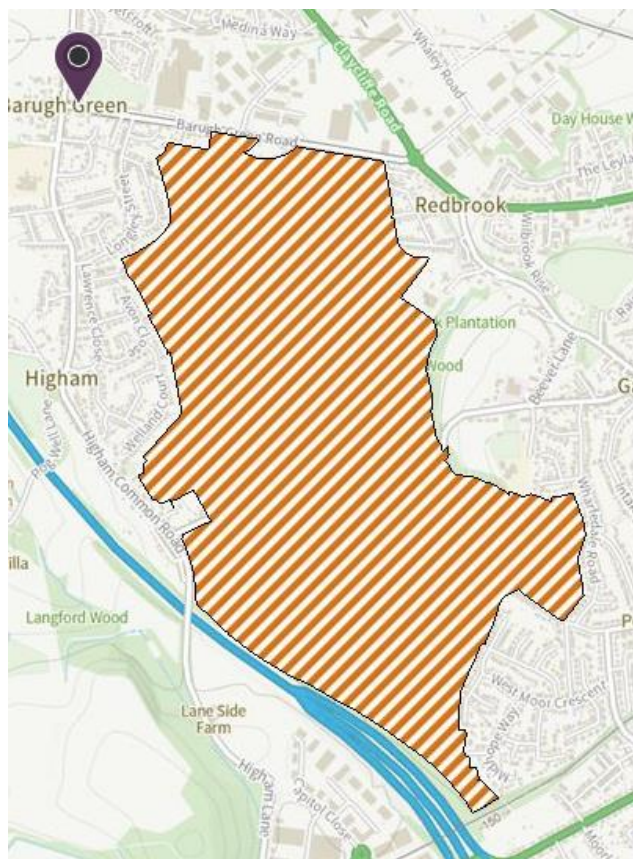


Figure 9 – Extract from the Local Plan map 2019

Supplementary Planning Documents and Standards

5.8 BMBC have adopted a series of planning documents known as Supplementary Planning Documents (SPD's) and standards that are designed to provide detailed guidance on how the Council will implement the policies of the Local Plan (2019). The application has taken into account the following adopted SPDs:

- Financial Contributions for schools
- Trees and hedgerows
- Design of housing development
- Open space provision on new housing
- Affordable housing
- First Homes technical note
- Biodiversity and geodiversity
- Planning Obligations
- Sustainable Travel
- Parking

5.9 A number of the SPD's set out where the Council will seek planning contributions. These are:

- Planning Obligations
- Financial Contributions for School Places

- Sustainable Travel
- Affordable Housing
- Open Space Provision on New Housing Developments

5.10 This site also has its own individual masterplan framework – Barnsley West, Masterplan Framework (MU1) which has also been taken into consideration through the process of pulling this application together. Further information on this is included within the Design and Access Statement.

5.11 The overarching Developer Contribution SPD informs at para 4.2 that where multiple developer contributions are required those for school places or sustainable travel, will take precedence.

6.Planning Assessment

6.1 Based on the previous sections of this Planning Statement, the following sets out the main consideration supporting the application. A number of technical and environmental reports accompany the planning application, dealing with issues such as Ecology, Heritage, Flood Risk and Drainage, Landscape and Contamination and demonstrate that the development would not be contrary to the relevant provisions of the NPPF and the statutory Development Plan.

6.2 It is considered that the principal planning issues are as follows:

- The Principle of Development
- Sustainability of the Site
- Design;
- Housing Mix; and
- Other Technical Matters.

6.3 Each of these points will be addressed in turn below.

Principle of Residential Development

6.4 Section 38(6) of the Planning and Compulsory Purchase Act states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The site is allocated for housing under site reference MUI in the Councils Local Plan and Policies map which were adopted in 2019.

6.5 The principle of development of the site is therefore established subject to the criteria within the policy being satisfied and development management considerations set out within the remainder of this section.

6.6 The Council's Local Plan document from 2019 identifies the site (ref: MUI) as having an estimated yield of 1,700 dwellings. It states that the development guidelines are as follows:

'The site is proposed for mixed use predominantly for housing and employment. The indicative number of dwellings proposed on this site is 1700. These are included in the housing numbers for Urban Barnsley in the housing chapter.

43 ha of employment land is proposed on the site and is included in the employment land figures in the Urban Barnsley section of the Economy chapter.

The development will be subject to the production and approval of a Masterplan Framework covering the entire site which seeks to ensure that the employment land is developed within the plan period, that community facilities come forward before completion of the housing and that development is brought forward in a comprehensive manner.

The development will be expected to:

- Provide a primary school on the site;*
- Ensure that ground stability and contamination investigations are undertaken prior to development commencing and necessary remedial works completed in accordance with the phasing plan;*

- *Provide on and off-site highway infrastructure works, including a link road (Claycliffe Link) and improvements at Junction 37 as necessary;*
- *Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops;*
- *Retain, buffer and manage the watercourse, grassland and woodland north-east of Hermit Lane;*
- *Retain, buffer and manage the species-rich hedgerows and boundary features. Where this is not possible transplant hedgerows including root balls and associated soils. A method statement for this should be provided and agreed prior to works commencing;*
- *Create/retain wildlife corridors through/across the site;*
- *Provide accessible public open space;*
- *Ensure that any sustainable drainage system incorporating above-ground habitats is designed from the outset to serve the whole site;*
- *Give consideration to the drain/culvert that runs through the site; and*
- *Include measures for the protection and retention of the listed milepost on Barugh Green Road 500m west of the junction with Claycliffe Road and its immediate setting; and*
- *Protect the routes of the Public Rights of Way that cross the site and make provision for these as part of any proposal.*

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.'*

6.7 As demonstrated within the following sections of this assessment and the supporting technical reports the proposed development accords with the site allocation requirement of site allocation MUI.

Sustainability of the Site

6.8 A key theme of the NPPF, is ensuring development is sustainable. The NPPF advises that there are three mutually dependent dimensions to sustainable development: economic, social and environmental. A planning application at this site therefore needs to demonstrate its sustainability within each of these three dimensions.

Economic

6.9 The proposed development of 155 no. new dwellings will support a range of economic benefits including:

- Capital Investment into the local economy that will deliver additional Gross Value Added economic output through the construction period.

- Supporting direct and indirect full-time equivalent (FTE) construction jobs, and in the supply chain and related services throughout the construction period.
- Generating additional expenditure in the local area, including from one-off first occupation expenditure and ongoing net additional expenditure per annum created by new residents. This additional expenditure has the potential to support local FTE jobs in local shops and services.
- Delivering an uplift in local authority revenue by generating additional Council Tax receipts.

Social

- 6.10 The proposals for 155 no. dwellings include both market (124 no.) and affordable homes (31 no.). This is a significant social benefit to Barugh Green and the wider area of Barnsley. The affordable housing provision is 20% and the proposed split will be secured via an appropriate s.106 planning obligation.
- 6.11 Further to the above, a range of dwelling sizes are proposed to provide an appropriate housing mix taking into consideration the local housing need. This includes a range of dwellings from 1-bedroom dwellings up to 4-bedroom family dwellings. This will help to contribute towards establishing a balanced community at the site.
- 6.12 All dwellings will be NDSS compliant.
- 6.13 The provision of open space on the site helps to support opportunities for healthy living. A prominent central location provides an area for

children's outdoor play which is well overlook by properties and amongst well used pedestrian/cycling facilities.

- 6.14 Together, the significant positive contribution that the development can make to addressing local housing need, including affordable housing need, supporting healthy living represents a substantial social benefit which weighs heavily in favour of the development proposals.

Environmental

- 6.15 The provision of new housing in an accessible location that benefits from the ability for new residents to walk, cycle or get the bus to the local facilities, services and employment opportunities is a key environmental benefit. The provision of a Travel Plan for the site will seek to promote the use of sustainable methods of transport including active travel and public transport.
- 6.16 The retention of the majority of existing trees and hedges on-site and the provision of landscaped open space including planting and the formation of the SuDS are also environmental benefits which will also support ecological benefits. The Biodiversity Net Gain Assessment which accompanies the planning application demonstrates that a measurable net gain in biodiversity and trading rules can be achieved as a result of this development.
- 6.17 Additionally, as set out in the Design and Access Statement and the Energy Statement that accompany the planning application a range of measures to improve sustainability and decrease carbon emissions are embedded within the proposals. These include provision of EV charging points and PV panels and will significantly exceed the

minimum 10% carbon reduction target against DER when measured against TER based on Building Regulations 2013.

6.18 It has been found that the average new build house emits 67% less carbon than older houses. Buyers of new build properties in 2024 reduced carbon emissions by 500,000 tonnes per property.

6.19 An Archaeological and Heritage Impact Assessment accompanies this report which sets out how the site is of low archaeological potential. Further to this, a Landscape Visual Impact Assessment also accompanies the application which highlights that the landscape impacts are deemed acceptable.

Conclusions

6.20 Overall, it is considered that the benefits of the proposed development will far outweigh any resultant harm and that the presumption for sustainable development applies.

Design

6.21 Paragraphs 126 and 136 (inclusive) of the NPPF deals with the requirement for good design. They confirm the importance of achieving high quality design in residential developments and are reflected in Policy D1 of Barnsleys Local Plan.

6.22 In accordance with national and local planning policy the design of the proposed development has regard to the existing built environment and surrounding area. The accompanying Design and Access Statement provides further commentary on design matters.

Housing Mix

Market Housing

6.23 Policy H6 relates to housing mix and the efficient use of land. The policy seeks an appropriate mix of house type, size and tenure together with a target density of 40 dph in Urban Barnsley. The policy does not support lower densities where they are necessary for character and appearance, need, viability or sustainable design. This development delivers 155 units at a net density of 32.15 dwellings per hectare and gross density of 45 dwellings per hectare. Given the small house types proposed, this is considered to be fully compliant with policy H6.

6.24 There will be 124 no. market dwellings which will be comprised of a mix of 1, 2, 3, and 4- bedroom properties set out in figure 10 below.

House Size	Number of Dwellings	Proportion of Dwellings
1-bedroom	14	11%
2-bedroom	48	39%
3-bedroom	34	27%
4-bedroom	28	23%
Total	124	100%

Figure 10: Proposed Market House Size Mix

- 6.25 The provision includes over half of the dwellings (66%) of 2 and 3 bed market dwellings which reflects the current demand in Barnsley as set out in table ES4 of the SHMA (2021).
- 6.26 A variety mix is provided throughout the site. Based on Avants knowledge of the local market, it is considered that an appropriate mix is provided for the area. This mix has been provided to ensure there are sufficient homes to suit the needs of first-time buyers, younger and growing families, as well as those looking to downsize.

Affordable Housing

- 6.27 In accordance with Policy H7 of the Barnsley Local Plan, the site is required to deliver 20% affordable housing. This equates to 31 dwellings out of the total 155, all of which will be provided on-site.
- 6.28 The proposed affordable homes comprise a mix of 1-, 2-, 3-, and 4-bedroom dwellings. They are designed to be visually indistinguishable from the market homes and are strategically positioned in smaller clusters near the site entrance, as shown in the layout plan (ref: 4213-200).
- 6.29 All plots fully comply with the Nationally Described Space Standards (NDSS).

Summary

- 6.30 The proposals are therefore considered to provide an appropriate mix of dwelling types and sizes and comply with policy H6 of Barnsleys Local Plan.

Other Technical Matters

- 6.31 This section will now provide an overview of the applicable technical matters pertinent to the development proposals, using the following headings:

Layout, Design and Appearance

- 6.32 In terms of policy requirement, the NPPF 2023 provides strengthened requirements for well-designed, beautiful and safe places. This underpinning aspiration observed throughout Chapter 12 of the NPPF, 2023 with Paragraph 131 confirming the Governments high-level aspiration that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.
- 6.33 The same paragraph notes that: *'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.'* The framework is clear that developments should take opportunities available to improve character, quality and attractiveness of an area and the way it functions, taking into account any local design standards, or style guides in plans or supplementary planning documents. This advice is consistent with the guidance contained within the Planning Practice Guidance which also sets out that achieving good design is about creating places, buildings, or spaces that work well for everyone; look good; last well; and will adapt to the needs of future generations.
- 6.34 At a local level Policy CC2 and D1 of the Local Plan sets out that the Council will seek new development to be designed to the highest possible standard and contribute positively to making places better for

people that are inclusive and safe. It also ensures all new development will minimise resource and energy consumption through the inclusion of sustainable design and construction features.

- 6.35 This section of the statement will consider the design aspects of the development proposal.

Design and layout

- 6.36 The layout accords with the Councils 'Design of Housing Development' SPD (July 2023) and the South Yorkshire Residential Design Guide (2011). It is therefore considered that the proposals would not result in any significant adverse effects to residential amenity in terms of overlooking, overshadowing or privacy. The proposal utilises a mix of house types throughout the development, to provide characterful spaces which are animated by a variety of attractive street scenes and rooflines. The exact length and width of each building is detailed within the suite of housetype places submitted as part of the full planning application. The approach to scale, massing and height of the dwellings is broadly consistent with the guidance within section 7 of the Councils 'Design of Housing Development' SPD (2023) and the design principles established in Policy D1 'High Quality Design and Place Making' of the adopted Local Plan.
- 6.37 The proposed development is entirely appropriate in scale and in keeping with character and landscape of the local environment and is in accordance with the NPPF, 2023 and complies with relevant policies of the Local Plan ensuring a high-quality design in terms of overall scale and massing and contributing positively to the local context and identity.

- 6.38 An important design aspiration was that the development had a real feeling of material quality, whilst respecting the integrity of the wider local context and the architectural styles. The proposed development incorporated a range of dwelling types and designs in terms of scale, height, size and palette of materials which assists in providing variety and diverse street scenes and visual interest throughout the development. This is shown further in the materials plan (ref: 4213-250).
- 6.39 The housetypes are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations. All of the dwelling types are well proportioned and would reinforce local distinctiveness in terms of massing, proportions and openings.
- 6.40 The proposed development is considered to comply with the requirements of the Design of Housing Developments SPD, South Yorkshire Residential Design Guide, Policy D1 of the Local Plan (2019) and NPPF 2023.

Density

- 6.41 In respect of the density, the Local Plan (2019) identifies the site as falling within Urban Barnsley, which requires development to have a density of 40 dwellings per hectare.
- 6.42 The proposed development will comprise 155 dwellings, achieving a net density of 45 dwellings per hectare and a gross density of 32.15 dwellings per hectare. Given the small housetypes proposed, the layout reflects an effort to optimise land use without compromising the area's

character. The design ensures that appropriate separation standards are maintained while making efficient use of the site.

Privacy and Amenity

- 6.43 The NPPF (2023) states that planning has an essential role in seeking to secure a high standard of amenity for existing and future users, and that development does not undermine the quality of life (paragraph 135 (f)). It acknowledges that its development must provide high standards of amenity and privacy and minimise the impact of development upon the occupants of existing adjacent properties as the requirements of Policy GD1 of the Barnsley Local Plan.
- 6.44 The layout proposed ensures that the scheme does not result in overlooking of private garden areas of residents within the scheme, or for surrounding residents and occupiers in accordance with Policy D1 of the Local Plan.
- 6.45 Spacing of the development will achieve suitable distances to maintain privacy and light and equally do not give rise to a cramped layout.
- 6.46 All dwellings accord with the minimum separation distance of 21 metres between main habitable room windows on adjacent, proposed or existing properties, and 13 metres where they face a gable wall which does not contain a primary habitable room. This is in accordance with 'Design of Housing development' SPD (2023) and the South Yorkshire Residential Design Guide (2011).
- 6.47 The proposal will also include a broad range of boundary and landscaping treatments, which will assist in ensuring that satisfactory

levels of privacy will be achieved in conjunction with plot separation distances. Details of the proposed boundary treatments are included in the application pack.

Security and Safety

- 6.48 The Design of Housing Development SPD states '*measures to design out crime should be considered at an early stage of the design process*'. Thereafter, it notes that natural surveillance and defined public and private spaces, as well as soft landscaping can all contribute to the reduction of crime and anti-social behaviour.
- 6.49 The proposed layout has carefully considered crime prevention and public safety in accordance with the aforementioned guidance. All the publicly accessible open spaces within the site are overlooked by dwellings, providing the required level of natural surveillance.
- 6.50 All the primary accesses to individual properties are gained directly from the street and are clearly visible. All accesses to parking areas for dwellings have been designed to appear private for legibility.
- 6.51 Attention has been given to ensuring that the landscaping scheme takes into consideration security and safety matters. The proposal clearly defines public and private areas through the use of fencing and boundary treatment planting in accordance with the provisions of Policy D1 of the Local Plan 2019 and the South Yorkshire Residential Design Guide.

Gardens and Private Amenity Space

- 6.52 Paragraph A1.1 of the 'South Yorkshire Residential Design Guide' (2011) states *'back gardens of houses should be appropriate to the site of the property, its orientation and likely number of inhabitants. Private gardens of two-bedroom houses/bungalows should be at least 50 square metres; for three or more-bedroom houses/bungalows, 60 square metres. Smaller gardens may be acceptable in corner zones of blocks if privacy and daylighting can be maintained.'*
- 6.53 The approach taken to the layout ensures that dwellings will incorporate usable, attractively laid out and private garden spaces, conveniently located in relation to the property it serves. Rear garden spaces will be appropriate sizes, having regard to the size of the dwelling and character of the area.
- 6.54 In majority of instances, rear gardens are generally more than 9m in length from the rear elevations to the rear boundary. This will ensure that there is sufficient private amenity space which will be a usable size, shape and fit for purpose for new residents and occupiers.
- 6.55 The layout has sought to avoid any residual space that does not make any positive contributions to the overall design, sense of place or general public amenity.
- 6.56 In summary, all aspects of the layout are considered to be compliant with the relevant policies and guidance of the Local Plan 2019, the NPPF and applicable SPDs.

Waste Storage

- 6.57 The layout has been designed to ensure that space has been provided to allow enough room so that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction for pedestrians.
- 6.58 The distance between storage areas and collection points have been minimised within the development and particularly considered where private drives are proposed and collection points, located on the end of private drives, have been situation to allow adequate storage on collection days.
- 6.59 The dwellings on the site all have access to their garden to allow bins/recycling to be stored safely in rear gardens.
- 6.60 The waste recycling and collection strategy has been designed to accord with paragraph N3.7 of the South Yorkshire Residential Design Guide.

Summary

- 6.61 Overall, the design of the proposals is deemed to align with the previously approved principles of the full planning application, Section 12 of the NPPF, Policy D1 of the adopted Barnsley Local Plan, and the South Yorkshire Residential Design Guide.

Highways and Transportation

Road Capacity and Safety

- 6.62 A Transport Assessment (TA) of the proposals has been undertaken by TPS as part of the planning application pack. The TA includes a detailed analysis of the highway network to establish the extent of any significant highway impacts and evaluates the compliance with the NPPF test which prevents refusal on transport grounds unless the impact of development are severe.
- 6.63 The detailed analysis concluded that all person trips can be accommodated within the proposed infrastructure. Further to this it was concluded that the access is unlikely to have a material impact on the surrounding highway network.
- 6.64 Further to this, a Travel Plan (TP) has also been produced by TPS, which aims to promote greener, cleaner travel choices and reduce the reliance on the car. It sets out a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for the residents and visitors.
- 6.65 This report highlights a number of sustainable measures that will be put in place which will;
- Promote walking, cycling and public transport as the primary modes of travel;
 - Deliver mode shift from car journeys to alternative modes including multi-occupancy vehicle trips;

- Reduce vehicle emissions through the take up of alternative transport modes; and
- Deliver education and promotion of walking and cycling as options for a healthier lifestyle.

Vehicular Access

- 6.66 Vehicular access to the site will be via a simple priority junction on to Barugh Green Road.
- 6.67 Illustrated within the Transport Assessment, 2.4m x 120m visibility splays can be achieved from the Site Access junction, in line with the posted 40mph speed limit along the A635 Barugh Green Road.
- 6.68 The primary route into the site will be 6m wide and bound by a 3m wide footway/cycle path to the east, separated from the carriageway by a grass verge, and a 2m wide footway to the west.

Internal Road Layout

- 6.69 Within the site, the goal is to establish a well-connected street network where the highway does not dominate the environment and where individual properties have direct access. The overall street layout is designed to be framed by buildings and/or landscaped features, creating a more cohesive and pedestrian-friendly setting.
- 6.70 The development will feature a network of residential streets, with a primary spine road that includes a 2-meter-wide footway on both sides of the carriageway. The layout ensures appropriate forward visibility around bends to enhance safety and navigation.

- 6.71 Adequate turning facilities will be incorporated to accommodate refuse collection and delivery vehicles. A swept path analysis for both a refuse collection vehicle and a fire tender has been conducted, with the findings detailed in the Transport Assessment (TA).

Car Parking

- 6.72 As shown on the layout, all dwellings will be provided in line with Barnsley's SPD on 'Parking' which was adopted in 2019. This sets out the parking standards for broad categories of development for C3 Dwelling Houses borough wide (excluding Barnsley Urban). The maximum spaces allowed are 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.
- 6.73 The SPD also requires 1 visitor space per 4 dwellings which is also provided on site. This is provided in the form of visitor parking bays and on street parking.
- 6.74 Where dwellings are provided with garages, this will be in addition to the parking spaces required under the minimum parking standards in the Barnsley Parking SPD (2019). It is considered that the parking provided is in line with Barnsley's Parking Guidelines.

Electric Vehicle Charging

- 6.75 Provision for electric vehicle charging will be made as part of the development in accordance with Building Regulations. Each dwelling will be accompanied by a charging station.

Cycle Parking

- 6.76 Each residential dwelling will be provided with secure cycle storage facilities which will be provided in either garages or within garden sheds. This encourages cycling amongst residents.

Enhanced Pedestrian Access

- 6.77 The primary pedestrian access into the site will be taken from Barugh Green Road. Pedestrian/cycle links are also provided onto Claycliffe Avenue, Mawfield Road and into the wider Strata development to the west and south.
- 6.78 As stated within the TA, there are a number of facilities within Barugh Green, including a takeaway outlet, local primary school, pub and supermarket. The nearest bus stop is located on Barugh Green Road, approximately 100m/140m east of the site. The facilities within Barugh Green can be accessed using the continuous footway provision from the site frontage..
- 6.79 The footway is in a reasonable state of repair and there are dropped crossing at road junctions.
- 6.80 It is considered that the proposed development will be provided with good accessibility on foot to a range of services and facilities in accordance with the Manual for Streets document, Chartered Institution of Highways and Transportation (CIHT) and the Department for Education (DfE) statutory Guidance document.

Summary

- 6.81 It is therefore considered that the proposal accords with the principles of Part 9 of the NPPF, Policies SD1 and 74 of Barnsley's Local Plan, supplementary planning document Sustainable Travel (2022) and the South Yorkshire Residential Design Guide (2011).

Landscape

- 6.82 There would be a change in the character of the site due to the change in land use. Generally, these changes would only be perceived from land/properties overlooking or adjoining the site and from a limited number of viewpoints in the wider landscape. There would also be a change in settlement and landscape pattern. The perceived change to the settlement edge would diminish over time, as proposed planting to the development and along the boundaries becomes established and provides substantial screening.
- 6.83 The change in settlement/landscape pattern and settlement edge would be expected for any similar housing development on this allocated housing land. The development would comply with the site requirements for MUI.
- 6.84 As summarised in the Landscape Visual Impact Assessment, the retention of the hedgerows on site will help split off the site screen views, specifically for the houses located to the east of the development.

Summary

- 6.85 Overall, the potential impacts of the proposed development to the landscape and visual resource have been assessed at an outline level, however, no sensitive landscape or visual receptors have been identified where a substantial adverse impact would be observed. Due to this, it is not considered that a full LVIA will be required to consider the potential impacts in a more refined level of assessment.
- 6.86 There will be minimal impacts to the wider landscape character areas and to the character and setting of the Barugh Green and Barnsley settlements, and the impacts will be consistent with the context of the development of the wider allocated site land parcel.
- 6.87 Visual effects will be predominantly contained to the immediate setting of the site, and a well-designed residential development can be well integrated in its urban/rural fringe context.
- 6.88 This ensures that the proposals are consistent with part 7 and 11 of the NPPF and Policies LC1 and D1 of the adopted Local Plan.

Ecology

- 6.89 The planning application is supported by an Ecological Impact Assessment.

Ecological Impact Assessment

- 6.90 The Ecological Impact Assessment produced by SLR. The ecological assessment includes baseline data collection to understand existing conditions and important receptors. It identifies potential ecological impacts of the proposed development and outlines necessary

mitigation and compensation measures to comply with conservation laws. The report also evaluates any remaining effects after mitigation, considering legal and policy implications. Finally, it suggests ecological enhancements to improve biodiversity where possible.

Proposed Biodiversity Mitigation, Compensation and Enhancement

Hedgerow

- 6.91 There will be a total of 409m of native hedgerow. Following this, a total of 198 metres of species-rich native hedgerow with trees and 662 metres of formal native hedgerow with trees shall be planted within the site. There will be enhancement of 64m of existing hedgerow with trees on the north-west boundary of the site.

Bats

- 6.92 There is a risk on site of loss of foraging and commuting habitat as well as a risk of light pollution disturbing foraging and commuting bats along boundary habitat. It is proposed that sensitive lighting schemes are implemented on site. Enhancement of current boundary features and new landscaping will provide alternative foraging and commuting resourced.

Hedgehog and Badger

- 6.93 There is a risk on site of harm to hedgehogs during construction should the animals become trapped in footings or other onsite hazards.
- 6.94 Where possible, all trenches, pits and other diggings at the site will be closed before nightfall. Where these must be left over night, they should be covered and sealed, or an escape ramp should be provided using

wood planking or suitably compacted earth. As well as this, all pipework and ironworks should be sealed or covered overnight.

- 6.95 Alternatively, such trenches pipes or other workings may be fenced off to prevent hedgehogs coming into contact with them.

Nesting Birds

- 6.96 There is a risk of harm to nesting birds caused by vegetation clearance taking place during the nesting bird season. To mitigate against this, clearance/pruning of vegetation suitable for nesting birds will take place outside of the March to August nesting bird season to avoid impacts on nesting birds.
- 6.97 If any suitable bird nesting habitat requires removal during the nesting season, this will be preceded by an inspection for nesting birds by the ECoW. If active nests are found to be present, clearance must stop until the young have fledged.

Great Crested Newts

- 6.98 During development there is risk of killing or injuring GCN during construction that may be present within the site during their terrestrial phase. To avoid this, precautionary working measures must be put in place.

Ditch

- 6.99 A culvert will be constructed in the centre of the ditch to facilitate access on to the proposed development. The existing ditch on site is proposed to be enhanced by deepening the ditch to ensure it holds water and planting with marginal plants.

Individual Oak Tree

6.100 There is a risk of damage to the oak tree during the construction phase of development. To mitigate against this, the erection of barriers to protect retained habitat and root protection areas should be put in place.

Biodiversity Net Gain Assessment

6.101 Details of the Biodiversity Net Gain (BNG) on site is detailed further within the Ecological Impact Assessment produced by SLR. As highlighted within this report, there is a requirement for the proposal to secure 10% BNG on site. Any shortfall in units will need to be off set through the creation of units off-site by direct works, or through a contribution.

6.102 Achieving the required BNG position will ensure that effects relating to habitat loss are addressed, both in respect of the habitats identified as valued features and also the lower value habitats which would historically have been scoped out of Impact Assessments.

6.103 In summary, the post-development site is predicted to have a value of 8.40 habitat, 6.47 hedgerow, and 0.80 watercourse units, equating to a -15.81% net loss in habitat, an 88.74% net gain in hedgerow and an 87.47 net gain in watercourse units, as shown in the table below;

Biodiversity Net Gain Unit Type	Baseline Biodiversity Units	Post-Development Biodiversity Units	On-Site Net Change
Habitat (Area) Units	9.98	8.40	-15.81%
Hedgerow (Linear) Units	3.43	6.47	88.74%
Watercourse (Linear) Units	0.38	0.72	87.47%

6.104 In order to achieve a 10% net gain, a further 2.57 habitat (area) units would be required. The BNG shortfall in general habitat units will be addressed via offsetting, which, as per the Biodiversity Net Gain Assessment, can be secured via an appropriately worded planning condition, though it should be noted that the scheme is predicted to deliver a significant gain in hedgerow units.

6.105 It is therefore considered that the proposal accords with paragraph 185 of the NPPF and Policy BIO1 of the Barnsley Local Plan and the Biodiversity and Geodiversity SPD (2024).

Summary

6.106 The proposals are therefore in accordance with Policy G11 and BIO1 of the Local Plan (2019), the Biodiversity and Geodiversity SPD (2024) and Chapter 15 of the NPPF (2024).

Trees and Hedgerows

6.107 An Arboricultural Impact Assessment report is in the process of being produced by FPCR and will follow in due course.

6.108 An Arboricultural Survey has been produced by Quants Environmental to accompany the planning application. This also includes a Tree Constraints Survey.

6.109 This survey identified 21 individual trees, 7 groups of trees and 8 hedgerows. The higher value areas are located around the borders which is the main constraint for any proposed development.

- 6.110 Overall, it is recommended that all Category B trees on site are retained where possible, with suitable replacement planting to mitigate the loss of canopy where removal is unavoidable.
- 6.111 In terms of category C trees, being of lower value, should be retained to allow retention of existing canopy within the site, however, if removal is required, it is recommended to preferably remove category C trees due to them being lower in value. Suitable replacement planting with trees of improved form will increase the longevity of the canopy of these trees.
- 6.112 An Arboricultural Tree Protection Plan and Working Method Statement should be produced, detailing methods to minimise adverse effects on trees. If trees become unsafe due to unavoidable damage, they may need to be felled, with replacement planting agreed upon with the Local Planning Authority.
- 6.113 Detailed construction methods should mitigate potential impacts on trees, and protection fencing should be used where necessary. Any tree loss should be compensated with suitable replacement planting and ongoing maintenance.

Summary

- 6.114 The proposal therefore accords with para 136 of the NPPF, Policy BI01 of Barnsley's Local Plan and the Trees and Hedgerows SPD, adopted May 2019.

Noise

- 6.115 Avant Homes recognises the importance of ensuring noise levels for properties are at acceptable levels and has successfully worked with numerous local authorities to ensure appropriate mitigation is included in our schemes.
- 6.116 A Noise Assessment for the site has been carried out by ENS in respect of the proposed layout which indicated that the ambient noise climate at the site is due to road traffic noise on Barugh Green Road with underlying noise from the M1 Motorway to the west.
- 6.117 The assessment proposes mitigation measures and sound insulation works to the plots fronting onto Barugh Green Road through measures such as enhanced glazing and the type of walls/fences used.

Summary

- 6.118 The proposed mitigation for affected dwellings will ensure that the proposals accord with the provisions of paragraphs 174 and 185 of the NPPF and policy GD1 of the adopted Barnsley Local Plan.

Heritage and Archaeology

- 6.119 An Archaeology and Heritage Desk Based Assessment has been undertaken by MAP Archaeological Practice Ltd, to evaluate the archaeological and historical background and to assess the potential impact of the development.
- 6.120 According to the Historic Landscape Characterisation study, the site was once used for open-cast mining. This historical use is further supported by old maps and cartographic sources, which provide

evidence of the areas mining history. Due to the extraction, it is highly unlikely that archaeological finds, features or deposits will be present within the site boundary.

- 6.121 Overall, it was concluded that any development within the site boundary would have a negligible impact on the setting and development would have a neutral effect on the three Grade II listed Buildings in the vicinity of the site.

Summary

- 6.122 Therefore, it is considered that proposals included in this application are in accordance with the provisions of part 16 of the NPPF and Policy HE6 of the Barnsley Local Plan.

Flood Risk and Surface Water Drainage

- 6.123 A Flood Risk Assessment and Drainage Strategy has been produced by Alan Wood and Partners to assess the flood risks associated with the proposed development.
- 6.124 The site is in an area identified as having a low probability of flooding on the EA Flood Map and is located in Flood Zone 1. The proposal is considered to be 'More Vulnerable' in terms of flood vulnerability which is compatible in Flood Zone 1.
- 6.125 There has been no specific flood risk identified to the development other than minor flood risk from overland surface water which will be addressed at the detailed design stage of the project.
- 6.126 Surface water is proposed to be discharged to the watercourse/existing sewer system on the northern boundary of the

site at a discharge rate of 16.0 l/s and any excess flows balanced on site. The sewers will be designed and constructed to meet the requirements of the Local Water Authority for the adoptable drainage and the requirement of the Building Regulations for the domestic drainage.

Foul Drainage

6.127 As part of the assessment, it is proposed that foul water will be discharged to the existing 600mm diameter public combined sewer recorded in Barugh Green Road at a point to the north of the site via a gravity outfall at an approximate rate of 8l/s. The sewers will be designed and constructed to meet the requirements of the Building Regulations.

Summary

6.128 Overall, it is considered that the detailed proposed drainage strategy for the site as submitted will ensure that the development is acceptable and will be in accordance with Part 14 of the NPPF, and Policy CC3 of the Barnsley Local Plan.

Ground Conditions

6.129 A Preliminary Geoenvironmental Investigation has been undertaken by Lithos which comprises an inspection of historical and geological maps and information provided by the British Geological Survey, the Landmark Information Group, the Coal Authority and QGIS. In addition, a site inspection has been carried out by Lithos.

6.130 The site comprises c. 4.9 hectares of land located in Barugh Green about 3km northwest of Barnsley town centre. The site has essentially remained undeveloped but the west and far southeast were subject to opencast mining between 1950 and 1963.

6.131 The main issues considered within the report are based on a review of historical maps and available geological/environmental data. This report provides an assessment of geoenvironmental issues and implications associated with the proposed development.

Mining and Quarrying

6.132 The site is primarily within a Coal Mining Development High Risk Area (70%), with the rest in a Low-Risk Area. Extensive opencast workings (Craven I & II) are present, with a maximum depth of 12m expected, though further investigation is needed.

6.133 Unrecorded shallow mine workings or bell pits may exist in the east, and a geophysical survey followed by pitting could help detect them. These shafts are likely confined to the eastern part of the site.

6.134 Development over mine entries is generally discouraged, but they pose low risk if shallow and treatable with grouting. If building over a shaft, Avant must discuss treatment and foundation design with the Coal Authority. If old mine workings are a significant risk, mitigation like extraction or grouting will be needed.

Hazardous Gas

6.135 The site is located in an area where 3% to 5% of homes exceed the radon action level, requiring basic radon protection in all new homes. The western part of the site is likely underlain by deep made ground

and is near areas of landfilling. There may also be shallow mine workings beneath the site, with unrecorded shafts potentially allowing hazardous gas to migrate to the surface. As a result, the site could be at risk from landfill gas and gas generated in opencast backfill. Boreholes should be drilled to install wells for monitoring hazardous gas levels, helping to determine necessary gas protection measures for new homes.

Foundations

- 6.136 Currently, no geotechnical ground investigation data is available, so the ground conditions can only be estimated. A ground investigation is needed before firm foundation recommendations can be made. Preliminary suggestions indicate that made ground is unsuitable for foundations, and foundations should be placed through it into stable, natural strata with sufficient bearing capacity. Geological data suggests that weathered bedrock (clay and gravel) may be shallow in the east, while coal measures bedrock (mudstone, siltstone, sandstone) may be found below 3 meters. In the west and centre, deep made ground from the former opencast mining may contain large boulders. Made ground is likely shallow in the west (~6m) and deeper in the north (~12m). The site may also have variable highwalls with differing angles through soil and bedrock, with potential ramps or steps, particularly in the north-centre, where only the Thin Coal was extracted.

Beyond Opencast Workings

- 6.137 For plots located beyond the former opencast workings, traditional strip or trench-fill foundations are likely to be used, with adjustments

made for tree influence or made ground. If rock is found at a shallow depth, foundations should be placed entirely on the rock, which may require significant over-deepening of the foundations, depending on the surface gradient. If shallow mine workings are found in this area and need treatment (such as consolidation through drilling and grouting), the NHBC typically requires foundations to be at least 300mm thick and reinforced. If the mine workings are less than five times the seam thickness deep, raft foundations may be necessary.

Within opencast workings

- 6.138 The site, within former opencast coal extraction areas, is considered to have relatively low risk due to the anticipated fill depths of about 12 meters. Both piled solutions and grillage-type or raft foundations can be considered for this site. If piled foundations are used, less extensive geotechnical analysis will be needed, although specialist piling contractors will require additional data, such as cable percussion boreholes with potential rotary core follow-up. The site may need a piling mat (working platform), and further consultation with the piling contractor is recommended regarding plant loadings and pressures.
- 6.139 The Top Haigh Moor coal seam, about 15 meters below the opencast base, is not expected to have recorded mine workings, but the possibility of unrecorded workings remains. Founding piles above untreated workings are not recommended due to potential residual settlement from collapsed workings. Investigations, including rotary probing, should determine the presence of any unrecorded mine workings. If a grillage or raft foundation is preferred, further investigation is required, starting with the data from earlier exploratory

investigations and case studies from similar deep backfill sites to estimate potential settlement.

- 6.140 Choosing an appropriate foundation solution requires input from specialist geotechnical and structural engineers, as shallow foundations may involve complex assessments related to ground characterization, building size, structural performance, and the mechanisms at play.

Adjacent to High Walls

- 6.141 Building over high walls is generally discouraged, and such areas are typically reserved for landscaping. However, construction at the crest of the high wall may be possible using split foundation types to reach undisturbed natural ground. A reliable rock socket must be created at the high wall, but this may be challenging if slope integrity is a concern, especially where a fault has influenced the extraction boundary.
- 6.142 If unrecorded workings in the Swallow Wood or Thin coals are present, they could affect surface stability near the high wall, particularly if the competent rock cover is less than 10 times the seam thickness. Plot layouts should consider the presence of high walls, with foundations placed below a line drawn at a 45° angle from the base of the high wall. Plots near steep high walls should be set back at least 3 meters and founded entirely on bedrock to ensure stability.

Highways and External Walls

- 6.143 Due to the existing topography, no significant need for retaining walls, underbuilding, or tanking is expected. Beyond the opencast backfill,

natural soils should provide a CBR of at least 3%, though this should be verified before or during construction.

6.144 In the former opencast areas, ground improvement will be necessary, likely involving the excavation of the top 2 meters of colliery spoil and its replacement with engineered layers. The specification for this improvement will need to be agreed upon with the adopting authority. For any new highways crossing an opencast "high-wall," measures to prevent damage from differential settlement will likely include:

- Excavation of colliery spoil across the full width of the adoptable highway, at least 1 meter below the deepest sewer invert.
- Reinforcement of the excavation base, 5 meters on either side of the high wall, using two layers of Tensar Triax TX160 (or equivalent) geogrid, placed within at least 300mm of suitable aggregate.

Soakaways and Drainage

6.145 Due to deep made ground, soakaways are unsuitable for surface water disposal, requiring surface water balancing instead. Alternative SuDS options include:

- **Pervious Pavements:** Allow rainwater to infiltrate through the surface or joints.
- **Swales:** Grassed features for water storage or conveyance, with potential for infiltration.
- **Basins:** Dry ground depressions for water storage; either infiltration or detention types.

- **Ponds:** Permanent water pools that provide temporary storage with controlled discharge.

6.146 Yorkshire Water's guidelines are now supplemented by CIRIA C753 due to changes in drainage policies, with independent water authorities (e.g., IWNL, ICOSA) increasingly adopting housing schemes. Detention basins should be designed with a minimum 1-meter unsaturated soil buffer from the groundwater level, with water table monitoring over four seasons.

Contamination

6.147 The site has a moderate environmental sensitivity, and its proposed residential use is also sensitive regarding human health. Based on site observations and its previous uses, deep made ground is expected in the west and southeast, with minor ground contamination in shallow soils. A ground investigation is necessary to assess the extent of contamination and develop a Remediation Strategy.

Potential development constraints

6.148 Deep opencast backfill and high walls pose potential development constraints. Buildings should avoid spanning high walls, and the final layout should place areas of public open space (POS) over the opencast to minimize issues with piled foundations.

6.149 The boggy ground in the centre north may indicate perched or shallow groundwater. Additionally, overhead electric cables could be a constraint unless relocated. Further inquiries are needed to determine the feasibility of relocating the cables or the easement requirements if they remain in place.

Further Investigation

6.150 The proposed change in site use requires intrusive investigation, which will include:

- Machine-excavated trial pits to assess near-surface conditions, including bedrock depth, obstructions, groundwater, and stability.
- Trial trenches and stick drilling to define opencast high walls and their geometry.
- Boreholes for geotechnical data, made ground strength, and monitoring well installation.
- Rotary cored boreholes for rock sample testing.
- Rotary probe holes to assess risks from old mine workings.
- Gas monitoring and risk assessment.
- Geotechnical analysis for made ground suitability and foundation recommendations.
- Chemical testing of soil and groundwater for contamination from former industrial use.

Summary

6.151 It is therefore considered that the development accords with part 15 of the NPPF (particularly paragraphs 174, 183 and 184) and Policy GD1 of Barnsley's Local Plan.

Energy Statement

6.152 An Energy Statement has been prepared by the FES Group in support of the application.

6.153 Policy CC1 of the Barnsley Local Plan (2019) seeks to reduce the causes of and adapt to the future impact of climate change by, amongst other things, promoting the reduction of greenhouse gas emissions through

sustainable design and construction techniques and promoting and supporting the delivery of renewable and low carbon energy.

- 6.154 Local Plan Policy RE1 expects all developments to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions. It states that developments should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.
- 6.155 The Councils Sustainable Construction and Climate Change Adaptation SPD (2023) sets out the Councils approach to planning decisions in respect of sustainable construction and adapting to climate change.
- 6.156 Chapter 14 of the NPPF (2024) sets out the governments aim of meeting the challenge of climate change. Paragraph 161 states that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change and can help to reduce greenhouse gas emissions.
- 6.157 The Energy Statement sets out a proposed Energy Strategy which is recommended to be adopted by Avant Homes (West Yorkshire) Limited which addresses climate change and energy security. With regard to climate change, the Energy Strategy includes a fabric first strategy which aims to achieve long term reductions in CO2 emissions and climate change. Green measures will be implemented including the provision of PV panels and air source heat pumps to serve all dwellings. Electric Vehicle Charging points will also be delivered to promote the use of electric/ hybrid vehicles. With regard to energy

security, the proposed fabric and building services specification will permanently reduce regulated emissions by 76.07% and the proposed energy demand by 49.08% which is a significant betterment and demonstrates that the proposed development will have a reduced reliance on national resources and meet the requirements of the pre-application response.

6.158 The Statement concludes that the Strategy adheres to the principles and aspirations of sustainable design and construction as advanced by national and local government and the house building industry.

6.159 Thus, it is considered that the development proposal complies with Policies CC1, CC2 and RE1 of the Barnsley local Plan (2019), and Sustainable Construction and Climate Change Adaptation SPD (2023 and Chapter 14 of the NPPF (2024).

Air Quality Impact Assessment

6.160 As our site is neither located within an Air Quality Management Area (AQMA) nor adjacent to one, there is no statutory requirement to provide an air quality assessment. The absence of an AQMA designation indicates that air pollution levels in the vicinity are not expected to exceed national air quality objectives. Given this, and in the absence of any other significant air quality concerns, a detailed air quality report is not deemed necessary for this development.

6.161 As per the AQMA Interactive Policies map, the site is not located within a AQMA nor is it adjacent to one.

Broadband

6.162 Avant Homes will be looking to provide high speed broadband connections for dwellings at the site and will be liaising with providers to confirm that this can be delivered. This will accord with the principles of paragraph 114 of the NPPF.

Planning Obligations

6.163 Avant Homes acknowledges the potential need to deliver planning obligations in respect of the development where they can be demonstrated to be required under the relevant tests in the NPPF (paragraph 57) and to comply with the provisions in the Planning Obligations (2019) SPD. Such obligations will need to be directly related to the development and fairly and reasonably related in scale and kind to the development, in order to secure the mitigation that is necessary for a development to be acceptable in planning terms.

7. Summary and Conclusions

- 7.1 This Planning Statement supports a full planning application for 155 dwellings on land south of Barugh Green Road, Barugh Green, Barnsley.
- 7.2 The site is situated in a highly sustainable location to the southeast of Barugh Green, within an area of low flood risk. It is designated for residential development in the Barnsley Local Plan (2019) under site reference MUI.
- 7.3 The design of the proposed development ensures it is sympathetic to the existing character of the area and adheres to the principles outlined in the site allocation and within the Barnsley West Framework Masterplan SPD.
- 7.4 The proposal benefits from its sustainable and accessible location, being within reasonable walking distance of bus services and local amenities, which connect to Barnsley and beyond. The development supports sustainable growth, contributes to the local economy, addresses housing needs, and complies with environmental regulations to reduce carbon emissions. It is strategically positioned to benefit both the new residents and the broader community of Barugh Green.
- 7.5 The technical reports associated with this development outline various mitigation measures, which can be effectively secured through planning conditions or a Section 106 agreement. These legal mechanisms will ensure that the proposed safeguards are implemented, and the development meets the required standards for environmental protection, social benefit, and economic impact. By

incorporating these measures into the planning conditions or S106 agreement, we can guarantee that all recommended actions are monitored and managed throughout the development process.

- 7.6 Considering the above, the proposed development aligns with both national and local policies and addresses all relevant considerations. It is therefore recommended that planning permission be granted.

Appendices

Appendix 1

Proposed Site Layout



