

**PLANNING AND AFFORDABLE HOUSING STATEMENT**

Hybrid Application for the Erection of Food store with Car Parking, Landscaping  
and Associate Works (in Full), and Construction of Residential  
Development (Outline), Access Unreserved

**At**

Land North of Barnsley Road, Highgate, Goldthorpe, Barnsley

**ON BEHALF OF**

Joint Applicants 'P. & D.M.J. Atkinson & Son Limited',  
'Aldi Stores Ltd' and 'Dearne Estates Ltd'  
,

**August 2014**

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## **APPENDICES**

1. Site Location Plan
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## **1.0 INTRODUCTION**

- 1.1 This Planning and Affordable Housing Statement has been prepared on behalf of joint applicants 'P. & D.M.J. Atkinson & Son Limited', 'Aldi Stores Ltd' and 'Dearne Estates Ltd' in support of a hybrid application for the erection of foodstore (in full), with car parking, landscaping and associate works, alongside the construction of residential development (outline), with access unreserved at Land North of Barnsley Road, Highgate, Goldthorpe. A site location plan is attached in **Appendix 1**.
- 1.2 The eastern portion of the application site has the potential to deliver up to 35 dwelling houses, which is considered appropriate given the size and position of the site and the local context. Alongside the residential element of the proposals the proposed foodstore will be occupied by Aldi and will have a net sales area of 1,108 sqm (excluding checkouts, packing area entrance and exit lobbies) and gross external floor area of 1,763 sqm. The scale of foodstore proposed is designed to serve the distinct localised catchment of Highgate and Goldthorpe. These proposals are discussed in greater detail within the submitted Planning and Retail Statement.
- 1.3 The site is located on the western edge of the built fabric of Goldthorpe; a principle town within Barnsley Council's settlement hierarchy, where growth and investment are directed to. The site comprises an identified development site in a prominent gateway location, which benefits from planning permission for mixed-use development, thus establishing the principal of development on the site. At present the site is completely under-utilised in terms of built development, but it offers an ideal site for a mixed-use development that will form a logical extension to the urban fabric of Goldthorpe. It is considered that the site relates more to the urban fabric of Highgate, Goldthorpe than the surrounding 'green belt' as the site is well defined by mature hedges and trees alongside the road network.

- 1.4 The northern and western boundary of the site is formed by the Dearne Valley Parkway (A635), which provides access to both the M1 and A1. Access for both parcels of development is proposed via Barnsley Road, which forms the sites southern boundary. Barnsley Road is a key route in to Highgate and onwards in to Goldthorpe and provides vehicular and pedestrian routes in and out of the centre.
- 1.5 The site is considered to form a logical extension to the urban fabric of Highgate and Goldthorpe and provides a viable and immediate investment opportunity. The housing requirement for Barnsley is substantial, and there is a significant challenge in finding land to satisfy this need. The residential element of this proposal provides a windfall site, which in turn will assist Barnsley Five Year 'Deliverable' Housing Land Supply.
- 1.6 The decline of the coal mining industry has had a significant impact on the area resulting in high levels of unemployment in the area. The 2011 census statistics for the Dearne South Ward, highlights that 5.2% of the residents are unemployed compared to an average for England of 4.4%.
- 1.7 The application proposals also further reinforce Aldi's commitment to ensuring a long term partnership with the residents of Goldthorpe. This continued investment in to Goldthorpe follows the construction of the new Aldi Regional Distribution Centre which is due to open in early 2015. The foodstore element of the current proposal will deliver approximately 35-40 new job opportunities at the Aldi foodstore, further to the 500 new jobs created at the Regional Distribution Centre as well as jobs created at construction stage. This considerable investment will undoubtedly have tangible and long term positive impacts on the local area. Due to the prominent location of the site, it is likely that the development will also act as a catalyst for further investment into the area.
- 1.8 A pre-application meeting was held with Barnsley Metropolitan Borough Council's Officers on 18<sup>th</sup> December 2013 in advance of the planning application submission. During this meeting the principal of the

development was discussed, planning policy, design, layout and highways issues.

- 1.9 The scheme has also been publicised through a comprehensive community consultation exercise, including a consultation event held for local residents and businesses on 21<sup>st</sup> July 2014, receiving significant support (89%).

## **2.0 SITE DESCRIPTION AND PLANNING HISTORY**

### **Highgate, Goldthorpe**

- 2.1 The application site is located within Highgate, a suburb to the west of Goldthorpe, which historically was a village with its own services and shopping provision. Overtime this settlement has merged with Goldthorpe and now shares its services. This statement will refer to the location of the site as Goldthorpe, as this is consistent with the local planning policies of Barnsley Metropolitan Borough Council.
- 2.2 Goldthorpe is identified as a 'Principal Town' as part of the Dearne Towns which is comprised of Goldthorpe, Thurnscoe and Bolton on Dearne. The application site is located approximately 8.8 miles east of Barnsley town centre and is positioned between the M1 and A1 with Doncaster to the east. Goldthorpe's strategic location in respect to the national road network has allowed the town to become a major logistics hub.
- 2.3 The adopted Core Strategy identifies the priority for the Dearne Towns as housing and employment development with a particular emphasis on renewing areas where the market has failed through the HMR Pathfinder initiative.
- 2.4 Goldthorpe town centre is the main shopping and service centre for the Dearne Towns and benefits from the Goldthorpe Renaissance Market Town Initiative. As part of this the Goldthorpe Masterplan (2012) provides a guide for the long term regeneration of Goldthorpe. It focuses on the central area of the village, covering the majority of the main shopping area, important community facilities such as the junior and infant school, the market and police station, areas of older terraced housing and potential sites for new housing, some of which is already under construction. Core Strategy policy CSP31 identifies Goldthorpe as a 'District Centre' with an important role in serving the localised catchment and meeting its more local needs. The smaller local centres of Bolton on

Dearne, Thurnscoe (Houghton Road) and Thurnscoe (Shepherd Lane) also lie within the catchment area and serve a smaller catchment area meeting a more localised need.

- 2.5 The decline of the coal mining industry had a significant impact on the area resulting in high levels of unemployment and large amounts of despoiled and derelict land. On this point, the 2011 census statistics for the Dearne South Ward in which the application site lies, highlights that 5.2% of the residents are unemployed compared to an average for England of 4.4%. Further to this, the average income within the Dearne South Ward is also lower than the average income for Yorkshire at £410 a week compared to £520 across the region. In respect of social grade, the Dearne South ward is dominated by social grade C1, C2, D and E. Demographics are attached in **Appendix 2**.

### **The Application Site and Surrounding Area**

- 2.6 The application site occupies a prominent location on the A635 Dearne Valley Parkway at the junction with Barnsley Road immediately to the west of Highgate, Goldthorpe within the identified settlement boundaries of the town.
- 2.7 The whole site is approximately 1.94 ha (4.80 acres) in size, and is triangular in shape and slopes from the north east of the site down towards Deane Valley Parkway/Barnsley Road junction.
- 2.8 Historically the site has been allocated for development with planning permission granted on the site for mixed use development including a hotel and restaurants. A number of mature trees and hedges clearly define the application site.
- 2.9 At present the site is considered to be under-utilised in terms of built development and relates better to the urban fabric of Highgate than the wider green belt. Given the sites context, the site offers an ideal site for a

mixed-use development that will form a logical extension to the urban fabric of Goldthorpe as the site history would suggest.

- 2.10 In respect of the wider road network, the site is bounded to the north and west by the Dearne Valley Parkway (A635), beyond which is agricultural land which is allocated 'green belt' land. Directly to the west of the site is the Dearne Valley Parkway (A635)/Barnsley Road junction, which is a primary gateway in to Goldthorpe from the west. Located to the east of the site is the Mulberry Close residential estate, which consists of large and well designed family homes. Beyond this residential estate is the Goldthorpe train station and the town centre of Goldthorpe. To the south of the application site is a combination of agricultural land and residential settlements and beyond this is (off Commercial Road) is a large industrial park, which includes the new Aldi Distribution Park, as illustrated below.



*Figure 1: Site Context*

- 2.11 At present there is no vehicular access on to the application site, however the proposed vehicular access for the development is from Barnsley Road to the south of the site. The proposed vehicle access will link on to

Barnsley Road which will provide a direct link from the site to the district centre which is subject to a 30mph speed limit.

- 2.12 In terms of public transport, there are a number of bus stops located along Barnsley Road. These include bus services X19, 203, 213, 216, 217/218, 219 and 226 which all provide a regular service through the centre of Goldthorpe and on to the surrounding settlements of Wath upon Dearne, Bolton upon Dearne, Conisbrough, Grimethorpe, Wombell, Thurnscoe, Barnsley, Doncaster, Rotherham and Robin Hood Airport.
- 2.13 Pedestrian access to the site can be achieved from Barnsley Road. It is noted that existing footpaths are wide, well-lit, clean and overlooked by neighbouring residential properties. The footpaths facilitate clear, safe and direct pedestrian linkages to Goldthorpe district centre and the wider residential areas which are a 10 minute walk (based on Google Maps).
- 2.14 It is important to note that the site does not lie within a Conservation Area, and no Listed Buildings or TPO trees will be affected by the development proposal.
- 2.15 The planning history of the site identifies five major planning applications of particular relevance to this application proposal. The first application (application reference 98/1185/DE) was for outline permission for 'Erection of hotel/ bar/restaurant and two roadside restaurants' and approved subject to conditions. The application was renewed under planning permissions 2004/0320, 2007/0004 and 2010/0107.
- 2.16 The reserved matters application was approved on the 4<sup>th</sup> July 2012 (application reference 2012/0304). An extension to time limit for the implementation of applications 2010/0107 and 2012/0304 was approved on the 24<sup>th</sup> May 2013, under planning permission 2013/0182, subject to conditions. The permission for mixed use development is therefore extant.

### **3.0 PROPOSED DEVELOPMENT**

#### **Context**

- 3.1 The application site forms a logical extension to the urban fabric of Highgate, Goldthorpe directly adjoining residential properties to the east. The site occupies a prominent gateway location on the Hollygrove roundabout and is comprised of underutilised agricultural land which is an identified development site, with planning permission for redevelopment.
- 3.2 The current proposals are for a hybrid planning application comprised of a food store (in full), with car parking, landscaping and associated works and construction of residential development (in outline) with access unreserved. Each element of the proposals are discussed in detail below-

#### **Residential Element**

##### Quantum and nature of the proposals

- 3.3 The eastern portion of the site amounts to 1.13 ha (2.81acres) and is proposed to deliver residential development. This site has the potential to deliver up to 35 dwelling houses.
- 3.4 Given the size of the development plot and number of dwellings proposed; in line with Core Strategy Policy CSP15 'Affordable Housing' 15% of the total development is proposed for affordable housing.
- 3.5 Adjoining the existing residential properties on Mulberry Close a 7 metre landscaping buffer is proposed in order to screen the proposed development from the existing development. A 3m fence will lie between the A635 Dearne Valley Parkway and the site to protect the amenity of future occupiers.

Accessibility

- 3.6 Vehicular access to the residential site will be off Barnsley Road located to the southern boundary of the site. This access point is designed to facilitate movement within the site and onto the existing highway network, and will be shared with the proposed Aldi foodstore. Within the site, both schemes will benefit from separate access points.

Other considerations

- 3.7 Details on the specific appearance, layout, scale, and landscaping of the residential development will form part of the subsequent reserved matters submission.

**Residential Element**

- 3.8 The eastern portion of the application site amounts to 1.13 ha (2.81 acres) and is proposed to deliver residential development. This site has the potential to deliver up to 35 dwelling houses. Given the size of the development plot and number of dwellings proposed; in line with Core Strategy Policy CSP15 'Affordable Housing' 15% of the total development is proposed for affordable housing.
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- 3.10 Vehicular access to the residential site will be off Barnsley Road located to the southern boundary of the site. This access point is designed to facilitate movement within the site and onto the existing highway network, and will be shared with the proposed Aldi foodstore. Within the

site, both schemes will benefit from separate access points.

- 3.11 Details on the specific appearance, layout, scale, and landscaping of the residential development will form part of the subsequent reserved matters submission.

#### **4.0 PLANNING POLICY REVIEW**

- 4.1 This section addresses the planning policy background in respect of the application proposals. The National Planning Policy Framework (NPPF) is the principle national guidance in respect of sustainable development.
- 4.2 The principal policy issues as outlined in national and local guidance are outlined below.

##### **National Planning Policy Framework (NPPF) (2012)**

- 4.3 The new National Planning Policy Framework (NPPF) was published by the DCLG on the 27<sup>th</sup> of March 2012, and replaces the existing planning framework - which consisted of Planning Policy Guidance and Statements (PPGs and PPS).
- 4.4 The framework confirms the government's sustainable growth agenda as set out in the Greg Clark statements, and makes clear to local authorities that applications that support sustainable economic growth should be positively supported by LPA's. As such an application proposal must meet the following criteria as identified within the NPPF. This includes:
- Section 1: Building a strong, competitive economy
  - Section 4: Promoting sustainable transport
  - Section 6: Delivering a wide choice of high quality homes
  - Section 7: Requiring good design
  - Section 10: Meeting the challenge of climate change, flooding and coastal change
  - Section 11: Conserving and enhancing the natural environment

##### **National Planning Policy Guidance (2014)**

- 4.5 Former Planning Minister Nick Boles on the 06 March 2014 made a Written Ministerial Statement to parliament concerning the publication of the

approved version of the National Planning Policy Guidance that will sit beneath the NPPF.

- 4.6 The NPPG supports the NPPF with the requirement of Council's maintaining a 5 year housing supply and allowing for an element of windfall development to come forward.

### **Barnsley Unitary Development Plan (2000)**

- 4.7 The current development plan for Barnsley is the UDP adopted in 2000. A number of the UDP policies have been saved whilst the Local Development Framework is prepared, this are still relevant to the determination of this planning application. The site is allocated under 'saved' Policy DE6 as an existing Hotel/Motel development, establishing the principal of development on the site.

- 4.8 The following policies are considered relevant to the determination of this application:

- Policy BE5 'Improving Existing Areas of Poorer Quality Built Environment';
- Policy H6 'Open Space Provision';
- Policy H8a 'Residential Amenity';
- Policy ED4 'Economic Development and Residential Amenity'; and
- Policy GS9 'Visual Amenity'

### **Local Development Framework**

#### Barnsley Core Strategy (September 2011)

- 4.9 Adopted in September 2011, the Barnsley Core Strategy provides a spatial strategy for the future development of Barnsley up to the year 2026. The Core Strategy identifies Goldthorpe as a principle town in need of regeneration. The following policies are considered relevant:

- Policy CSP 1 'Climate Change';
- Policy CSP 2 'Sustainable Construction';
- Policy CSP 3 'Sustainable Drainage Systems (SUDS)';
- Policy CSP 4 'Flood Risk';
- Policy CSP 5 'Including Renewable Energy in Developments';
- Policy CSP 7 'City Regions';
- Policy CSP 8 'The Location of Growth';
- Policy CSP 9 'The Number of New Homes to be Built';
- Policy CSP 10 'The Distribution of New Homes';
- Policy CSP 14 'Housing Mix and Efficient Use of the Land';
- Policy CSP 15 'Affordable Housing';
- Policy CSP 17 'Housing Regeneration Areas';
- Policy CSP 25 'New Development and Sustainable Travel';
- Policy CSP 26 'New Development and Highway Improvement';
- Policy CSP 27 'Parking Strategies';
- Policy CSP 28 'Reducing the Impact of Road Travel';
- Policy CSP 29 'Design';
- Policy CSP 33 'Green Infrastructure';
- Policy CSP 39 'Contaminated and Unstable Land';
- Policy CSP 40 'Pollution Control and Protection'; and
- Policy CSP 42 'Infrastructure and Planning Obligations'

### **Goldthorpe Masterplan**

- 4.10 Since 2008/2009 work has been ongoing with the community to develop a Goldthorpe masterplan which identifies a variety of regeneration priorities and projects for central Goldthorpe. The final version of the masterplan was approved by the Council on 1st August 2012. This masterplan sets out the framework for the overall regeneration of Goldthorpe.

### **Emerging Planning Policy**

Draft Development Sites and Places DPD (2012)

- 4.11 The above document was released for consultation between the 23<sup>rd</sup> July 2012 and 28<sup>th</sup> September 2012. Barnsley Council have confirmed that they are no longer progressing with this document, but instead promoting a Local Plan which will be an amalgamation of elements of the Core Strategy (2011) and information submitted in support of the Draft Development Sites and Places DPD. Consultation on the new Local Plan will take place in autumn 2014.
- 4.12 We note that the historic hotel/motel development allocation for the site was not taken forward by the Council as part of this document, and the site is now unallocated for any particular land use.
- 4.13 Finally, we also note that the document identifies a list of policies. However, given that this document is no longer being progressed it holds no material weight and its policies have not been included on this basis.

#### **Evidence Base**

##### Barnsley Five Year 'Deliverable' Housing Land Supply Report (April 2012 – March 2017)

- 4.14 This report lays out the methodology used by the Council to arrive at the net requirement for the 2012/13 – 2016/17 period and the supply of dwellings that can be demonstrated to be deliverable in that period. 3,303 net dwellings can be delivered against a requirement for 5,705 net dwellings. Consequently, the Council cannot currently demonstrate a supply of specific, deliverable sites sufficient to meet the boroughs housing requirement. In this situation the NPPF is clear, at paragraph 49, that relevant policies for the supply of housing should not be considered up to date. As a result applications for residential planning permission in the borough (including proposals on UDP Safeguarded Land and UDP Urban Land to Remain Undeveloped allocations), where it can be demonstrated that they are in a sustainable location, will be allowed.

- 4.15 The proposals are classed as a 'windfall' site in any event due to the small scale.

Planning Advisory Note ("PAN") 30 – Sustainable Location of Housing Sites

- 4.16 PAN30 was adopted in July 2011 and provides guidance on housing development for the interim period prior to the Development Sites and Places DPD being adopted.
- 4.17 The aim of PAN30 is to promote the development of sustainable, deliverable housing sites consistent with national planning policy, the RSS (now revoked) and the Core Strategy. The objective is to focus new housing developments within the main settlements in the Borough and to ensure new development takes place in sustainable locations within them.
- 4.18 The guidance contains a checklist which must accompany all applications for residential development.

Supplementary Planning document – Open Space Provision on New Housing Development

- 4.19 The Supplementary Planning Document on Open Space Provision on New Housing Development was adopted in March 2012 and supplements Policy CSP35 of the Core Strategy. Given the scale of development the provision of open space is not required in this instance.

Supplementary Planning Document – Residential Amenity and the Siting of buildings

- 4.20 The Supplementary Planning document on Residential Amenity and the siting of Buildings was adopted in March 2012 and supplements Policy CSP29 of the Core Strategy. The SPD sets out the design principles that will apply to the consideration of planning applications for non-residential buildings in proximity to existing residential properties.

Designing New Housing Development

- 4.21 The above document adopted March 2012, sets out the design principles that will apply to new housing development including infill and back-land development.

Supplementary Planning Document – Parking

- 4.22 The Supplementary Planning Document on Parking was adopted March 2012 and sets out parking standards the LPA will apply to all new development. The SPD supplements Core Strategy Policy CSP25.

Growing Barnsley's Economy (2012)

- 4.23 The Economic Strategy recognises that housing plays a key role in both stimulating and supporting economic growth. The Council is acutely aware of the importance of changing the housing mix within the Borough, particularly in terms of delivering lower-density housing and increasing the breadth of housing supply.

## **5.0 PLANNING ASSESSMENT- OTHER MATERIAL CONSIDERATIONS**

### Principal of Development

- 5.1 As previously discussed the site lies within the urban fabric of Goldthorpe and within the settlement boundaries of Goldthorpe. At present the application site benefits from unimplemented planning permission for redevelopment, thus establishing the principal of development on the site. The site is considered to be completely under-utilised in terms of built development, but offers an ideal site for a mixed-use development, that will form a logical extension to the urban fabric of Goldthorpe. The site is well defined by the road network and established landscaping features including trees and hedging which makes the site relate more to the urban fabric of Goldthorpe than the surrounding green belt. We note that this allocation has not been taken forward by the Council, as part of their LDF evidence base which will inform their new Local Plan. However, as a result of the previous on site planning permission the principle of development has already been established on site.
- 5.2 It is considered that development on this plot of land would rejuvenate the site and deliver much needed housing, in line with Barnsley's housing requirements. This is discussed in detail below.

### 'Windfall' Residential Site

- 5.3 As well as assessing the principle of residential development against national policy, it is also necessary to assess this proposal against relevant local detailed planning policies set out in the Saved UDP (2000) and adopted Core Strategy (2011).
- 5.4 Firstly, it is important to note that Policy CSP9 of the Core Strategy identifies a need for 21,500 new homes from 2008 to 2026, of which 3,000 are expected to be delivered in Goldthorpe (Policy CSP10).

- 5.5 Based on the Council's Housing Land Supply Report (2012-17); the Council cannot currently demonstrate a supply of specific deliverable sites, sufficient to meet the Boroughs housing requirement. Consequently, the Council's policies are at risk of being found out-of-date. In this situation, the NPPF is clear that applications for residential development in the Borough; where it can be demonstrated that they are in a sustainable location, should be allowed.

Accessibility

- 5.6 A key objective of the NPPF and local policy is to support development which is accessible, and leads to the reduction in car journey lengths. Indeed Paragraph 34 of the NPPF states that *'decisions should ensure developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised'*.
- 5.7 It is considered that the application site is a highly accessible location by a choice of means of transport. Situated within the built form of Goldthorpe, along Barnsley Road – a principle road into Goldthorpe district centre; the site is considered accessible, with 22,030 living within the defined catchment of the Dearne Towns which is comprised of Goldthorpe, Thurnscoe and Bolton upon Dearne (populations figures based on the ONS 2011).
- 5.8 Vehicular access to the site will be from Barnsley Road to the south. The route connects the site to the district centre and wider residential areas, and is subject to a 30mph speed limit. Overall, it is considered that traffic associated with the development can be dissipated throughout the network with ease, avoiding pressure points.
- 5.9 In terms of public transport, there are a number of bus stops located along Barnsley Road. Bus services X19, 203, 213, 216, 217/218, 219 and 226 provide a regular service through the centre of Goldthorpe and on to

the surrounding settlements of Wath upon Dearne, Bolton upon Dearne, Conisbrough, Wombell, Thurnscoe, Barnsley, Doncaster and Rotherham.

- 5.10 The site is also accessible via walking, with established pedestrian linkages to south connect the site to the surrounding residential areas and neighbouring district centre of Goldthorpe. Existing pedestrian footways line Barnsley Road and are clean wide and well lit - facilitating pedestrian movement within Highgate and on to Goldthorpe.
- 5.11 The accompanying Transport Assessment demonstrates that the proposed development will not significantly impact upon the highway network. The site is situated within a sustainable location close to public transport routes and is widely accessible by a range of modes of transport; therefore travel by sustainable modes is a genuine possibility for residents. The proposed development complements policy objectives by promoting sustainable transport choices and reducing the need to travel by private car.
- 5.12 Overall the development fully complies with the requirements of Section 4 of the NPPF; Local Plan Policies CSP 25, CSP 26, CSP 27 and CSP 28 of the adopted Core Strategy which seeks to ensure developments are accessible and will not result in any adverse impact upon the surrounding highway network.

#### Layout, Design and Character of the Proposed Development

- 5.13 Planning policy at both national and local level stresses the importance of high quality design that all planning applications for economic development should be assessed against. This includes whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions.

- 5.14 At this stage the applicants are seeking outline consent for the residential element of the proposals; with only access is to be determined. Therefore details of the appearance, layout, scale, and landscaping of the dwellings is not a matter for consideration.
- 5.15 The Design and Access Statement and this Statement consider the relationship of the proposed development to the surrounding built environment. There is also an accompanying Transport Assessment which demonstrates the accessibility of the site.
- 5.16 The layout of the development will be led by the position of the access road which is for approval as part of the current application. The position of the residential element will also be influenced by the position of the proposed Aldi foodstore to the west of the site.
- 5.17 The proposal can also benefit from extensive landscaping which will add to the visual quality of the site. This will be looked at in detail, as part of a reserved matters application.
- 5.18 It is therefore considered that the development proposals comply with Section 7 of the NPPF; Policies contained within the UDP and Core Strategy; and in line with supplementary guidance in the form of the Planning Advisory Note 30 and Design New Housing Developments SPD for the reasons summarised above. This is discussed in more depth within the accompanying Design and Access Statement which provides details of the scheme.

#### Density

- 5.19 The overall density for the proposed development will be determined, as part of a future reserved matters application. However, the applications propose up to 35 dwellings on the site at a density of 31d.p.h; this is

considered appropriate give the size and position of the site and the local context.

#### Affordable Housing

- 5.20 Policy CSP 15 of the Core Strategy states that housing developments of 15 or more dwellings will be expected to provide affordable housing. Given the size of the site it is considered that a maximum of 35 dwellings can be accommodated on site; consequently an element of affordable housing will be provided in line with Policy CSP15.

#### Open Space

- 5.21 In line with the Council's 'Open Space Provision on New Housing Developments SPD', the provision of open space is required and will be incorporated as part of the outline residential proposals.

#### Amenity

- 5.22 Paragraph 123 of the NPPF seek to ensure that developments do not conflict with or have any adverse impact upon neighbouring noise sensitive land uses.
- 5.23 The final layout can be designed to protect the amenities and outlooks of neighbouring properties whilst creating satisfactory relationships between the new dwellings within the scheme itself.
- 5.24 Whilst the proposal is outline in form, the overall layout and design of the proposed residential scheme has been designed to be sympathetic to the site's characteristics. In particular the existing screening on the sites boundaries is to be retained and reinforced as part of the application scheme. In addition, the proposed houses will not exceed 2 storeys in height, in order to respect the scale and setting of the existing properties

that about the site and the general scale of houses along Barnsley Road and immediate surrounds.

- 5.25 Notwithstanding the design, a technical analysis on noise has been undertaken by independent consultants that confirm that the proposals are acceptable and will not result in any detrimental impact on residential amenity either on existing properties or the new residential development. A 3 metre acoustic barrier is proposed along the northern boundary of the residential development to mitigate the effects of traffic noise on the proposed residential dwellings. Analysis of noise associated with servicing arrangements, car park and fixed plant shows that the noise impact on surrounding noise sensitive properties should not have a significant impact.
- 5.26 We note that the development proposals is in line with Policies H8a and ED4 of the UDP; Policy CSP29 of the Core Strategy and guidance contained in the 'Residential Amenity and the Sitting of Buildings SPD'. Further details will be provided within the reserved matters application.

#### Flood Risk and Drainage

- 5.27 Due to the combined site area of 1.94ha, a Flood Risk Assessment for the site has been submitted as part of the application package and the first important point to note is that the development site falls within Flood Zone 1 and the Sequential Test of the NPPF is therefore satisfied.
- 5.28 The report concludes that the risk of flooding has been considered across a wide range of sources and the site is not exposed to any significant risks of flooding.

#### Sustainability

- 5.29 Another key objective of the NPPF is to support the transition to a low carbon future. As a result, the proposal seeks to incorporate a number of

energy and sustainability aspects. The Design and Access statement provides details of the scheme's energy requirements, based upon energy efficiency and a low carbon and renewables assessment in line with Core Strategy Policies CSP1, CSP2 and CSP5.

#### Site Investigations

- 5.30 A phase 1 Geo-environmental Desk Study produced by 3E, confirms that based on the site history and walkover survey, it is considered that the site itself presents a low environmental risk with respect to contamination. Further ground investigations are required and which can be subject to conditions. These ground investigations will confirm the site conditions.

#### Trees

- 5.31 The submitted Arboricultural Report by Urban Green concludes there are no trees on site that are of significance. All trees are categorised as being of Low Quality and amenity value (category C). It is important to note that existing trees on site are located along the boundaries of the site therefore are to be retained, with additional landscaping features to be installed where possible.

#### Ecology

- 5.31 A Preliminary Ecological Appraisal has been submitted as part of the application and concludes that all habitats on site are common and widespread and are not classed as notable or important habitats in their own right. None of the habitats support notable or protected plant species and the habitats present are not deemed to be valuable habitats. The loss of these habitats would not be significant in ecological terms.
- 5.32 The proposals are expected to have a negligible/minor negative effect on nesting birds.

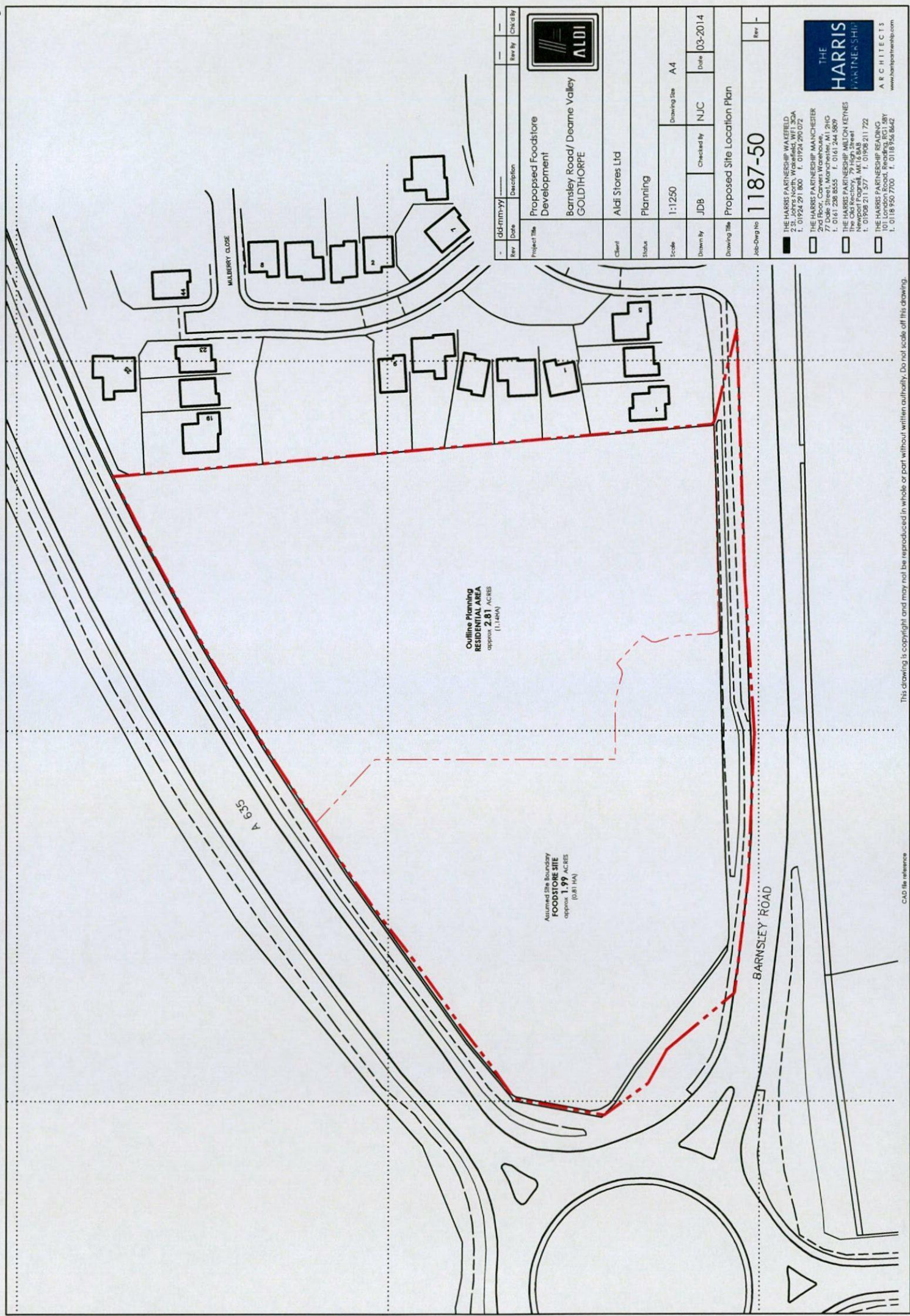
- 5.33 No buildings or trees on site were found to have any features suitable for housing roosting bats therefore detailed bat surveys (tree inspection and activity surveys) are not required.
- 5.34 In respect of other animal species, there is no evidence to suggest that badgers are present on site or within the local area. Therefore, no further survey regarding badgers is required. No signs of reptiles were noted during the survey and the site does not provide suitable reptile habitat. It is highly unlikely that the proposals will affect any local reptile population. No further survey for reptiles is required.

## **6.0 CONCLUSION**

- 6.1 This Planning and Affordable Housing Statement has been prepared on behalf of joint applicants P. & D.M.J. Atkinson & Son Limited, Aldi Stores Ltd and Quora Ltd and supports an exciting development opportunity for investment on a prominent development site, within the urban fabric of Highgate, Goldthorpe; a settlement where the Council's policies seek to direct growth and investment.
- 6.2 Discussions between the Applicant and Barnsley Metropolitan Borough Council regarding the redevelopment of this site have taken place in advance of the planning application's submission. The scheme has also been publicised through a comprehensive community consultation exercise, including consultation with a range of local stakeholders. Overall, there has been an overwhelming positive reaction to the proposals (96% support). This consultation has informed the application proposals and is detailed further in the Statement of Community Involvement submitted as part of this application.
- 6.3 The application proposals represents an opportunity to enable significant immediate investment into the local economy through the delivery approximately 35-40 new job opportunities at the accompanying Aldi foodstore, this is in an addition to the 500 jobs that will be created as a result of the Aldi Distribution Centre that is due to open in 2015. The combination of these two significant developments will also act as a catalyst for further investment into the area and is in line with the aspirations of the Goldthorpe Masterplan.
- 6.4 Section 4 of this Statement has provided a comprehensive planning policy analysis, and demonstrates how the proposed development seeks to meet the key objectives of the saved policies contained within the Barnsley Metropolitan Borough Council UDP, Core Strategy and emerging Local Plan and all other relevant planning policies.

- 6.5 Overall, as demonstrated in both this and other supporting statements, the proposals are justified against the NPPF and local policy objectives and aspirations and it is therefore, respectfully requested that permission is granted to facilitate the beneficial development of this site north of Barnsley Road, Highgate, Goldthorpe.

**Appendix 1: Site Location Plan**



| Rev                                       | dd-mm-yy | Date           | Description                    | Rev By       | CHK'd By |
|-------------------------------------------|----------|----------------|--------------------------------|--------------|----------|
|                                           |          |                | Proposed Foodstore Development |              |          |
| Barnsley Road/ Deane Valley<br>GOLDTHORPE |          |                |                                |              |          |
| Aldi Stores Ltd                           |          |                |                                |              |          |
| Planning                                  |          |                |                                |              |          |
| Scale 1:1250                              |          |                | Drawing Size A4                |              |          |
| Drawn By JDB                              |          | Checked By NJC |                                | Date 03-2014 |          |
| Proposed Site Location Plan               |          |                |                                |              |          |
| Drawing Title                             |          |                |                                |              |          |
| Job-Dwg No 1187-50                        |          |                |                                |              |          |
| Rev -                                     |          |                |                                |              |          |



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## **Appendix 2: Demographics**

Original URL: <http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=13689489&c=S63+9LB&d=14&e=62&f=33217&g=6353502&j=1001x1003x1032x1004x1005&l=2483&o=362&m=0&r=0&s=1406645122260&enc=1>

## Car or Van Availability, 2011 (KS404EW)

Period: Mar11

Area: Dearne South (Ward)

| Variable                                                      | Measure | Dearne South | Barnsley (Metropolitan District) | Yorkshire and The Humber | England    |
|---------------------------------------------------------------|---------|--------------|----------------------------------|--------------------------|------------|
| All Households (Households) <sup>1</sup>                      | Count   | 4,957        | 100,734                          | 2,224,059                | 22,063,368 |
| No Cars or Vans in Household (Households) <sup>1</sup>        | Count   | 1,376        | 27,108                           | 612,903                  | 5,691,251  |
| No Cars or Vans in Household (Households) <sup>1</sup>        | %       | 27.8         | 26.9                             | 27.6                     | 25.8       |
| 1 Car or Van in Household (Households) <sup>1</sup>           | Count   | 2,224        | 43,197                           | 954,222                  | 9,301,776  |
| 1 Car or Van in Household (Households) <sup>1</sup>           | %       | 44.9         | 42.9                             | 42.9                     | 42.2       |
| 2 Cars or Vans in Household (Households) <sup>1</sup>         | Count   | 1,099        | 24,317                           | 521,858                  | 5,441,593  |
| 2 Cars or Vans in Household (Households) <sup>1</sup>         | %       | 22.2         | 24.1                             | 23.5                     | 24.7       |
| 3 Cars or Vans in Household (Households) <sup>1</sup>         | Count   | 209          | 4,804                            | 102,611                  | 1,203,865  |
| 3 Cars or Vans in Household (Households) <sup>1</sup>         | %       | 4.2          | 4.8                              | 4.6                      | 5.5        |
| 4 or More Cars or Vans in Household (Households) <sup>1</sup> | Count   | 49           | 1,308                            | 32,465                   | 424,883    |
| 4 or More Cars or Vans in Household (Households) <sup>1</sup> | %       | 1.0          | 1.3                              | 1.5                      | 1.9        |
| All Cars or Vans in the Area (Vehicles) <sup>1</sup>          | Count   | 5,266        | 112,010                          | 2,451,298                | 25,696,833 |

Last Updated: 30 January 2013

Source: Office for National Statistics

## Notes

National Statistics

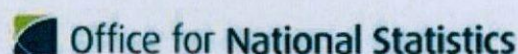
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## Neighbourhood Statistics



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## Economic Activity, 2011 (QS601EW)

Period: Mar11

## Area: Dearne South (Ward)

| Variable                                                                               | Measure | Dearne South | Barnsley (Metropolitan District) | Yorkshire and The Humber | England    |
|----------------------------------------------------------------------------------------|---------|--------------|----------------------------------|--------------------------|------------|
| All Usual Residents Aged 16 to 74 (Persons) <sup>1</sup>                               | Count   | 8,729        | 170,405                          | 3,875,219                | 38,881,374 |
| Economically Active; Total (Persons) <sup>1</sup>                                      | Count   | 5,737        | 113,306                          | 2,649,975                | 27,183,134 |
| Economically Active; Employee; Part-Time (Persons) <sup>1</sup>                        | Count   | 1,261        | 24,807                           | 564,578                  | 5,333,268  |
| Economically Active; Employee; Full-Time (Persons) <sup>1</sup>                        | Count   | 3,244        | 62,841                           | 1,435,376                | 15,016,564 |
| Economically Active; Self-Employed with Employees; Part-Time (Persons) <sup>1</sup>    | Count   | 16           | 515                              | 14,356                   | 148,074    |
| Economically Active; Self-Employed with Employees; Full-Time (Persons) <sup>1</sup>    | Count   | 80           | 2,639                            | 67,831                   | 715,271    |
| Economically Active; Self-Employed Without Employees; Part-Time (Persons) <sup>1</sup> | Count   | 132          | 2,863                            | 80,424                   | 990,573    |
| Economically Active; Self-Employed Without Employees; Full-Time (Persons) <sup>1</sup> | Count   | 353          | 7,086                            | 162,821                  | 1,939,714  |
| Economically Active; Unemployed (Persons) <sup>1</sup>                                 | Count   | 456          | 8,738                            | 187,755                  | 1,702,847  |
| Economically Active; Full-Time Student (Persons) <sup>1</sup>                          | Count   | 195          | 3,817                            | 136,834                  | 1,336,823  |
| Economically Inactive; Total (Persons) <sup>1</sup>                                    | Count   | 2,992        | 57,099                           | 1,225,244                | 11,698,240 |
| Economically Inactive; Retired (Persons) <sup>1</sup>                                  | Count   | 1,198        | 28,008                           | 570,173                  | 5,320,691  |
| Economically Inactive; Student (including Full-Time Students) (Persons) <sup>1</sup>   | Count   | 327          | 6,225                            | 228,653                  | 2,255,831  |
| Economically Inactive; Looking After Home or Family (Persons) <sup>1</sup>             | Count   | 457          | 7,435                            | 166,214                  | 1,695,134  |
| Economically Inactive; Long-Term Sick or Disabled (Persons) <sup>1</sup>               | Count   | 788          | 11,925                           | 174,493                  | 1,574,134  |
| Economically Inactive; Other (Persons) <sup>1</sup>                                    | Count   | 222          | 3,506                            | 85,711                   | 852,450    |

Last Updated: 30 January 2013  
Source: Office for National Statistics

## Notes

<sup>1</sup> National Statistics

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## Income: Model-Based Estimates Period: Apr01 - Mar02

### Area: Dearne South (Ward)

| Variable                                                                                                                               | Measure | Dearne South     | Barnsley (Metropolitan District) | Yorkshire and The Humber | England |
|----------------------------------------------------------------------------------------------------------------------------------------|---------|------------------|----------------------------------|--------------------------|---------|
| Average Weekly Household Total Income Estimate (Households) <sup>1 2</sup>                                                             | £       | 410 <sup>3</sup> | ..                               | 520                      | .       |
| Average Weekly Household Total Income 95% Confidence Interval Lower Limit (Households) <sup>1 2</sup>                                  | £       | 350 <sup>3</sup> | ..                               | ..                       | .       |
| Average Weekly Household Total Income 95% Confidence Interval Upper Limit (Households) <sup>1 2</sup>                                  | £       | 480 <sup>3</sup> | ..                               | ..                       | .       |
| Average Weekly Household Net Income Estimate (Households) <sup>1 2</sup>                                                               | £       | 370 <sup>3</sup> | ..                               | 450                      | .       |
| Average Weekly Household Net Income 95% Confidence Interval Lower Limit (Households) <sup>1 2</sup>                                    | £       | 330 <sup>3</sup> | ..                               | ..                       | .       |
| Average Weekly Household Net Income 95% Confidence Interval Upper Limit (Households) <sup>1 2</sup>                                    | £       | 430 <sup>3</sup> | ..                               | ..                       | .       |
| Average Weekly Household Net Income Estimate (equivalised before housing costs) (Households) <sup>1 2</sup>                            | £       | 300 <sup>3</sup> | ..                               | 340                      | .       |
| Average Weekly Household Net Income (equivalised before housing costs) 95% Confidence Interval Lower Limit (Households) <sup>1 2</sup> | £       | 270 <sup>3</sup> | ..                               | ..                       | .       |
| Average Weekly Household Net Income (equivalised before housing costs) 95% Confidence Interval Upper Limit (Households) <sup>1 2</sup> | £       | 340 <sup>3</sup> | ..                               | ..                       | .       |
| Average Weekly Household Net Income Estimate (equivalised after housing costs) (Households) <sup>1 2</sup>                             | £       | 260 <sup>3</sup> | ..                               | 310                      | .       |
| Average Weekly Household Net Income (equivalised after housing costs) 95% Confidence Interval Lower Limit (Households) <sup>1 2</sup>  | £       | 230 <sup>3</sup> | ..                               | ..                       | .       |
| Average Weekly Household Net Income (equivalised after housing costs) 95% Confidence Interval Upper Limit (Households) <sup>1 2</sup>  | £       | 300 <sup>3</sup> | ..                               | ..                       | .       |

Last Updated: 18 November 2005  
Source: Office for National Statistics

## Notes

### Experimental Statistics

More up to date model-based average income estimates (2004/05) are available at Middle Super Output Area and can be found on the Neighbourhood Statistics website. The Ward level model-based estimates are being published as Experimental Statistics; however the GOR level estimates are not produced by the model and are classified as National Statistics. It has not been possible to produce estimates for 13 CAS wards falling in the City of London and Isles of Scilly Local Authority Districts (LADs). This is denoted by double dots (..) in the cells for these areas. LAD-level estimates for the City of London and Isles of Scilly can be found in an annex to the full descriptive documentation associated with this dataset. Differing geographical boundaries and data sources used in producing the 2001/02 estimates mean that they are not comparable with preceding estimates for 1998/99 (which have been removed from the Neighbourhood Statistics website) or subsequent estimates which have been produced on Middle Super Output Areas and can be found on the Neighbourhood Statistics website.

3 The boundary of the geographic area to which this value relates has since been modified.

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g=6353464&i=1001x1003x1004x1005&l=141&o=1&m=0&r=1&s=1406811414641&enc=1](http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=13689489&c=dearne+south&d=14&e=10&f=71&g=6353464&i=1001x1003x1004x1005&l=141&o=1&m=0&r=1&s=1406811414641&enc=1)

Approximated Social Grade, 2001 (UV50)  
Period: Apr01

Area: Dearne South (Ward)

| Variable                                                                                            | Measure | Dearne South       | Barnsley (Metropolitan District) | Yorkshire and The Humber | England    |
|-----------------------------------------------------------------------------------------------------|---------|--------------------|----------------------------------|--------------------------|------------|
| All People Aged 16 and over in Households (Persons) <sup>1</sup>                                    | Count   | 8,845 <sup>2</sup> | 171,623                          | 3,868,291                | 38,393,304 |
| AB: Higher and intermediate managerial / administrative / professional (Persons) <sup>1</sup>       | Count   | 776 <sup>2</sup>   | 24,258                           | 731,113                  | 8,520,649  |
| C1: Supervisory, clerical, junior managerial / administrative / professional (Persons) <sup>1</sup> | Count   | 1,879 <sup>2</sup> | 39,864                           | 1,046,135                | 11,410,569 |
| C2: Skilled manual workers (Persons) <sup>1</sup>                                                   | Count   | 1,842 <sup>2</sup> | 33,256                           | 648,644                  | 5,780,577  |
| D: Semi-skilled and unskilled manual workers (Persons) <sup>1</sup>                                 | Count   | 2,452 <sup>2</sup> | 39,890                           | 754,093                  | 6,538,308  |
| E: On state benefit, unemployed, lowest grade workers (Persons) <sup>1</sup>                        | Count   | 1,896 <sup>2</sup> | 34,355                           | 688,306                  | 6,143,201  |

Last Updated: 23 September 2005  
Source: Office for National Statistics

Notes

1 National Statistics

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