

Planning Statement

Dearne and Dove Works, West Street, Worsbrough, Barnsley

On behalf of **Longleys SASS**

February 2020

12:4558/LM



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Section 1: Introduction

The Purpose of the Statement

This Planning Statement is prepared by JRP on behalf of our client **Longleys SASS**.

The purpose of the Statement is to assist Barnsley Council (“the Council”) in their consideration of the accompanying outline planning application for the development of land at West Street, Worsborough Dale, Barnsley (‘the site’).

The site has the benefit of an outline consent including details of access and associated works for residential development (reference 2015/1089) which was approved 23rd March 2017.

The Accompanying Planning Application

The accompanying planning application is submitted in outline form with all detailed matters except access reserved for future approval. The proposed development scheme that is the subject of this application and its rationale is more fully explained in the Design and Access Statement (DAS) but can be summarised as follows:

- Up to 70 new homes in a range of types, size and styles and including affordable housing to meet local needs.

Accompanying Submissions

The application is accompanied by the following submissions:

- Planning Statement (this statement) prepared by JRPA which examines how the application proposals relate to the development plan and other material planning considerations;
- Design and Access Statement prepared by JRPA which provides the necessary level of information required for an outline application, including development parameters, an illustrative layout and explanation of how the scheme design and landscaping measures proposed have responded to the site’s location and setting;
- Flood Risk Assessment and Drainage Strategy prepared by Haigh Huddleston
- Transport Statement prepared by PAH; and
- Phase 1 Desk Study prepared by Haigh Huddleston.

The above list is consistent with the Local Authorities validation in relation to submissions required to enable the validation and consideration of the planning application.

Environmental Impact Assessment

The Town & Country Planning (Environmental Impact Assessment) Regulations 2017 sets out in Schedule 1 those developments for which an Environmental Impact Assessment (EIA) is mandatory and, in Schedule 2, those where an EIA may be required.

The proposed development does not fall within Schedule 1; therefore, an EIA is not a mandatory requirement.

Within Schedule 2, the EIA regulations set out projects which may require an EIA. Column two sets out screening thresholds, and for developments that fall above this threshold, the LPA must consider whether the development is likely to have significant environmental impacts.

Within Schedule 2 the proposed development falls within 'infrastructure projects', the threshold for EIA is '*...(ii) the development includes more than 150 dwellings or (iii) the overall area of the development exceeds 5 hectares.*

The proposed development falls below this threshold in Schedule 2, and therefore the development has not been screened for EIA.

Section 2: The Site and Its Surroundings

Introduction

The purpose of this section is to provide a brief factual description of the application site and its surroundings, more detail is provided in the accompanying DAS.

Site Description

The site is located at West Street, Worsbrough, Barnsley South Yorkshire and is situated around Ordnance Survey grid reference SE 35846 03689. A site location plan is shown on Figure 1 below.

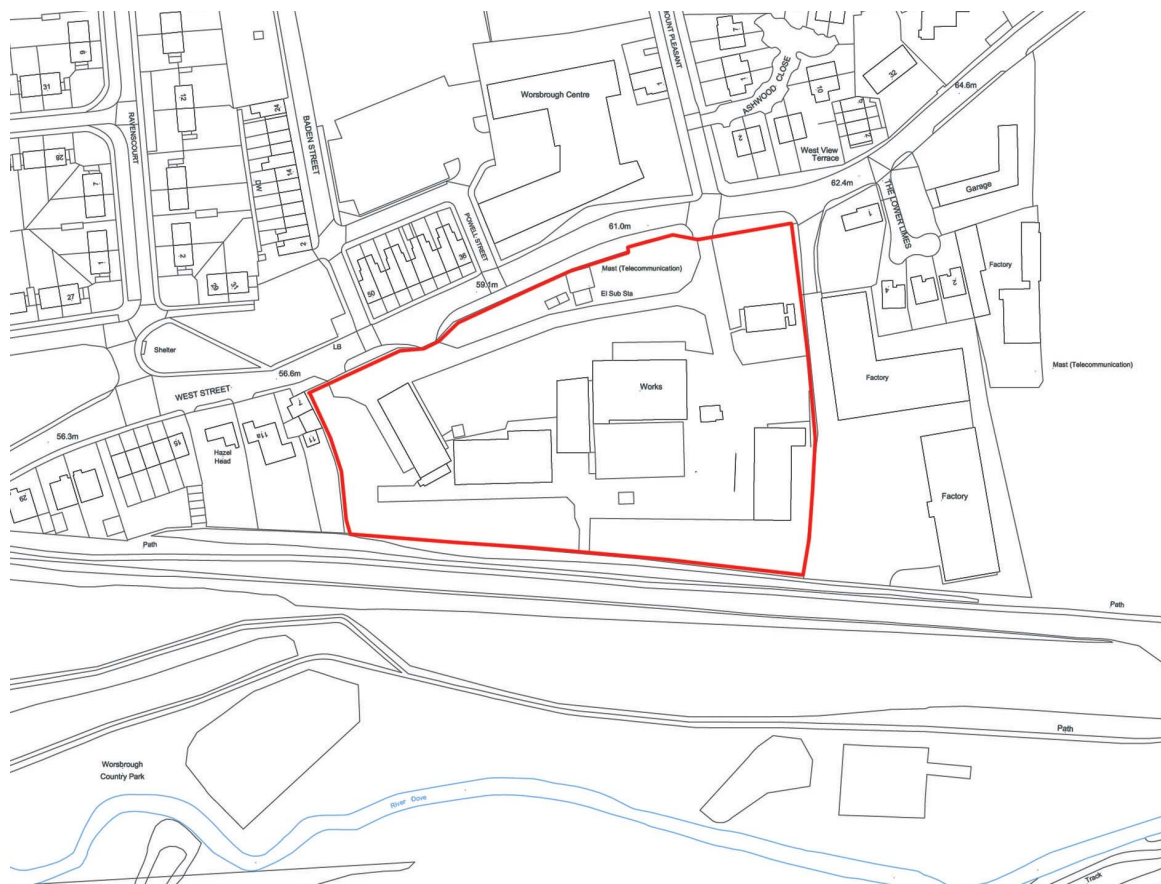


Figure 1 – Location Plan

The site is roughly rectangular in nature and situated within the urban area of Barnsley. There are residential properties to the north, east and west, to the south is Worsbrough Country Park. Beyond the residential properties to the north east there is a small area of open fields. The site area is approximately 1.52ha.

The site is a former industrial development and was predominantly covered with paved areas and existing industrial buildings. The site has subsequently been cleared. West Street forms the northern Boundary of the site and the former Dearne and Dove Canal abuts the southern boundary.

The River Dove runs approximately 50m to the south of the site. Midway along the northern boundary of the site there is an electrical sub-station. The services that serve the properties

are still in the ground. There is sporadic/substantial tree and shrub growth adjacent the southern site boundaries.

Most of the site had a tarmac or concrete hard standing, with an area of approx. 1.48ha covered with hard standing or roofed areas. These do not all appear to be connected to the drainage systems.

A public footpath is shown running on the southern boundary.

The site generally falls from a high point of 59.7m AOD in the north east towards a low point of 53 AOD in the south east corner. The site slopes from north to south at an average gradient of approximately 1 in 20. The southern boundary is generally flat with only a slight gradient from west to east.

Section 3: Site and Planning History

Planning History

An outline application (2014/0125) for residential development of up to 70 dwellings, provision of access and associated works including open space was refused by Barnsley Council 28 October 2014.

The reason for refusal was:

“The proposal conflicts with Core Strategy policy CSP19 by virtue of the fact redevelopment would result in both a loss of existing jobs and employment potential in an area where there is an inadequate supply of employment land. The substantial harm this causes is not considered to be outweighed by the potential contribution the scheme makes towards meeting housing need or the other considerations put forward by the applicant.”

The site has the benefit of an outline consent including details of access and associated works for residential development (reference 2015/1089) which was approved 23rd March 2017.

A subsequent discharge of conditions application was approved by the Council on 24th October 2017 under reference 2017/0885 for the discharge of conditions 8 and 9 (Construction Management Plan and Highway Condition Survey).

An application is pending with Barnsley Council to discharge condition 17 archaeology.

Development Plan History

The site is allocated for housing development in the Barnsley Local Plan (adopted January 2019) under reference HS5.

HS5 states:

Site HS5 Land South of West Street, Worsbrough

The site has planning permission for 70 dwellings.

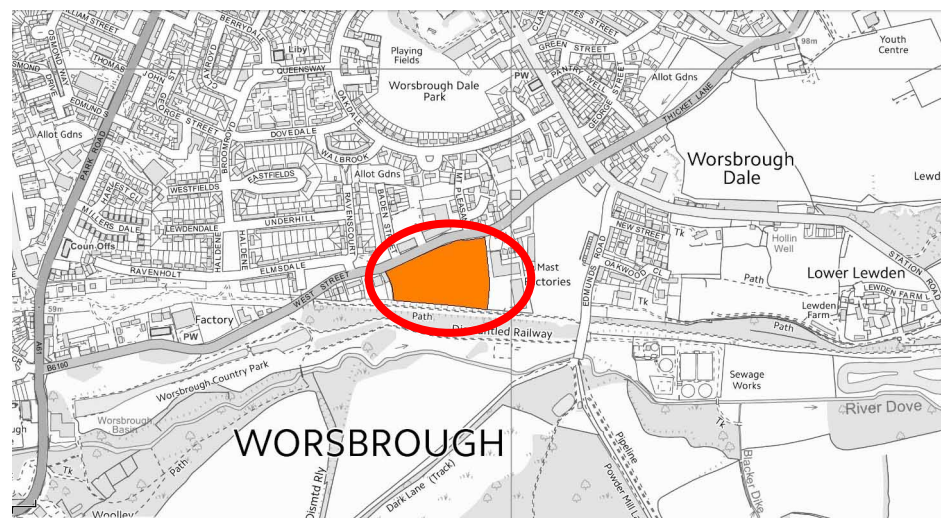


Figure 2 – Barnsley Local Plan – Policies Map January 2019

Site History

The site originally known as The Dearne and Dove Steam Saw Mill (shown on the historic maps in the DAS), has a long history of industrial uses dating back to 1850. Since that time the site has housed a coal mine, a canal, a barge building company which turned into a timber company mostly supplying the local coal mines. This then saw it become a pit tub maker (from wood) and converted to a steel works before the 2nd World War.

From 1969 until 2000 the site was in engineering use and was occupied by Longleys, who made specialised mining machinery for the National Coal Board. With the decline of the coal mining industry in the 1990's the business eventually ceased trading in 2000.

From 2000-2009 the site was occupied by a subsidiary of Taylor Maxwell (brick merchant), the Company made artificial chimneys, cut bricks for building facades and stone corbelling. They left the site in 2009 and since that time the site was let on a short term, often rent-free basis.

Since the grant of outline planning permission, the Applicant has undertaken discharge of planning conditions with the demolition of buildings starting in December 2018.

Section 4: National and Local Planning Policy

Planning Policy Context

The planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990).

The Development Plan

We consider the following policies from the Local Plan (January 2019) are applicable to the consideration of the planning application for residential development.

The policies and guidance most directly applicable to the application are:

SD1 ‘Presumption in Favour of Sustainable Development’

The council will seek to take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. They will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

GD1 ‘General Development’ provides a starting point for making decisions on all proposals for development setting out various criteria against which applications will be assessed.

Proposals for development will be approved if:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;
- They include landscaping to provide a high-quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;
- Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
- Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
- Any drains, culverts and other surface water bodies that may cross the site are considered;
- Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
- Any pylons are considered in the layout; and

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

LG2 'The Location of Growth'

Priority will be given to development in the following locations:

- Urban Barnsley;
- Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and
- Villages.

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

H1 'The Number of New Homes to be Built' sets the target of new homes for the plan period 2014 to 2033 at 21,546 **H2 'Distribution of New Homes'** states 43% of new homes to be built in Urban Barnsley

H6 'Housing Mix and Efficient Use of Land' proposals for residential development are expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population.

Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs.

A density of 40 dwellings per hectare net will be expected in Urban Barnsley. Lower densities will be supported where it can be demonstrated that they are necessary for character and appearance, need, viability or sustainable design reasons.

H7 'Affordable Housing' seeks 10% affordable housing in this area

T1 Accessibility Priorities Policy

The Council will seek to improve sustainable transport and circulation through a range of measures and collaborative working.

T3 'New Development and Sustainable Travel'

New development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
- Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and
- Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for

cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

- Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1.
- If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

T4 'New Development and Transport Safety'

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Policy D1 'High Quality Design and Place Making'

Design Principles:

- Development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including: Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;
- Views and vistas to key buildings, landmarks, skylines and gateways; and
- Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.
- Through its layout and design development should:
- Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;
- Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;
- Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;
- Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;
- Provide clear and obvious connections to the surrounding street and pedestrian network;
- Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances;
- Promote safe, secure environments and access routes with priority for pedestrians and cyclists; Create clear distinctions between public and private spaces; Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details;
- Make the best use of high-quality materials; Include a comprehensive and high-quality scheme for hard and soft landscaping; and
- Provide high quality public realm.

In terms of place making development should make a positive contribution to achieving qualities of a successful place such as character, legibility, permeability and vitality.

Policy GS1 'Green Space' requires new development to provide or contribute towards green space in line with the Green Space Strategy.

In order to improve the quantity, quality and value of green space provision the Council require qualifying new residential developments to provide or contribute towards green space in line with the standards set out in the Green Space Strategy and in accordance with the requirements of the Infrastructure and Planning Obligations Policy. The Supplementary Planning Document 'Open Space Provision on New Housing Developments' offers guidance to developers on what will be expected in terms of open space provision in order to achieve those standards.

Policy BIO1 'Biodiversity and Geodiversity' requires development to conserve and enhance biodiversity and geodiversity.

Development will be expected to conserve and enhance the biodiversity and geological features of the borough by:

- Protecting and improving habitats, species, sites of ecological value and sites of geological value with particular regard to designated wildlife and geological sites of international, national and local significance, ancient woodland and species and habitats of principal importance identified via Section 41 of the Natural Environment & Rural Communities Act 2006 (for list of the species and habitats of principal importance) and in the Barnsley Biodiversity Action Plan.
- Maximising biodiversity and geodiversity opportunities in and around new developments.
- Conserving and enhancing the form, local character and distinctiveness of the boroughs natural assets such as the river corridors of the Don, the Dearne and Dove as natural floodplains and important strategic wildlife corridors.
- Proposals will be expected to have followed the national mitigation hierarchy (avoid, mitigate, compensate) which is used to evaluate the impacts of a development on biodiversity interest.
- Protecting ancient and veteran trees where identified.
- Encouraging provision of biodiversity enhancements.

CC1 'Climate Change'

The Council will seek to reduce the causes of and adapt to the future impacts of climate change by:

- Giving preference to development of previously developed land in sustainable locations;
- Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques;
- Locating and designing development to reduce the risk of flooding;
- Promoting the use of Sustainable Drainage Systems (SuDS);
- Promoting and supporting the delivery of renewable and low carbon energy; and
- Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.

CC2 'Sustainable Design and Construction'

Development will be expected to minimise resource and energy consumption through the inclusion of sustainable design and construction features, where this is technically feasible and viable.

CC3 'Flood Risk'

The extent and impact of flooding will be reduced by:

- Not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding, or would give rise to flooding elsewhere;
- Ensuring that in the Functional Floodplain (Flood Zone 3b), only water compatible development or essential infrastructure (subject to the flood risk exception test) will be allowed. In either case it must be demonstrated that there would not be a harmful effect on the ability of this land to store floodwater;
- Requiring developers with proposals in Flood Zones 2 and 3 to provide evidence of the sequential test and exception test where appropriate;
- Requiring site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3;
- Expecting proposals over 1000 m² floor space or 0.4 hectares in Flood Zone 1 to demonstrate how the proposal will make a positive contribution to reducing or managing flood risk; and
- Expecting all development proposals on brownfield sites to reduce surface water run-off by at least 30% and development on greenfield sites to maintain or reduce existing run-off rates requiring development proposals to use Sustainable Drainage Systems (SuDS) in accordance with policy CC4; and
- Using flood resilient design in areas of high flood risk.

CC4 'Sustainable Urban Drainage'

All major development will be expected to use Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it can be demonstrated that all types of SuDS are inappropriate.

The Council will also promote the use of SuDS on minor development.

To enable the Council to determine the suitability of a proposed SuDS scheme:

- Outline Planning applications must be supported by a conceptual drainage plan and SuDS design statement; and
- Detailed Planning applications must be supported by a detailed drainage plan and SuDS design statement, which should contain information on how the SuDS will operate, be managed and maintained for the lifetime of the development.

CL1 'Contaminated and Unstable Land'

Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which:

- shows that investigations have been carried out to work out the nature and extent of contamination or stability issues and the possible effect it may have on the development and its future users, the natural and historic environment; and
- sets out detailed measures to allow the development to go ahead safely, including, as appropriate:
 - removing the contamination;

- treating the contamination;
 - protecting or separating the development from the effects of the contamination; and
 - addressing land stability issues resulting from former coal mining activities.
- Where measures are needed to allow the development to go ahead safely, these will be required as a condition of any planning permission.

Poll1 'Pollution Control and Protection'

Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

I1 'Infrastructure and Planning Obligations'

Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

Adopted SPD's

- Design of Housing Development
- Parking
- Open Space Provision on New Housing Developments
- Sustainable Travel
- Planning Obligations
- Financial Contributions For Schools
- Trees and Hedgerows
- Affordable Housing
- Biodiversity and Geodiversity

National Planning Policy Framework

The National Planning Policy Framework (February 2019) sets out the government's planning policies for England and how these are expected to be applied.

The cornerstone of the National Planning Policy Framework ("the Framework") is to proactively deliver sustainable development to support the Government's economic growth objectives and deliver the development, which the country needs. This Framework is a material consideration in planning decisions.

Paragraph 7 states "the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."

Paragraph 8 states that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 10 seeks to ensure that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11).

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development.

For **decision-taking** this means:

approving development proposals that accord with an up-to-date development plan without delay; or

where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 12 states the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. In respect of decision making the NPPF states:

“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”

Delivering a Sufficient Supply of Homes

The overriding housing objective of the Framework as stated at paragraph 59 is:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

In doing so, Local Authorities are required by the Framework to:

To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance (paragraph 60);

Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (paragraph 61);

Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old (paragraph 73).

Promoting Healthy and Safe Communities

Paragraph 91 states planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 93 states that planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard.

Promoting Sustainable Transport

Paragraph 102 advises that transport issues should be considered at the earliest stages of a development proposal to ensure that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Paragraph 110 states that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 111 states all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Making Effective Use of Land

Paragraph 117 states planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 118 states that policies and decisions should place substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs should be supported.

Achieving Appropriate Densities

Paragraph 122 states planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Achieving Well-Designed Places

Paragraph 124 states the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 states planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 128 states design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Paragraph 130 states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Meeting the Challenge of Climate Change, Flooding and Coastal Change

Paragraph 149 states local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk.

Paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.

Conserving and Enhancing the Natural Environment

Paragraph 170 states the planning system should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils

... minimising impacts on biodiversity and providing net gains in biodiversity where possible...preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

Paragraph 178 states planning policies and decisions should also ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);

Paragraph 180 states planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

National Planning Practice Guidance

The NPPG sits alongside the National Planning Policy Framework (NPPF) as revised February 2019.

The NPPG states in respect of design:

Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design.

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.

Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long as well as the short term. Paragraph: 001 Reference ID: 26-001-20140306 / Revision date: 06 03 2014.

Section 5: Assessment

Principle of Development

As outlined in Section 4, the Local Plan was adopted in January 2019. It supersedes the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011). Along with the Barnsley, Doncaster and Rotherham Joint Waste Plan 2012 it forms the development plan for the borough.

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

The site is allocated for residential development under reference HS5 in the Local Plan. The policy states: "The site has planning permission for 70 dwellings."

Therefore, in addition to the Local Plan site allocation for housing development, the principle of a residential development of the site has already been accepted by the previous granting of planning permission.

The site is located within the urban area of Barnsley where policy LG2 "The Location of Growth" seeks to prioritise development to this location. The site also accords with the requirements of policy H1 "The Number of New Homes to be Built" which sets a target of 43% within the Urban Area of Barnsley. The development site comprises of brownfield development which accords with paragraph 118 of the Framework.

The presumption in favour of sustainable development outlined in policy SD1 "Presumption in Favour of Sustainable Development" of the Local Plan and paragraphs 7, 8, 10, 11 and 12 of the Framework seeks to secure development, which is economic, social and environmentally sustainable.

It is necessary to consider if the development can be considered sustainable and if there are any adverse impacts from granting permission that 'would significantly and demonstrably outweigh the benefits.'

We have therefore assessed the site against the three dimensions which constitute sustainable development as outlined in the Framework, which are:

1. Economic
 2. Social
 3. Environmental
-
1. The site is under-utilised and makes little contribution to the local economy. The re-development of the site would support local construction jobs and apprenticeships during the build. The use of locally sourced materials will again support the local economy. The occupation of the site with new residents would support local businesses and services with an injection of income into the local economy. The development would also provide additional council tax receipts and New Homes Bonus for the Council.
 2. The development of the site with housing will provide much needed housing and go some way to meet the housing target outlined for the Borough of 21,546 new homes

to 2033 on an allocated housing site. A range of types and tenures will be provided ensuring the creation of a mixed and balanced community.

3. The environmental context provided by the application is the opportunity to create additional links to the Trans Pennine trail, the commitment to build to current building regulations and the remediation and re-use of a brownfield site.

Sustainability

This section considers the relationship of the site to existing infrastructure and measures which will be incorporated to minimise climate change in accordance with paragraphs 149 of the Framework and policies CC1 and CC2 of the Local Plan.

A Sustainability Statement has been provided as part of this submission and should be read in conjunction with this Planning Statement.

The Sustainability Statement concludes that:

The proposed development will contribute to the present and recognised need for sustainable housing within Barnsley, in an urban location with low flood risk that will encourage the use of public transport, walking and cycling.

A significant proportion of the proposed housing has a south orientation and generous spacing to ensure useful solar gains and good day lighting. These measures will help to minimise housing energy use and carbon dioxide emissions regardless of specific house type design. Subject to a full feasibility study, south orientated dwellings will provide an opportunity to reduce carbon dioxide emissions through the incorporation of roof-mounted renewable energy technologies.

Additional measures will be taken to ensure the efficient use of natural resources such as water and reduce environmental impacts from materials, pollution, waste sent to landfill and surface water run-off.

The proposed layout preserves most ecologically valuable features and the landscape proposal incorporates several new ecological features with the aspiration to increase the ecological value of the site through comprehensive new planting of trees, hedges and species rich wildflower meadows.

West Street provides a good quality link to the nearest bus stops, and both High Street, and the A61 Park Road, which both contain local shops and services. There is small supermarket with ATM located on High Street adjacent to its junction with West Street approximately 350m northeast of the site. There is also a large medical centre located directly opposite the site which contains GP surgeries. The local footway network is considered suitable in terms of width, construction, and lighting. West Street, High Street, and Park Road all contain dropped footway crossing facilities and tactile paving in most cases.

There are a series of pedestrian refuge islands along the A61 Park Road through Worsbrough allowing pedestrians to access the shops and services on both sides of the road safely. Park Road also has the benefit of a push button cycle and pedestrian crossing facility located adjacent to the Transpennine Trail.

The pedestrian catchment includes the whole of Worsbrough and its local services and amenities such as a large supermarket, food outlets, bakers, hairdressers, convenience stores, post offices, and a pharmacy. Worsbrough therefore contains good employment potential as a result of the large number of commercial and retail properties. There are 3 primary schools and an academy within this catchment, catering for all school ages.

Within the cycle catchment area of 5km is the whole of Barnsley Town Centre, together with the neighbouring town of Hoyland, and the village of Birdwell. Barnsley Town Centre offers significant employment, retail, and leisure facilities for the residents of the proposed development.

Bus stops are located on or adjacent to West Street within 400m of the centre of the site. Most of these stops have timetable cases, with the nearby stop on Elmsdale also having the added benefit of a shelter.

There are up to 2 bus services per hour to the large commercial and retail areas of Barnsley Town Centre. There are also hourly services to the nearby settlements of Hoyland, Wombwell, Darfield, and Great Houghton.

These bus services also travel to the nearest railway station at Barnsley Interchange. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.

In summary, the site is in a highly sustainable location being within proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities within Worsbrough. There are also four schools within this catchment. Within cycling distance of the site there is the whole of Barnsley Town Centre and surrounding industrial properties to the east including the significant industrial areas of Stairfoot. Barnsley Town Centre offers significant employment, leisure, and retail opportunities for the potential residents of the proposed development. Therefore, the site conforms to current Government directives for ensuring developments are in a sustainable location.

Mix and Efficient Use of Land

Although only at outline stage the accompanying masterplan and DAS has demonstrated that the site could accommodate circa 70 dwellings which range from 1-4 bedrooms comprising of apartments to terraced, semi-detached and detached homes. We consider this mix key to creating a mixed and balanced community in accordance with the requirements of policy H6 "Housing Mix and Efficient Use of Land."

The total site area is 1.52 hectares. The breakdown of land uses on the site as demonstrated is as follows:

- Nett Area of development: 1.36 hectares
- Open Space: 0.16 hectares

The aspiration for this site is that the scheme will be developed at varying densities in different parts of the site with an overall density in the range of up to 46 units per ha. We consider that the proposed density is an efficient use of land in a highly sustainable urban location and accords with policy H6 which seeks a density of 40 dwellings per hectare in Urban Barnsley.

Affordable Housing

Given the application is in outline form with the specific detail forming the reserved matters, the Applicant can confirm that they will be providing affordable housing in accordance with **H7 'Affordable Housing'** which seeks 10% affordable housing in this area. We are happy to accept a condition for this covering type, tenure, location and phasing.

Green Space

The Councils SPD Open Space Provision on New Housing Developments requires that a minimum of 15% of the developable site area of a proposal should be green space, unless the Council deems it appropriate to seek an off-site contribution in the context of a green space assessment.

The total green space provision is 0.16 hectares from a total site area of 1.52 hectares. Due to the size of the site we consider it is appropriate in this instance to incorporate approximately two thirds (10.5%) on site in the form of a green linear space which will provide enhanced links with the Trans- Pennine Trail beyond the southern boundary. The provision of open space and the enhancement of links to existing rights of way responds to the requirements of policy GS1 of the Local Plan and paragraphs 91 and 127 of the Framework.

We also propose an offsite payment for the remainder of the open space via commuted sum. Discussions will be held with the Council to establish if there are existing facilities nearby that need to be upgraded. If this is the case a green space assessment will determine where these monies are recommended to be spent and provide the figure for off-site improvements to formal recreation.

As part of this process, discussions will be held with the Council to agree the specification of any on site open space and to determine whether long term maintenance of the public open space will be through means of a management company or through adoption by Parks Services with a commuted sum agreed for maintenance.

A condition can be imposed on the outline application with a section 106 agreement needed at the detailed planning stage when numbers of bed spaces are known.

Education

As part of the statutory consultant process, the Education Department at the Council will provide an assessment of the number of school places, the development may generate and if a financial contribution will be required for the upgrading or enhancement of existing schools. We will enter into dialogue with the Council on this issue.

A condition can be imposed on an outline application with a section 106 agreement needed at the detailed planning stage if an education contribution is required.

Residential and Visual Amenity

Whilst submitted in outline the DAS sets out design principles to guide future reserved matters considerations of detail, appearance and layout of landscaping and open space. We recognise the importance of good design and achieving high quality “buildings and places” (NPPF paragraph 124).



Figure 3 – Indicative Masterplan

Based upon a desire to create a high-quality development several spatial and design themes are provided for:

- Vehicular access to the development will be provided from two new junctions on to West Street, the first will be located to the west of the existing east side access, and the second will be located to the east of the existing west side access. Subsequently, the existing site access points will be removed, with the kerbed radii removed and footways extended across each of the existing junctions. The proposed junctions will be simple priority junctions and will include kerbed radii on both sides and footways (at least 2m wide) returning into the site.
- The layout provides an indicative amount of development and demonstrates how the identified number of dwellings complies with the requirements of local guidance (SPD Designing New Housing Developments) in terms of space about dwellings and garden sizes. We can demonstrate that this site could

accommodate up to 70 dwellings comprising a mix of apartments, terraced, semi-detached and detached dwellings.

- Several trees exist within the site which are identified as being retained given the amenity value that they provide. Adequate distances should be afforded to those trees in line with local guidance. The retention of these trees within public spaces where possible will reduce future pressures for removal through amenity issues.
- Given the proximity of existing dwellings and employment uses along the site boundaries, it is important to ensure that adequate separation distances are proposed in order to maintain residential amenity.
- All dwellings will have adequate car parking provision, which could comprise of the following: parking bay, driveway, garage and where possible parking should not be a dominant feature of the street scene.
- It is important to address key corners and the use of dual aspect dwellings achieves this.
- Consideration should be given to the materials in order that they complement the existing surroundings.
- A green corridor, incorporating open space and structural landscaping is proposed.
- Existing public footpaths retained with new pedestrian linkages provided.

The Statement sets out parameters in respect of the creation of character areas, street hierarchy and parking, green infrastructure and landscaping, block layout, external appearance, materials and detailing. These aim to underpin the detailed design and layout of the development at reserved matters stage. They are fully consistent with the policies within the Framework which seek to ensure that, amongst other things, developments function well and add to the overall quality of the area, establish a strong sense of place, optimise potential to incorporate green and public space and create safe and accessible environments (paragraph 127). The parameters also provide the basis to ensure that the detailed design of the development will incorporate good architecture and appropriate landscaping and promote local distinctiveness (paragraph 128). The submitted indicative design responds to the requirements of policies GD1, T3, D1 and GS1.

Highways

In accordance with the requirements of paragraph 111 and of the Framework, the Transport Statement which accompanies the planning submission presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The traffic impact of the development of 70 new dwellings is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.

Accident records were also obtained and revealed this section of West Street has a relatively good road safety record. Compared to the sites existing operations the development represents an overall improvement to all users of West Street, due to the removal of large

articulated vehicles from this part of the highway network, which are associated with the current use of the site.

The site is in a very sustainable location being within proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities within Worsbrough. There are also four schools within this catchment. Within cycling distance of the site there is the whole of Barnsley Town Centre and surrounding industrial properties to the east including the significant industrial areas of Stairfoot. Barnsley Town Centre offers significant employment, leisure, and retail opportunities for the potential residents of the proposed development.

Therefore, the site generally conforms to current Government directives for ensuring developments are in a sustainable location.

This report also considers that the small increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network, with any increases in traffic offset by the removal of the normal and HGV traffic associated with B2 use, and the minibuss depot and hire business that currently occupy the site.

Therefore, the proposals can only have a positive impact on the safe operation of the B6100 West Street and the surrounding network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

We consider that there are no transport grounds on which the Council cannot support the application in accordance with paragraph 102, 110 and 111 or the requirements of policies GD1, T3 and T4 of the Local Plan.

Flood Risk and Drainage

As part of the planning submission a detailed Flood Risk and Drainage Assessment has been undertaken by Haigh Huddleston. It is their considered professional opinion that the site is not at risk of flooding from river or tidal water up to a 1% return period nor is it at risk for storms in excess of the 0.1% risk level.

The development of the site with the use of soakaways or other infiltration methods is to be investigated but is thought to be unlikely due to the infiltration capacity of the underlying strata in accordance with policy CC4 of the Local Plan.

It would be necessary to provide storm water attenuation tanks on site to limit flows from the development. These may necessitate some the need for some ground raising to the southern half of the site to allow gravitational discharge from the site. Discharges would have to be limited to agricultural rates of discharge to ensure flood risks downstream are not increased if positive drainage from the site cannot be proved.

If the measures outlined above are implemented, we would consider that the requirements of paragraphs 149 and 155 of Framework can be satisfied. Along with the requirements of policies CC3 and CC4 of the Local Plan.

Ecology

The site in its present guise offers limited ecological value. The indicative masterplan which accompanies this planning application proposes a central green swathe through the heart of the site, which will provide a green lung connecting with the wider footpath network off site. It is intended to landscape this area, with the flora and fauna offering the potential to attract wildlife and increase biodiversity. In addition, residential gardens will further encourage wildlife responding to paragraph 170 of the Framework and policy BIO1 of the Local Plan.

Contamination

There has been historical and current industrial development both on and adjacent the site. The surrounding land is a mixture of residential, industrial and open land. There is a mineshaft recorded beneath the existing industrial unit in the west of the site, and a former canal and docks backfilled in the south of the site. We therefore believe the site has a moderate risk of ground contamination being present.

As part of the planning submission a Phase 1 Desk Study has been carried out by Haigh Huddleston. They recommend that a detailed Phase II Ground Investigation is undertaken, this can be conditioned to be submitted to the Council prior to the commencement of development.

This will enable the underlying strata to be confirmed and foundations for the new development to be specified. In addition to this, the exact location and treatment to the mineshaft recorded on site and depth and extents of backfill to the former canal and dry docks should be determined.

Trial pits and soil sampling should be undertaken across the site to confirm the presence of any contaminants within any made ground on site. Care should be taken to avoid known features such as existing live services and the culvert crossing the site.

There is also a risk of ground gas migration from backfill material to the former canal and docks located in the south of the site, the historical landfill 65m to the north east and the former shallow mine workings. It will be likely that gas monitoring is required.

The work undertaken to date in respect of ground contamination and the further work proposed satisfies the requirements of paragraphs 178 of the Framework and policy CL1 of the Local Plan.

Section 6: Summary and Conclusion

The site is located within the Urban Area of Barnsley where a significant amount of housing is to be in line with the principles of the council's Local Plan. The site is allocated for housing with the benefit of outline planning permission. The site constitutes part brownfield land and is therefore considered appropriate for development.

A suite of technical reports has been undertaken which demonstrate that there are no technical issues, which would prevent the re-development of this site for housing.

We have clearly demonstrated that this site is within a sustainable location within the main Urban area and that residential development is acceptable in principle.

Matters set out in the Design and Access Statement explain the evolution of the design of the proposals, the selection of the site area and the layout and provides a set of design principles to be established as part of any future Reserved Matters application. The accompanying Transport Statement sets out that the site is accessible by public transport, linking to jobs and local facilities and services, reducing the need to travel by private car.

Considering the circumstances outlined within this Report, it is hoped that the application will be favorably received and subsequently approved.