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For and on behalf of
Premier Construction Group

PLANNING STATEMENT

Former Wombwell School, Lundhill Road, Wombwell

**Prepared by
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Sheffield**

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1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by DLP Planning on behalf of Premier Construction Group in support of an application for full planning permission for residential development at the former Wombwell School, Lundhill Road, Wombwell.
- 1.2 The proposals seek permission for the development of 229 dwellings as well as a new route of access, public open space and landscaping. Permission is also sought for the demolition of the existing bungalow at 58 Lundhill Road.
- 1.3 The proposed residential development seeks to contribute to the much needed housing in a sustainable location adjacent to existing residential properties within the principle town of Wombwell.
- 1.4 The application site is included as part of a wider mixed use allocation within Barnsley's Local Plan for 250 dwellings and a primary school. This proposal constitutes the potential delivery of the housing aspect of the allocation.
- 1.5 This Planning Statement provides a review of the planning history of the site, identifies the relevant planning policy context and undertakes a planning assessment of the development proposals.
- 1.6 The information provided demonstrates how the development proposal accords with the revised National Planning Policy Framework (the 'Framework') (2018) and local planning policies within the recently adopted Barnsley Local Plan (2019).
- 1.7 This Statement should be read in conjunction with the following supporting documents submitted with this application:
 - Planning Drawings (location plan, site layout, elevations, cross-sections, landscape plan, street scheme, boundary treatments)
 - Design and Access Statement
 - Transport Assessment and Travel Plan
 - Tree Survey



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- Flood Risk Assessment
- Drainage Strategy
- Ecological Statement
- Site Investigation Report
- Statement of Community Involvement
- Air Quality Assessment

2.0 SITE DESCRIPTION

Surrounding Context

- 2.1 The application site is located within the town of Wombwell, a principle settlement within the district of Barnsley.
- 2.2 Wombwell is recognised as a small but busy market town which continues to be a well defined centre. The area suffered from the decline of the coal industry and levels of new housebuilding have been historically low.
- 2.3 Wombwell has a train station on the Wakefield to Sheffield line with a park and ride facility. The Dearne Valley Parkway runs to the south of Wombwell linking from Junction 36 of the M1 to the Dearne Towns and on to Doncaster. Wombwell has a bypass in the form of Mitchell's Way and Valley Way to the east of the town. This forms a link from Urban Barnsley to the Dearne Valley Parkway.
- 2.4 The town is situated approximately 7km to the south west of Barnsley, with good connections to the wider highway and transport network.

Application Site

- 2.5 The application site is located on the south-eastern edge of the main urban area of Wombwell, as illustrated in Figure 1 below.
- 2.6 The site extends to approximately 7.72ha and comprises 3 agricultural fields with a collection of trees situated to the north east corner of the site. The site was formerly occupied by Wombwell High school with the majority of the site formerly being used as playing fields.



Figure 1: Aerial view of application site

- 2.7 The site is bound on 3 sides by residential development and open fields are located to the south west of the site. A portion of agricultural land to the north of the site has been allocated for a primary school.
- 2.8 The topography of the site is relatively steep and slopes downwards from north to south.
- 2.9 The site currently has two points of access, via an agricultural field entrance from Lundhill Road and through the former school site via Roebuck Street.
- 2.10 Further details of local services and transport links serving the site are provided in Section 5 of this Statement.

Planning History

- 2.11 The Council’s online planning records confirm the following planning history on the application site.

Application reference	Description	Decision
2012/1007	Demolition of Wombwell High School. (Prior Notification)	Grant of Prior Approval

Table 1: Planning History

- 2.12 In addition to the above, there are a number of historic planning application associated with

the use of the site as a school which are not relevant to this application.

- 2.13 In addition, it is noted that in 2018, Persimmons Homes gained permission for residential development (subject to legal agreement) for 150 dwellings and associated access, car parking, landscaping, public open space and infrastructure (LPA ref: 2017/1001) to the south of the Lundhill Road.

3.0 DEVELOPMENT PROPOSAL

- 3.1 The development proposals comprise a residential scheme of 229 dwellings, as well as a new access road and public open space.
- 3.2 In support of the application, a series of plans and elevations have been provided by STEN Architecture. The accommodation schedule for the development is summarised below:

House Type	Floor Area (sq ft)	No. of bedrooms	No of Units	Total Area (sq ft)	% of mix
Type L	624	2	4	2496	1.9%
Type B	685	2	2	1370	1%
Type P	832	3	3	2496	1.5%
Type F	839	3	27	22653	13.1%
Type H	919	3	15	13785	7.3%
Type S	978	3	28	27384	13.6%
Type T	1055	3	10	10550	4.9%
Type C	1000	3	4	4000	1.9%
Type G	1100	3	20	22000	9.7%
Type D	1215	4	28	34020	13.6%
Type J	1200	4	38	45600	18.4%
Type A	1296	4	14	18144	6.8%
Type E	1420	4	13	18460	6.3%
Sub-Total			206	222958	100%
Affordable					
Type L	624	2	2	1248	8.7%
Type B	685	2	17	11645	73.9%
Type F	839	3	4	3356	17.4%
Sub-Total			23	16249	100%
Grand Total			229	239207	

Table 2: Accommodation Schedule

- 3.3 The net density of the proposed development is approx. 38 units per hectare.
- 3.4 The mix of units will be comprise 2, 3 and 4 bedroom dwellings of 2-2.5 storey properties,

including semi-detached and detached dwellings as well as three bungalows.

- 3.5 A total of 10% of the dwellings are to be provided as affordable housing, equating to 23 dwellings in total. These are to be 2 bedroom bungalows and 2 and 3 bed dwellings.
- 3.6 The proposed access serving the development will be taken directly from Lundhill Road on the southern boundary of the site, facilitated by the demolition of an existing bungalow, owned by the applicant. The bungalow is being demolished in order to provide a wider access point into the site which will provide pedestrian and vehicular access to the new proposed internal road layout.
- 3.7 Within the site a clear road hierarchy is established through the scale of highway routes and materials used in order to ensure legibility. Bollards are also proposed to the east of the second access in order to restrict traffic flow to the eastern end of Gypsy Lane.
- 3.8 A total of 1.12 ha of the developable site area is provided as public open space. This is located to the entrance and includes a LAP area of open space. The proposed dwellings in this part of the site are orientated to overlook the open space in order to encourage passive surveillance. In addition, all proposed dwellings are provided with private amenity space.
- 3.9 Existing landscaping features to the site boundaries are retained and enhanced and the area of woodland located to the north east of the site will be retained and enhanced through the incorporation of a public footpath through the woods.
- 3.10 The parking provision within the site provides a minimum of one parking spaces per dwelling, with larger dwellings benefiting from additional spaces and garages. The parking breakdown is provided below:

Type	Number
Curtilage parking	444
Visitor	16
Integral garage	52
Detached garage	82
Total	594

Table 3: Car parking

- 3.11 The site will provide a natural infill between two areas of residential development within

Wombwell and includes the provision of an access point through the site to the allocated primary school site located to the north west of the proposed development.

3.12 The design of the proposals are detailed further within the submitted Design and Access Statement.

3.13 A high quality scheme will be delivered which clearly defines private spaces and public spaces. Private driveways will be defined by a change in surface materials. The private back gardens of the houses will be bordered by high quality fencing and shrubbery in order to enhance privacy and form strong, effective boundaries.

4.0 PRE-APPLICATION ENQUIRY

4.1 A pre-application meeting was held with Barnsley Metropolitan Borough Council on Thursday 6th December 2018. The purpose of this meeting was to discuss the submission of a planning application for the former Wombwell School site.

4.2 The key points arising from this meeting are detailed below:

- The site is allocated for housing in the soon to be adopted Local Plan.
- The Council agreed that the principle of access via Gypsy Lane is acceptable.
- The Planning Officer requested the consideration of a possible hybrid application to allow for the allocated school site to be consideration.
- The number of affordable housing units was found to be acceptable.
- It was requested that the mix of housing was updated to allow for the maximum of 4 houses in mews blocks.
- To incorporate a LAP within the public open space.
- It was requested that the footpath through and to the area of woodland was incorporated.
- It was recommended that the treatment to the western boundary was reviewed to integrate planting.
- In terms of density, due to the imminent adoption of the Local Plan which would require a density of 40dph the proposed density of 38dph needs to be justified on mix, levels and design.
- Show an indicative footpath link into the school site from western side.
- Financial contributions likely to include education, sport and affordable housing contributions.
- It was requested that plots 223-225 are reviewed and plots 141-146 adjusted to

ensure a maximum of 5 units are provided from private drives.

- Housing officer accepts the mix of housing and has asked for 2 bed elderly living accommodation to be included.
- Materials, buff/red brick and stone acceptable.
- The Travel Assessment should consider the recently approved Persimmon Homes site and the allocated school.

4.3 The submitted Statement of Community Involvement confirms how the submitted proposals have been revised to respond to the above comments.

5.0 PLANNING POLICY CONTEXT

5.1 The following section provides an assessment of the national and local planning policy context of the application. The following policy framework is relevant to this application:

- National Planning Policy Framework (2018)
- Barnsley Local Plan (2019)
- Supplementary Planning Documents

5.2 Following public consultation and examination by the Planning Inspector, Barnsley's Local Plan was adopted by Full Council on 3rd January 2019. This plan replaces the Core Strategy and Unitary Development Plan.

National Planning Policy Framework

5.3 The National Planning Policy Framework (hereafter 'The Framework') was published in July 2018 and replaces the previous 2012 Framework. The Framework provides guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.

5.4 Paragraph 11 of the Framework sets out that plans and decisions should apply a presumption in favour of sustainable development, and 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:*
 - 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*
 - 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.*

Chapter 5: Delivering a Sufficient Supply of Homes

5.5 Paragraph 67 of the Framework sets out that planning policies should identify a supply of:

- a) *specific, deliverable sites for years one to five of the plan period; and*
- b) *specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.*
- c) *In regard to maintaining supply and delivery of housing, paragraph 73 of the Framework sets out that:*

“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.”

5.6 The site has been allocated in the Local Plan as a mixed use site (MU6) comprising 250 homes with 2 ha of the site being proposed for a primary school.

5.7 The site is therefore required to ensure a five year land required supply. This application confirms the deliverability of the site in the short term.

Chapter 8: Promoting Healthy and Safe Communities

5.8 Paragraph 91 emphasises that 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...*
- 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...*
- c) *enable and support healthy lifestyles, especially where this would address identified local health and well-being needs...*

Chapter 9: Promoting Sustainable Transport

5.9 When considering development proposals, Paragraph 108 of the Framework states that in

assessing development applications it should be insured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

5.10 Paragraph 111 requires that 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.

Chapter 12: Achieving Well-Designed Places

5.11 Paragraph 124 emphasises the importance of the creation of high quality buildings and places with good design being a key aspect of sustainable development to create better places in which to live and work and helps make development acceptable to communities.

5.12 Paragraph 131 states that:

“In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”.

Chapter 14: Meeting the Challenges of Climate Change, Flooding and Coastal Change

5.13 Chapter 14 identifies that planning plays a key role in mitigating and adapting to climate change.

5.14 The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and

associated infrastructure.

Chapter 15: Conserving and Enhancing the Natural Environment

5.15 Paragraph 170 highlights that planning decisions should contribute to and enhance the natural and local environment by:

- a) *protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils*
- b) *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services...*
- c) *maintaining the character of the undeveloped coast, while improving public access to it where appropriate*
- d) *minimising impacts on and providing net gains for biodiversity...*
- e) *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.*
- f) *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.*

5.16 Chapter 6 of this Statement sets out how the application seeks to comply with Framework guidance.

Barnsley Local Plan

5.17 The Barnsley Local Plan was adopted in 2019 and the following policies are considered relevant to the application.

Policy SD1: Presumption in favour of Sustainable Development

5.18 Policy SD1 states that a positive approach will be taken when considering development proposals that reflects the presumption in favour of sustainable development set out in the NPPF.

5.19 The Council 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.

Policy GD1: General Development

5.20 In accordance with Policy GD1, developments 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.

Policy LG2: The Location of Growth

5.21 Wombwell has been included as a Principle Town where development will be prioritised with Principle Towns being expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

Policy H2: The Distribution of New Homes

5.22 Policy H2 states that 2069 dwellings will be delivered in Wombwell between 2014 and 2033, equating to 10% of the overall supply of the district. This conforms that Wombwell forms a priority area for development, an objective that the proposed development will support.

5.23 The site is allocated within the Local Plan Policies Map as a mixed use site as shown in the figure below.

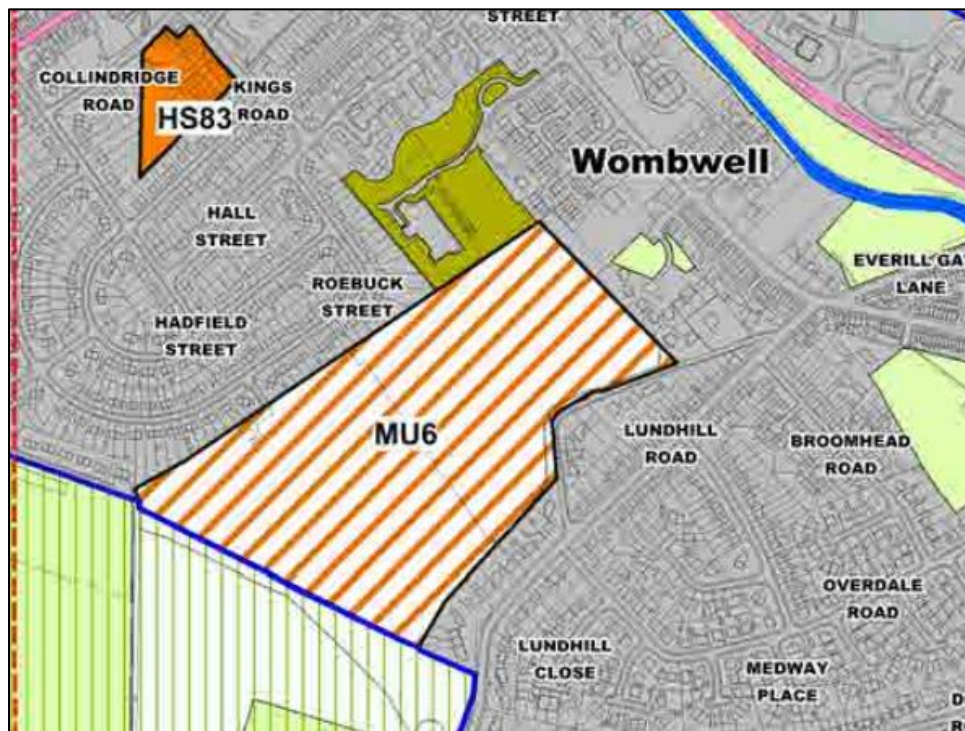


Figure 2: Policy Map Extract

5.24 Site MU6 is allocated for 250 homes with 2 ha of the site being proposed for a primary school. The policy indicates that new access and necessary highway interventions will be expected at Lundhill Road and Park Street.

5.25 The development proposal delivers the housing element of the allocation and is in line with the Local Plan. The early delivery of the site in the plan period will support the council's

housing supply objectives.

Policy H6: Housing Mix and Efficient Use of Land

- 5.26 In accordance with Policy H6, housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. A density of 40 dwellings per hectare net will be expected in Urban Barnsley and Principal Towns.
- 5.27 The proposed development comprises a mix of 2, 3 and 4 bedroom dwellings of varying styles, which is considered to contribute to the mix of dwellings already present within Wombwell.
- 5.28 The proposed quantum of development equates to a density of 38dph, which is marginally below the target density. There are a number of reasons why a lower density is considered appropriate as discussed with the planning officer during pre-application discussions, these include:
- Topography – The application site is undulating and has a number of changes in levels. The development must respond to this through the proposed design as well as tying into existing levels at the boundaries, adjacent to the woodland and in relation to the three proposed access points (from Gypsy Lane, Lundhill Road and into the school site). In order to provide a high quality scheme, which avoids significant areas of retaining structures within residential gardens, the layout of the site seeking to work with the levels to deliver a successful scheme. The detailed site survey work undertaken to support this approach extends beyond the scope of work undertaken at the Local Plan stage and therefore the envisaged density is marginally lower based on the additional information now known in respect of the site.
 - Residential Amenity – In order to meet the objectives of Policy D1 of the Local Plan in respect of positive urban design, the proposals must consider the response to the boundaries with neighbouring dwellings, particularly on the southern and eastern boundaries of the site. The proposals have also been updated in response to public consultation responses raising concerns about the relationship between the new development and existing properties. This approach ensures compliance with Local Plan policies, however in order to achieve this a lower density of development is required. As this will be one of the first sites considered under the newly adopted policies, it is anticipated that the LPA will wish to ensure that the high design

standards aspired to will be met.

- Landscape and trees – Through pre-application discussions with the LPA, it was agreed that the existing area of woodland in the north east corner of the site would be retained and access into the area improved as part of the open space provision within the site. The Open Space in New Housing Developments SPD also requires the provision of 15% of the application site to be provided as open space, and the proposals include an area of open space, including a LAP at the entrance to the development from Lundhill Road. In addition, there are a number of additional trees around the site boundary that are to be retained. These areas further limit the developable area of the site and result in a reduced density compared to the Local Plan aspiration, in order to meet objectives for the natural environment.

5.29 The proposed approach to the quantum of development is considered to result in a highly attractive and high quality scheme. There are limited areas of frontage parking, achieved by locating driveways to the sides of dwellings and a number of bungalows are provided to respond to a specific housing need identified by the LPA. These elements also reduce the developable area of land but result in an attractive and successfully designed development scheme.

Policy H7: Affordable Housing

5.30 Housing developments of 15 or more dwellings will be expected to provide affordable housing. A contribution of 10% affordable housing is expected in Wombwell.

5.31 The application complies with this requirement with a total of 23 houses within the scheme being affordable, equating to 10% of the total housing proposed.

Policy T3: New Development and Sustainable Travel

5.32 Policy T3 expects new development 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.

5.33 The application site is considered a suitable location for development due to its proximity to nearby services and facilities. The application site is located within walking distance of the town centre (approximately 650m away), which benefits from a wide range of shops and services.

5.34 A sample of services and facilities within walking and cycling distance to the site are set out in Table 3 below, illustrating the sustainability of the site. All measurements are taken from the proposed access point at Lundhill Road.

Facilities	Location
Local Shops	Cortonwood Shopping Park (900m), Tesco Express (970m).
Education	Little Fishes Nursery (980m), Wombwell Park Street Primary School (320m), Netherwood Academy (1.6km)
Health Care	Chapelfield Medical Centre (650m)
Post Office	Royal Mail Group (830m)
Recreational facilities	Hillies Pavilion (575m)
Places of Worship	Wombwell National Spiritualists Church (625m), St Michael & All Angels RC Church (600m).

Table 4: Proximity of site to local services and facilities

5.35 In addition to the site's proximity to local facilities and services, the site has good access to the bus transportation network with the nearest bus stop being located 300m from the access to the site on Park Street. This provides links to Barnsley Town Centre amongst other

destinations as set out in more detail in Table 4 below.

Service	Destination	Frequency
22x	Barnsley to Sheffield	Every 15 minutes
X20	Barnsley to Doncaster	Every 30 minutes
226	Barnsley to Thurnscoe	Every 30 minutes
203	Wombwell to Doncaster	Every 2 and a half hours

Table 5: Local Public Transport Network

- 5.36 In accordance with this policy, the proposed development will ensure that parking provision and access arrangements throughout the site will be designed to ensure suitable and safe access for pedestrians, cyclists and vehicles (including service vehicles).
- 5.37 The Transport Statement which accompanies the planning application confirms that the proposals are considered to be in accordance with national and local planning policy from a transport perspective.
- 5.38 It was considered that the development site is located in an area with very good existing public transport links, walking and cycling infrastructure, which will support sustainable travel and reduce the reliance on private vehicular modes.

Policy D1: High Quality Design and Place Making

- 5.39 Any proposed 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.*
- 5.40 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.*

5.41 The development proposals incorporate high quality design that will complement existing properties within the neighbourhood and will provide appropriate levels of privacy and amenity for new residents.

5.42 A high quality scheme will be delivered which successfully defines private spaces and public spaces. Private driveways will be defined by a change in surface materials. The private back gardens of the houses will be bordered by high quality fencing and shrubbery in order to enhance privacy and form strong, effective boundaries.

- 5.43 More detail on the design of the proposal can be found within the accompanying Design and Access Statement and planning drawings.

Policy CC2: Sustainable Design and Construction

- 5.44 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.

Policy CS3: Flood Risk

- 5.45 The impact of flooding will be reduced by not permitted development in areas where it would be at an unacceptable risk of flooding, or would give rise to flooding elsewhere.
- 5.46 Flood Risk Assessments are required on sites over 1 ha in Flood Zone 1 and all proposals in Flood Zone 2 and 3.
- 5.47 The site is located in Flood Zone 1 of the Environment Agency's online mapping records which is land deemed as having a less than 1 in 1000 chance of flooding in any one year (<0.1%) from a fluvial source.
- 5.48 The Flood Risk Assessment submitted in support of this application confirms that the site is at a low risk of surface water flooding, groundwater flooding and sewer flooding.

Policy CC4: Sustainable Drainage Systems (SuDS)

- 5.49 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.
- 5.50 As set out in the accompanying Drainage Report, a drainage strategy has been prepared as part of the proposed development to deal with foul and surface water drainage.

Policy RE1: Low Carbon and Renewable Energy

- 5.51 All developments will be expected to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions and should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.

Open Space Provision on New Housing Developments SPD (2012)

- 5.52 The guidance states that a minimum of 15% of the gross site area of new housing development must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses.
- 5.53 The proposal includes 1.12 ha of public open space which meets this requirement. This public space includes a LAP area and more detail is provided in the accompanying Design and Access Statement.

Parking SPD (2012)

- 5.54 The maximum parking standards for this type of development (C3) are set out in the Council's Parking Supplementary Planning Document which states that for dwellings with 1 or 2 bedrooms a maximum of 1 space should be provided and 2 spaces for dwellings with 3 or more bedrooms.
- 5.55 This proposal meets this criteria thorough the provision of at least 1 parking space per dwelling with larger dwellings benefitting from additional space and garages.
- 5.56 The parking breakdown is provided below:

Type	Number
Curtilage parking	444
Visitor	16
Integral garage	52
Detached garage	82
Total	594

Table 6: Car parking

6.0 ASSESSMENT OF PROPOSALS

6.1 This section assesses the planning merits of the development proposal. The following issues are considered to be relevant to the determination of the planning application.

Principle of Development

6.2 The Principle Town of Wombwell is intended to be a focus for housing growth. In accordance with Policy H2 of the Local Plan, 2069 dwellings are set to be delivered in Wombwell between 2014 and 2033.

6.3 The application site is identified within the Local Plan as a Mixed Use site (MU6) which is to provide 250 dwellings and a primary school. As such, the site is required in order for the Council to meet its required supply of land and its housing targets and this application confirms the deliverability of the site.

6.4 This application proposal seeks permission for the development of 229 residential dwellings. Whilst the density (38dph) is marginally below the 40dph policy aspiration, this Statement sets out (paragraph 5.28) the reasons why a reduced density is appropriate on the site. The proposals provide a high quality development which consists of a mix of housing (including bungalows) and a large large areas of public open space including a LAP. The design approach seeks to prevent any issues such as overlooking between the site and the surrounding residential properties.

6.5 The site is situated in a sustainable location with good access to nearby local facilities and services within Wombwell. The site also has good access to public transport links which provides means of transport other than the private car to a range of locations such as Barnsley Town Centre.

Affordable Housing

6.6 Policy H7 of the Local Plan requires developments of 15 or more dwellings to provide affordable housing with 10% of affordable housing being expected in Wombwell.

6.7 The application complies with this requirement with a total of 23 affordable housing, consisting of 2 x 2 bedroom bungalows and 17 x 2 bedroom units and 4 x 3 bedroom units. This equates to 10% of the total houses proposed being affordable.

Design

- 6.8 Paragraph 124 of the NPPF emphasises the importance of the creation of high quality buildings and places with good design being a key aspect of sustainable development.
- 6.9 Additionally, Policy D1 states that any proposed 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.
- 6.10 This proposal meets this requirement through the design and layout of the scheme taking into account the specific characteristics of the development site, the surrounding area and the wider context of its location and incorporating high quality design that will complement existing properties within the neighbourhood.
- 6.11 The design of the scheme considers the topography of the locality and will provide appropriate levels of amenity, privacy and safety for residents. The site will strive to achieve an efficient and legible site layout in accordance with design policies set out in local and national policy.
- 6.12 The proposed development comprises a mix of 2, 3 and 4 bedroom dwellings of varying styles, contributes to the mix of dwellings already present within Wombwell, in accordance with Policy H6 of the Local Plan.
- 6.13 A high quality scheme will be delivered which successfully defines private spaces and public spaces. The proposed layout will also provide adequate external storage for residents, including parking, garage space for larger family homes and on site external bin and recycling.

Access and Highways

- 6.14 The proposed access points serving the development will be taken directly from Gypsy Lane and from a newly formed junction to Lundhill Road, achieved through the demolition of an existing bungalow in order to provide a wider access point into the site. Within the site a clear road hierarchy is established through the scale of highway routes and materials used in order to ensure legibility.
- 6.15 The ability of the existing wider road network to support new development on allocated housing sites has been assessed by the Council as part of the Local Plan process. The

resultant highways assessment confirmed that the site could be developed and that the highway network could support the additional vehicle movements.

- 6.16 A Travel Plan and Transport Assessment have also been prepared and are submitted with the application. The assessment concludes that the proposals are considered to be in accordance with national and local planning policy from a transport perspective. Off-site highways mitigation is proposed to Gypsy Lane in the form of bollards to the east of the secondary access point. This will direct vehicles to the newly formed junction with Lundhill Road.
- 6.17 It was considered that the development site is located in an area with very good existing public transport links, walking and cycling infrastructure, which will support sustainable travel and reduce the reliance on private vehicular modes.

Ecology

- 6.18 The application is supported by a Preliminary Ecological Appraisal prepared by MRB Ecology and Environment. An extended Phase 1 Habitat and botanical survey was carried out on the 21st November 2018. The survey was carried out in order to establish whether any habitats or species of particular nature conservation value were present on the site.
- 6.19 Based on the survey evidence, the loss of the above habitats to buildings and hard standing will have a moderate direct impact on local biodiversity (primarily the loss of copses of young trees and species-poor unmanaged grassland). These impacts are considered to be of low significance in a Borough-wide setting. At the local level a number of mitigation and enhancement measures have been suggested to make sure the impacts are minimised and that the biodiversity value of the site is maximised. These measures include new landscape planting as shown in the submitted plans.

Tree Survey

- 6.20 A tree survey has been carried out in support of this application. The proposed application involves the removal of existing scrub and self-set cover on the site, however the results of the tree survey show that all of the sites internal tree cover is considered of moderate or low quality. As such the impact of the proposed development from an arboricultural perspective will be limited.
- 6.21 The area of woodland in the eastern corner of the site will be retained and enhanced through

the addition of a new footpath and planting along the boundaries and within the site will also be retained as well as a section of trees through the centre of the site.

- 6.22 Together with the additionally proposed landscape planting, these features will enhance the overall quality of the site.

Flood Risk/Drainage

- 6.23 The site is located in Flood Zone 1 of the Environment Agency's online mapping records which is land deemed as having a less than 1 in 1000 chance of flooding in any one year (<0.1%) from a fluvial source.

- 6.24 The Flood Risk Assessment submitted in support of this application found that the site is at a low risk of surface water flooding, groundwater flooding and sewer flooding. The development will increase peak surface water run off rates by approximately 53% and peak surface water run off volume by 30%, however this can be mitigated by the use of sustainable drainage principles, limiting the run off rate and providing attenuation storage for excess run off.

- 6.25 A drainage strategy has been prepared in support of the application, which details how the proposal will deal with foul and surface water drainage, including an underground drainage store and pumping station and the disposal of foul sewage and soakaway details.

Ground Investigation Report

- 6.26 Hamson Barron Smith Ltd (HBS) was commissioned by Barnsley Metropolitan Borough Council to provide a ground investigation for the whole site including the primary school in May 2018. The report found no significant contamination of concern on the site, although the ground conditions have informed the proposed Drainage Strategy as detailed in the submitted report.

Landscaping

- 6.27 Landscaping forms a key aspect of the design of the proposal with the incorporation of public open space and planting in order to soften the appearance of the residential development. This includes the use of street trees and vegetated open space with a mixture of groundcover, shrubs and trees.

- 6.28 The proposal includes 1.12 ha of public open space including a LAP area, more details of

which is provided in the accompanying Design and Access Statement.

- 6.29 The woodland located to the north eastern corner of the site is to be retained along with the incorporation of planting and hedgerow throughout the site and along the boundary.

7.0 CONCLUSION

- 7.1 This Planning Statement has been prepared by DLP Planning on behalf of Premier Construction in support of an application for full planning permission for residential development at the former Wombwell School, Lundhill Road, Wombwell.
- 7.2 The application proposal seeks permission for the development of 229 residential dwellings together with two newly formed access points, public open space and landscaping.
- 7.3 This Planning Statement provides a review of the planning history of the site, identifies the relevant planning policy context, including policies from the recently adopted Local Plan, and undertakes a planning assessment of the development proposals.
- 7.4 The site is situated in a sustainable location with good access to nearby local facilities and services within Wombwell. The site also has good access to public transport links which provides means of transport other than the private car to a range of locations such as Barnsley.
- 7.5 Within this context, the principle of residential development is considered to be acceptable particularly due to the site being allocated as a mixed use site within Barnsley's Local Plan. The proposed development provides a high quality design, which consists of a mix of housing and large areas of public open space. The proposed density responds to the characteristics of the site and will protect residential amenity preventing issues such as overlooking between the site and the surrounding residential properties.
- 7.6 It has been demonstrated that the development proposal is in accordance with national and local planning policy and that there is the opportunity to provide much needed housing within this sustainable location.
- 7.7 On this basis it is considered that the application should be approved without delay.

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