Nathaniel Lichfield & Partners
Planning. Design. Economics.

Planning, Affordable Housing & Sustainability Statement

Proposed Residential Development, Land at Dearne Hall Road, Low Barugh

Commercial Estates Projects and Hallam Land Management

April 2013

21235

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1.0 Introduction

1.1 This Statement has been prepared on behalf of Commercial Estates Projects (CEP) and Hallam Land Management (HLM) (the 'Applicant') to accompany an outline planning application for residential development of land at Dearne Hall Road, Low Barugh, Barnsley. All matters are reserved except access.

1.2 The purpose of the Statement is to assess the development proposals against the National Planning Policy Framework (NPPF) and Development Plan policies. This Statement will also provide the applicant's approach to affordable housing and examine the extent to which the proposals represent sustainable development.

Proposed Development

1.3 The Outline Planning Application ('OPA') seeks permission for

"demolition of existing dwellings on site and development for residential use (Use Class C3) with open space and landscaping, associated access and a new link road"

1.4 Specifically it is envisaged that the development could create:

1 a **residential development** of approximately 150 dwellings providing a mix of housing types, including affordable housing of a type and quantum assessed as viable;

2 a green infrastructure network;

3 two accesses into the site. The access to the north of the site will be from Dearne Hall Road. The access in the south-west of the site will involve creating a larger roundabout at the junction of Barnsley Road, Claycliffe Road and Barugh Lane; and

4 a link road, which will connect the proposed roundabouts and will ease traffic congestion in the surrounding area.

Accompanying Submissions

1.5 The planning application is accompanied by the following documentation:

- Covering Letter, Application Forms and Certificates;
- The following drawings, prepared by NLP;
  - i Site Location Plan
  - ii Framework Plan
- Proposed Junction Arrangement Plans, prepared by Bryan G Hall;
- Planning, Affordable Housing and Sustainability Statement, prepared by Nathaniel Lichfield & Partners (NLP) – this document;
- Statement of Community Involvement, prepared by NLP;

- Design and Access Statement, prepared by NLP;
- Ecology Report, prepared by Baker Shepherd Gillespie;
- Geoenvironmental Desktop Study, including coal mining risk assessments and contaminated land assessment prepared by Sirius ;
- Transport Assessment, prepared by Bryan G Hall;
- Travel Plan, prepared by Bryan G Hall;
- Archaeological Desk Based Assessment, prepared by NAA;
- Geophysical Survey Report, prepared by GSB;
- Flood Risk Assessment, including SUDs and drainage strategy, prepared by Weetwood;
- Air Quality Assessment, prepared by URS;
- Noise Assessment, prepared by Cole Jarman;
- Tree Survey, prepared by JCA;
- Summary Statement, prepared by NLP; and
- S.106 Heads of Terms and contact details for legal representative.

1.6 The above submissions were prepared having regard to the Council's Validation requirements, as set out in a 'Pre-application Enquiry Letter' from the Council to NLP sent on the 15th March 2012 and should be read alongside this Statement.

Structure

1.7 The remainder of this Statement is structured as follows:

- Section 2.0: Site and Surroundings
- Section 3.0: Planning Policy Context
- Section 4.0: Sustainable Development
- Section 5.0 Conclusions

2.0 Site and Surroundings

2.1 The proposed development site comprises approximately 10ha of land to the south of Dearne Hall Road, Low Barugh. It includes two properties (1 & 3 Claycliffe Road) and a large field, which is partly used for agricultural purposes with the remaining land undeveloped. The land is mostly greenfield, but also contains brownfield features, including former cooling ponds and railway embankments/cuttings. An electricity pylon is located in the north east of the site and a power line runs across the site in a north-south direction.

2.2 The majority of the site lies within Flood Zone 1, however, there is a small area of land in the north-eastern part of the site which lies within Flood Zone 2.

2.3 The site is bounded:

- to the north by residential dwellings and Dearne Hall Road, beyond which lies agricultural land;
- to the south by an industrial site, electricity substation and housing;
- to the east by the railway line, beyond which lies agricultural land; and
- to the west by a church and Barnsley Road, beyond which lies residential properties and a hotel.

2.4 The site is located within Urban Barnsley and is accessible on foot and by sustainable modes of travel. Indeed it has been assessed by the South Yorkshire Passenger Transport Executive (SYPTE) as being a 'green' site, on the basis that it lies within walking distance of the Core Public Transport Network (see Appendix 1). There are public houses and a church within 400m of the site. Additional local services and open space are present in Barugh Green, within 1km of the site.

3.0 Planning Policy Context

3.1 This section identifies the key national and local planning policies which are of relevance to the application proposals.

3.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the Plan unless material considerations indicate otherwise.

Adopted Development Plan

3.3 At the time of writing, the Development Plan for the Low Barugh area comprises:

- Barnsley Core Strategy (2011); and
- Saved Policies of the Barnsley Unitary Development Plan (UDP) (2000).

3.4 It should be noted that the Yorkshire and Humber Regional Strategy (RS) (save for certain policies relating to the York Green Belt) was revoked by the Government on the 22nd February 2013. The RS policies therefore no longer form part of the Development Plan.

Barnsley Core Strategy

3.5 The application site lies within the area defined within the Core Strategy as 'Urban Barnsley'.

3.6 Policy CSP8 of the Core Strategy states that priority will be given to development in Urban Barnsley and Principal Towns. Furthermore, it confirms that "*Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town to accord with its place in the settlement hierarchy*".

3.7 Policy CSP9 sets out Barnsley's housing requirement for the period 2008-2026. It identifies a requirement for at least 21,500 net additional homes and the need to maintain a minimum 5 year supply of deliverable sites. Policy CSP10 confirms that 46% (9,800) of these new homes should come forward in Urban Barnsley.

3.8 Other relevant policies are referred to in Appendices 2, 3 and 4.

Barnsley Unitary Development Plan (UDP)

3.9 The application site lies within the Barnsley Urban Community Area boundary. It is allocated on the Proposals Map as 'Urban Land to Remain Undeveloped' (Policy BA11). It also lies adjacent to a 'Housing Policy Area',

an 'Employment Policy Area' and a Strategic Highway Network and Strategic Highway Proposal.

3.10 UDP Policies BA11 and GS11 set out the policies related to sites identified as 'Urban Land to Remain Undeveloped" (ULRU). Policy GS11 states that:

*"On sites shown as ULRU on the proposals map existing uses will normally remain **during the plan period** and development will be restricted to that necessary for the operation of the existing uses, other planning permission for the permanent development of such land will only be granted **following a review of the UDP**, which proposed that development on the land in Question".*

3.11 Policy BA11 reiterates the requirements of Policy GS11. Policy BA11/1 specifically relates to the application site (Dearne Hall Farm, Dearne Hall Road). It states that:

*"This is an area of land valued locally as open land which may nevertheless in the future be required to meet longer term development needs for either employment, **housing**, community or **open space** or a combination of these uses. It will be subject to a technical assessment and public consultation when the Plan is reviewed if consideration of the respective development requirements at that time indicate that additional land is needed"*

3.12 Whist Policies GS11 and BA11 have been saved, they are currently being reviewed through the Council's preparation of the Development Sites and Policies DPD, as discussed below.

3.13 Other relevant policies are referred to in Appendices 2, 3 and 4.

Emerging Local Development Framework

Development Sites and Policies DPD

3.14 Barnsley Council is in the process of preparing the Development Sites and Policies DPD. This document will identify sites and allocations, site specific policies and criteria based policies. Specifically it will ensure that the requirements set out in the Core Strategy, including housing requirements can be met. In this context, this document will supersede most of the remaining saved policies of the Local Plan, including UDP Policy BA11.

3.15 A Development Sites and Policies DPD: Consultation Draft was published for consultation in July 2012. This draft identified the application site as a proposed housing allocation (Ref. No. BAR32), comprising 10.04ha, with a potential yield of 427 dwellings. This yield would appear to be based on a density of 42 dwelling per hectare. However, the document also notes that the site is capable of delivering an element of low density housing. The site is identified as a 'Phase 1' site, which means that it can be released at any point during the plan period.

3.16 The following policy guidelines are set out in relation to the application site:

"The development must:

- *demonstrate that the site can be adequately accessed through the development of a new spine road through the site and that any access and road layouts will enable the development of the entire site for residential purposes*
- *provide proposals and interventions to encourage public transport use by residents*
- *protect and improve the pond and swamp areas on the southern and eastern boundaries of the site and investigate the possibility of linking the areas using a wildlife corridor possibly incorporating a SUDS system.*

This site is currently identified as being capable of delivering an element of low density housing".

3.17 It is understood that the Publication Draft of the Development Sites and Policies DPD will be published in April 2013, with adoption expected in 2014.

3.18 Whilst the document has not yet been finalised, paragraph 216 of the NPPF – see below - confirms that weight should be given to the contents of emerging Local Plan documents that are in accordance with the NPPF.

Supplementary Planning Documents (SPDs) and Planning Advice Notes

3.19 The following SPDs have been taken into account in the preparation of the application:

- SPD: Open Space Provision on New Housing Development (March 2012); and
- SPD: Designing New Development (March 2012)

3.20 The Council adopted Planning Advice Note 30 (PAN 30): Sustainable Location of Housing Sites in July 2011. It is now a material consideration in the determination of planning applications for residential development. A PAN 30 assessment has already been submitted to the Council by the applicants and can be viewed at Appendix 5.

National Planning Policy Framework

3.21 The NPPF is a material consideration for all planning applications. For Development Plans such as the Barnsley UDP which were adopted prior to 2004, "*due weight should be given to relevant policies in existing plans according to* ***their degree of consistency with the framework***". This Statement will therefore assess the extent to which UDP policies are consistent with the NPPF and ultimately the weight that can be afforded to them.

3.22 The aim of the NPPF is to proactively deliver sustainable development to support the Government's housing and economic growth objectives and deliver the development which the country needs. The NPPF directs that

local planning authorities *"**should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area."***

3.23 In respect of decision-taking, the NPPF states that *proposed development that accords with an **up-to-date** Local Plan should be approved"* (NLP emphasis) (Paragraph 12).

3.24 The cornerstone of the NPPF is the **presumption in favour of sustainable development** (set out in paragraph 14) which states that for decision taking this means:

- Approving development proposals that accord with the Development Plan without delay; and
- where the Development Plan is absent, silent or relevant policies are out of date, permission should be granted unless:
  - *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; or*
  - *specific policies in this Framework indicate development should be restricted*

3.25 Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. For the purposes of the presumption in favour of sustainable development, paragraph 49 goes on to say that relevant policies for the supply of housing **should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.**

3.26 As further discussed in Section 4.0, in a recent appeal decision in Barnsley (Mapplewell Appeal Ref. No. APP/R4408/A/10/2138041/NWF) the Inspector concluded that "*a 5 year supply of deliverable sites has not been demonstrated*". **In this context, UDP Policy BA11 is not considered to be up to date and no weight should be attached to it in determining this planning application.**

3.27 The NPPF states that there are three dimensions to sustainable development:

- Social;
- Economic; and
- Environmental.

3.28 The sustainability credentials of the application proposals are discussed in the following sections of this Statement.

Key Policy Objectives

3.29 The analysis set out above has identified relevant Development Plan and national policy objectives. This Statement has grouped the objectives into

social, economic and environmental objectives, in light of the NPPF's focus on sustainable development (see paragraphs 7 and 14 of the NPPF in particular).

3.30 The tables set out in Appendices 2, 3 and 4 identify the objectives, relevant national and Development Plan polices and provide an analysis of how the application proposals perform against each objective.

Summary

3.31 In summary a review of the relevant national and local Policy has revealed that:

1 The Core Strategy confirms that Urban Barnsley is the key focus for development and housing delivery. The application proposals will therefore contribute to meeting this aim.

2 Whilst the UDP identifies the site as Urban Land to Remain Undeveloped, it accepts that this designation will need to be reviewed to meet future development needs through a revised plan.

3 The UDP was adopted prior to 2004 and therefore the NPPF directs that weight should only be afforded to its policies where they are consistent with the NPPF. No weight should therefore be attached to the Urban Land to Remain Undeveloped policy in this instance.

4 The emerging Development Sites and Policies DPD identifies the application site as a suitable and sustainable housing site and proposes that it is allocated for housing.

5 The NPPF requires that housing applications should be considered in the context of the presumption in favour of sustainable development. As the Council do not have a 5 year supply of deliverable sites, policies which restrict housing supply should be considered out of date and sustainable proposals for housing should be approved without delay. No weight should therefore be attached to UDP Policy BA11 and this planning application should be approved without delay.

4.0 Sustainable Development

4.1 This section assesses the extent to which the application proposals are socially, economically and environmentally sustainable. A detailed analysis of whether the proposals meet national and local sustainability objectives is provided at appendices 2, 3 and 4 of this Statement.

4.2 The sustainability of the site has been objectively assessed through the Council's PAN 30. **A PAN 30 assessment has been undertaken which concludes that the site is sustainable (see appendix 5)**

Social Sustainability

4.3 The Development Sites and Places DPD Sustainability Appraisal (September 2012) identifies that the development will have positive impacts in terms of social objectives by *'making a substantial contribution towards the objective of meeting housing needs'* and meeting *'the borough's spatial strategy.'*

4.4 This Statement demonstrates that the proposals will contribute in a positive way to national and local **sustainability policy objectives** (see appendix 1). Specifically the development will have significant social benefits in terms of:

1 Delivering housing in the Urban Barnsley area in line with requirements of the Core Strategy;

2 Providing a range of housing types to create a sustainable mixed community;

3 Delivering a high quality residential development, which respects the local character of the area, provides significant areas of public open space and ensures access for all corners of the community; and

4 Addressing the shortfall in housing (see below).

4.5 Paragraphs 47 and 49 of the NPPF require local planning authorities to identify a 5 year supply of deliverable housing sites. As set out in paragraph 3.28, the Council does not have a five year housing land supply. Paragraphs 14 and 49 of the NPPF direct that, in such circumstances, relevant policies for the supply of housing in Barnsley **should not be considered up to date.**

4.6 The presumption in favour of sustainable development directs that planning permission for housing should be granted unless the adverse impacts of doing so would **significantly and demonstrably outweigh the benefits**. It is clear from the Council's Sustainability Appraisal, the PAN 30 assessment completed and submitted with the application and the technical assessments which accompany this application that the proposals are sustainable and would provide significant and overriding economic, social and environmental benefits. Therefore, in accordance with the NPPF, the proposals should be approved without delay.

Affordable housing

4.7 Policy CSP15 of the Core Strategy sets an affordable housing target of 25% in the Barugh area unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable.

4.8 In line with the provisions of policy CSP15, these proposals will provide affordable housing at a level which ensures the scheme as a whole is economically viable. This will be agreed with the Council during the determination of the application when feedback has been received from statutory consultees.

Economic Sustainability

4.9 The application proposals will generate **significant economic benefits** and support sustainable economic growth by:

1 Creating new temporary and permanent jobs in Barnsley;

2 Generating investment in the local economy of Barugh;

3 Providing infrastructure improvements including the provision of a new link road to relieve local congestion; and

4 Delivering New Homes Bonus payments and increased Council Tax receipts.

4.10 The proposals deliver sustainable economic benefits. The NPPF states that planning decisions should *'support sustainable economic development to deliver the homes […] infrastructure and thriving local places that the country needs'*. Accordingly the application should be supported and approved.

Environmental Sustainability

4.11 The Council's Sustainability Assessment concludes that the site would have a number of positive environmental effects. The Appraisal concludes that policies associated with the draft allocation of the site will protect and improve the pond and swamp area and link them to the wider Wildlife Corridor.

- The technical assessments submitted with this application demonstrate that **the proposals are environmentally sustainable**.
- The SYPTE have stated that the proposals:

> *'comply with public transport related policy on a national, regional and local scale. The planned redevelopment of the land east of Barugh Lane complies with many of the principles outlined in [national policy] as it ensures that development of this nature is located in an area that benefits from access to the existing public transport network'*

- The proposals, as assessed by the SYPTE, score a 'green' classification from the Land Use and Transport Integration assessment meaning no major public transport interventions are required to make the proposals acceptable in planning terms.
- The proposal will protect and enhance habitats and species on the site, particularly ponds, newts and terrestrial newt habitat.
- Noise emanating from nearby commercial uses and infrastructure will not, beyond recognised standards of amenity, affect the internal or external living areas of prospective residents.

4.12 A detailed analysis in Appendix 3 demonstrates that the application proposals are in accordance with national and local environmental sustainability objectives. The technical documents which accompany this application confirm that there are no significant adverse environmental effects generated by the development that cannot be adequately mitigated. The proposals are in a sustainable location and will improve the management of habitats on the site. In accordance with paragraph 17 of the NPPF, the proposals will *'conserve and enhance the natural environment and reduce pollution.'*

Summary

4.13 The proposal for approximately 150 dwellings on the land south of Dearne Hall Road are in accordance with up to date policies in the Development Plan, the emerging Development Sites and Places DPD and national policies as set out by the NPPF.

4.14 The proposals have net **social, economic and environmental benefits** and therefore represent sustainable development. In the context of paragraphs 14 and 15 of the NPPF, the proposals are sustainable and should be approved without delay.

5.0 Conclusion

5.1 In accordance with the NPPF, this Planning, Affordable Housing and Sustainability Statement has assessed the proposals against national and local sustainability objectives set out in the NPPF and Development Plan. An assessment of the policies and application proposals has concluded that this planning application should be approved.

- The proposals have been formulated in full consultation with the community of Low Barugh, local businesses and stakeholders and officers of the Council.
- The proposals are sustainable and deliver net economic, social and environmental benefits in accordance with the NPPF and Development Plan.
- The proposed allocation of Low Barugh in the emerging Development Sites and Places DPD should be given weight as the site has been deemed to be sustainable by the associated Sustainability Appraisals and this application.
- The proposals will deliver a package of benefits including social, environmental and transport infrastructure, 35 full time construction jobs, 15 spin off jobs in related services and attract private sector investment into the local economy of circa £730,000; and
- Policies contained within the UDP, particularly policies BA11 and GS11, are deemed out of date by paragraph 215 of the NPPF and are in conflict with paragraphs 47 and 49 of the NPPF which state that:
  - i local authorities should boost significantly the supply of housing
  - ii housing should be considered in the context of the presumption in favour of sustainable development
  - iii policies which restrict housing supply should be considered out of date
- The Council cannot demonstrate a 5 year supply of deliverable housing sites and therefore this planning application for a sustainable housing development **should be approved without delay, in accordance with the NPPF**.

Appendix 1 SYPTE Review of Site

South Yorkshire Passenger
Transport Executive

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sypte.co.uk

Mr Andrew Burton
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Barnsley MBC
Westgate Plaza
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28th February 2012

Your Ref Pre App

Our Ref Pre App

Ask For Matt Reynolds

Direct Line 0114 2211262

Email Matthew.Reynolds@sypte.co.uk

Dear Andrew,

Thank you for consulting South Yorkshire Passenger Transport Executive (SYPTE) on this planning application. Following consultation with local transport operators and a Land Use and Transport Integration (LUTI) assessment, I would like to set out SYPTE's recommendations for the site

Application Ref: XXX
Description: **XXX**

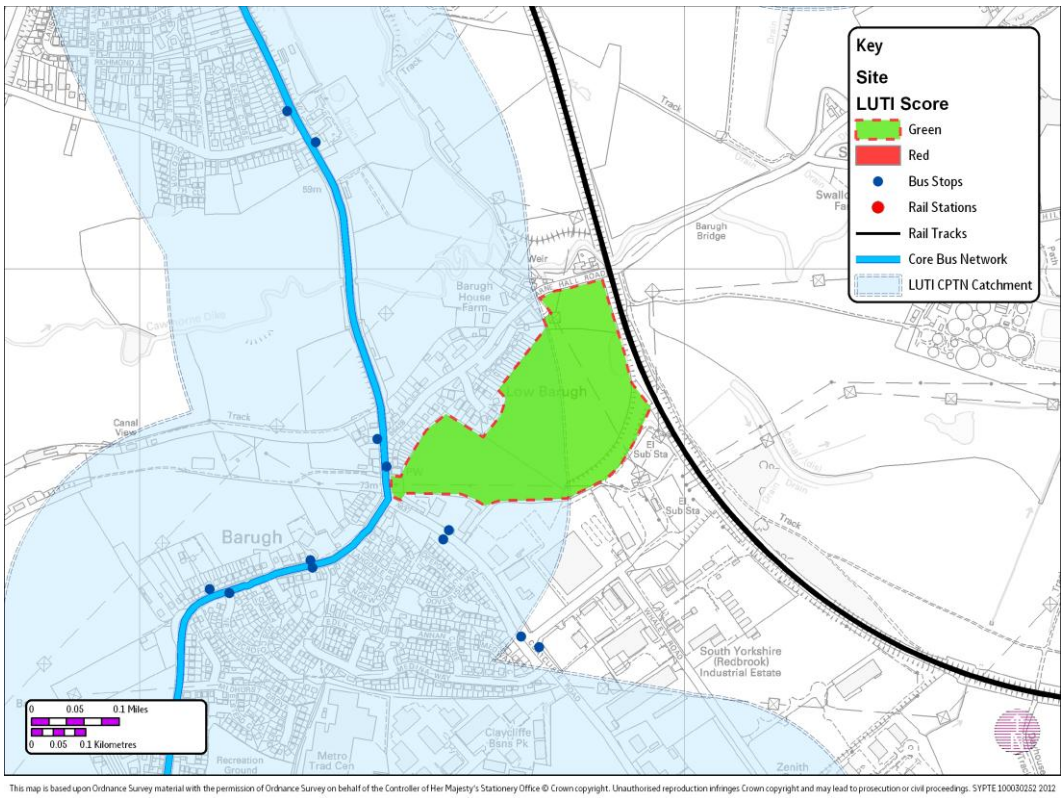
Site Assessment

- LUTI has scored this site is an 'Green'
- Within 400m from Barugh Lane bus stops

Recommendations

- SYPTE yearly TravelMaster x400 (5.1)

Total Contribution Required – £186,000



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LUTI Scoring and Policy Alignment

1.1 The location of this development complies with public transport related policy on national, regional and local scale. The planned redevelopment of the land east of Barugh Lane complies with many of principles outlined in PPG 13 as it ensures that development of this nature is located in an area that benefits from access to the existing public transport network. This directly complies with various policies of the BMBC Core Strategy (CSP 14 Housing mix and efficient use of land and CSP 25 New development and sustainable travel) and the Sheffield City Region Transport Strategy (Policy I, Focus new development along key transport corridors and in places adjacent to existing shops and services).

1.2 The site has scored 'green' through the South Yorkshire Land Use and Transport Integration (LUTI) assessment. This indicates that the majority of the site is located within a 400m actual walking route from the bus stops on the core public transport network of Barugh Road.

1.3 In this case, a 'green' classification through the LUTI assessment means that there is no major intervention required, however, SYPTE suggest that softer measures to encourage public transport use are conditioned on the developer.

Public Transport Provision

2.1 The service level of public transport from the site high. SYPTE welcome the proposals for this development. We have carried a public transport assessment from the inbound stops into Barnsley from the closest stop to the site (survey taken between 10:00 and 12:59, interpeak);

2.2 **Stop Number: 370055209**
Stop Name: Barnsley Road/Barugh Lane
Walking Distance from Site: 200m (access from south west)
Buses per Hour: 7

Service Number	Service Route	Frequency (Mins)
97	Barnsley - Woolley - Wakefield	90
95	Barnsley - Kexborough - Skelmanthorpe	20
96A	Barnsley - Kexborough	60
96	Barnsley - Kexborough - West Bretton - Wakefield	60
93A	Barnsley Interchange - Kexborough	60
97A	Barnsley - Wakefield	180

2.3 As highlighted in 2.2, there are a range of public services provided connections to various locations around Barnsley including an hourly cross boundary bus service to Wakefield.

Public Transport Infrastructure

3.1 No Infrastructure required.

Site Design

4.1 The submitted plans currently do not show any site layout plans. As this is the case, SYPTE suggest the following design principles are followed;

- The layout of a site is influential in shaping peoples travel choices. To encourage public transport use;
- Site entrances/exits should be placed next to public transport access points
- Accessible, attractive, direct and safe walk routes should link the site to the stops
- Within the site, high density buildings should be placed closest to public transport access points
- The DfT Manual for Streets3 provides guidance on the required highway dimensions to safely accommodate public transport vehicles. The South Yorkshire Residential Design Guide also contains information on how to incorporate public transport into residential schemes. Both documents should be consulted when designing a site which will be used by public transport.

4.2 Also, access to Barugh Lane from the south west of the site is paramount in terms of access to the bus stops within an acceptable distance. SYPTE need to know where the site entrances and exits are going to be located.

Travel Planning

5.1 SYPTE would like to see the developer conditioned to provide each household with an SYPTE yearly TravelMaster as a means to encourage public transport use. These are available at 50% discount for developers if purchased for all dwellings on the site. Such an initiative can help achieve modal split targets and encourage sustainable travel choice by removing the cost barrier to public transport. For 400 dwellings, the cost will be £186,000.

I hope the above comments can be taken into consideration in your appraisal of the application and if you have any further queries or require additional information, please do not hesitate to contact me.

Yours sincerely



Matt J Reynolds
Planning Officer

South Yorkshire Passenger Transport Executive
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SYPTE is a member of the Travel South Yorkshire partnership.

Appendix 2 Social Sustainability

Objective	Relevant Policy	Analysis
Priority given to development in, inter alia, Urban Barnsley	*Core Strategy Policies CSP 8 and CSP10* The Core Strategy (Policy CSP8) states that Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town to accord with its place in the settlement hierarchy. Policy CSP10 confirms that 46% of these homes (9,800) should come forward in Urban Barnsley	The site lies within Urban Barnsley and will therefore support the policy aims of Policies CSP8 and CSP10.
Deliver a wide choice of high quality homes and ensure that there is a 5 year deliverable supply of homes	*NPPF Paras 47, 49 and 50* *Core Strategy Policies CSP9, CSP13, CSP14, CSP15* *Policy CSP14 notes that a minimum density of 40 dwellings per hectare, rising to 45 dwellings per hectare within good public corridors.* *Policy CSP15 requires that in the Low Barugh area 25% of new dwellings should be affordable, unless it can be demonstrated that this is unviable.* *Development Sites and Polices DPD: Consultation Draft: Proposed Allocation BAR32*	**Housing Mix** The application proposals will deliver approximately 150 dwellings, including a range of housing types, therefore meeting the NPPF requirement to deliver a wide choice of high quality homes. The emerging Development Sites and Policies DPD identifies the application site as a proposed housing allocation, which could deliver an element of low density housing. However, the density proposed in the emerging DPD for the application site was around 42 dwellings per hectare, which is clearly no low. Through preparing the application, our Client has undertaken a range of technical assessments which have identified some constraints on the site. This has reduced the net developable area. Furthermore, research into the local housing market confirms that medium density housing would the be most appropriate – and deliverable – type of housing on the site. In this context, the average density proposed as part of the application proposals is 30 dwellings per hectare (based on the developable area). This is considered to be acceptable in light of Policy BA32 in the emerging Development Sites and Places DPD which recognises that low density housing is acceptable in this location. Furthermore, the Design and Access Statement concludes that the surrounding residential character is of a much lower density than Policy CSP14 would require and it would not be appropriate to develop housing at this higher density.

Objective	Relevant Policy	Analysis
		Maintaining a 5 Year Supply In accordance with paragraphs 47 and 49 of the NPPF, the Council is required to identify a 5 year supply of deliverable housing sites together with an additional 5% buffer. In a recent appeal decision for a housing development in Barnsley (Mapplewell Appeal Ref. No. **APP/R4408/A/10/2138041/NWF**) the Inspector concluded that "a 5 year supply of deliverable sites has not been demonstrated". It is understood that the Council now accept this position. In this context, under the requirements of paragraph 49 of the NPPF, policies in Barnsley's UDP and Core Strategy which seek to restrict housing supply should not be considered up to date. This includes UDP Policy BA11. Furthermore, housing applications should be considered in the context of the presumption in favour of sustainable development set out in paragraph 14 of the NPPF. This states that planning permission for housing should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits. It is clear that in this case there are **no significant adverse impacts as confirmed by the technical assessments that accompany this application.** This planning application for a sustainable housing development should be approved without delay.
Ensure safe and suitable access	*NPPF para 32 and 69* The NPPF requires that applicants demonstrate that a safe and suitable access to the site can be achieved for all people. Core Strategy Policy CSP 26 *Emerging Development Sites and Policies DPD: BAR32* The emerging Development Sites and Policies DPD requires that development at the application site should a) demonstrate that the site can be adequately access through the development of a new spine road through the site and that any access and road layouts will enable the development of the entire site for residential purposes and b) provide proposals and interventions to encourage public transport use by residents.	The Design and Access Statement explains the approach to accessibility throughout the development. The proposed access into the site meets all necessary safety and accessibility standards. Transport and masterplanning work has confirmed that: • the site can be safely and adequately accessed from the surrounding local highway and pedestrian footway network; • the Council's aspiration for a new spine road through the site is feasible and will be delivered; and • any access and road layouts will enable the development of the entire developable area of the site.
Achieve high quality, inclusive design.	*NPPF Paras 17, 57 and 58*	The Design and Access Statement confirms that the development will meet the

Objective	Relevant Policy	Analysis
Developments should function well, have a strong sense of place, respond to local character, topography, key views and vistas and history and be safe and accessible and should not have a detrimental impact on amenity.	*Core Strategy Policy CSP29: This notes that residential developments will be accepted to meet Building for Life Assessment standard Good* *SPD: Designing New Development (March 2012)*	design requirements outlined in the NPPF. Matters relating to appearance and layout are reserved however the Design and Access Statement provides parameters establishing key design principles which will ensure suitable standards of quality.
Encourage pre-application engagement	*NPPF Para 189*	Engagement with the community, Council Officers and statutory consultees has taken place prior to the submission of the planning application. Feedback from this process has shaped the proposals and is set out in the accompanying Statement of Community Involvement.

Appendix 3 Economic Sustainability

Objective	Relevant Policy	Analysis
Support sustainable economic growth	*NPPF Paras 18-22*	An economic assessment of the proposals demonstrates that the development will: • Support approximately 35 direct full time equivalent (FTE) jobs in construction throughout the duration of the anticipated 4 year build programme • Generate a further 15 FTE 'spin-off' jobs in the supply chain and related services • Deliver a temporary uplift in Gross Value Added of circa £875,000 • Attract new economically active households to the local area, resulting in £730,000 of net additional expenditure per annum in the local economy. This could be expected to create 7 new FTE jobs in retail and leisure within Barnsley • Result in New Homes Bonus payments totalling more than £1.2m • Deliver an uplift in Council Tax revenues in excess of £185,000 per annum

Appendix 4 Environmental Sustainability

Objective	Relevant Policy	Analysis
Protect landscape character and enhance and provide adequate open space within new development	*NPPF para 109* *Core Strategy Policies CSP37 and CSP33.* *SPD Open Space Provision on New Housing Development*	The application site does not fall within any local landscape designations as defined on the Local Plan Proposals Map. **Over TBC%** of the site area within the red line boundary will be **open space**. The Design and Access Statement explains the approach taken to providing green infrastructure and confirms how the development meets the open space requirements set out in the *Open Space Provision on New Housing Development* The following types of open space will be provided within the development : • Natural/semi-natural open space; • Amenity greenspace; • Provision for young people and children; and • Paths and walkways for people of all ages. The development will enhance the provision and quality of publically accessible multifunctional open space in line with the requirements of the Open Space Provision on New Housing Developments SPD. The site has a number of significant constraints which reduce the developable area considerably (the proposed development is for approximately 150 dwellings where as the proposed allocation is for 427 dwellings) and it is considered that the mix of uses proposed provides extensive areas multifunctional public open space whilst making efficient and effective use of this sustainable housing site in line with the emerging Development Plan. Indeed the NPPF at paragraph 17 states that local planning authorities should encourage multiple benefits from the use of land in urban areas, recognising that some open land can perform many functions.
Avoid increased congestion, reduce greenhouse gas emissions and promote sustainable travel	*NPPF Paras 30, 32 and 34* *Core Strategy Policies CSP1 and CSP25* The NPPF and Core Strategy require that where possible developments are located where the need to travel will be minimised and where there are opportunities for people to travel	SYPTE confirms that the proposal *'directly complies with various policies of the BMBC Core Strategy (CSP 14 Housing mix and efficient use of land and CSP 25 New development and sustainable travel) and the Sheffield City Region Transport Strategy (Policy I, Focus new development along key transport corridors and in places adjacent to existing shops and services).'* The site has scored 'green' through the South Yorkshire Land Use and Transport Integration (LUTI) assessment. This indicates that the majority of the site is located within a 400m actual walking route from the bus stops on the

Objective	Relevant Policy	Analysis
	by sustainable transport modes. Developments should where possible reduce greenhouse gas emissions and congestion and where this is not possible should only be refused permission where residual cumulative impacts of a development would be severe or significant. Policy CSP25 requires new development to provide minimum parking levels for cycles, motorbikes, scooters and mopeds. Development should not exceed the defined maximum parking standards.	core public transport network of Barugh Road. As the proposals score a 'green' classification through the LUTI assessment this means that no major public transport interventions are required to make the proposals acceptable in principle. A residential Travel Plan has been submitted with the application. The document's primary aim is to reduce the number of single occupancy vehicle journeys to/from the site by promoting alternative sustainable modes of travel for residents. Congestion will be reduced through the provision of a link road which will run through the site connecting Dearne Hall Road to the north to a proposed fourth arm on the A637 Barnsley Road/Barugh Lane/Claycliffe Road roundabout to the south. The link road will allow both development traffic and local traffic to re-route avoiding the congested Dearne Hall Road/A637 Barnsley Road priority junction. It is also proposed to upgrade the Claycliffe Road mini roundabout to a larger roundabout junction. The off-site highway measures proposed will improve the operation of both junctions currently deemed to operate above capacity. The effects will be to reduce the impact of the development on the local highway network and reduce congestion.
Ensure development is not at unacceptable risk from noise, air, water and other pollution or land instability	*NPPF Paras 109, 120, 123 and 124* *Core Strategy Policies CSP39, CSP40, CSP41*	The Ground Conditions of the site have been assessed. The assessment found that: • Workings on a local coal seam are close to the central southern part of the site and could potentially require mitigation. • The depth of any workings in the eastern and northern most part of the site are considered likely to be too deep to affect surface stability. • No mine entries are recorded to exist on the site by the Coal Authority. • Elevated concentrations of organic and inorganic contaminants have been recorded in the made ground in both the backfilled railway cutting and the embankment in the southern most part of the site. These are considered to pose a moderate risk to end users and a low risk to controlled waters and will need to be assessed further. • Ground gases from both on and offsite sources are considered to pose a moderate to high risk to end users and will need to be assessed further Mitigation measures following the additional ground investigation works are

Objective	Relevant Policy	Analysis
		likely to comprise: • Drilling and pressure grouting of the Top Haigh Moor coal seam, where within influencing distance of the surface; • Adoption of foundations suitable to accommodate treated workings and, locally, deep made ground; • Local removal/remediation of contaminant hotspots (ie area/s within the backfilled watercourses); • Local provision of clean subsoil/topsoil in gardens; and • Provision of gas protection measures. Overall, with appropriate mitigation measures, the proposals will not cause unacceptable risk from pollution or land instability.
Minimise impacts on ecology and biodiversity and where possible provide net gains.	*NPPF Paras 109 and 118* *Core Strategy Policies CSP1 and CSP36*	An Ecology Survey has found that arable fields occupy the majority of the site and are considered to be of limited ecological value. Two ponds fall within the site, the smaller of which falls within the proposed development footprint and will therefore be lost. Survey work in 2012 found a large population of great crested newt within the larger pond. This pond will be retained, protected and buffered from the development. A detailed mitigation strategy including the creation of suitable new ponds and habitats for newts has been formulated. Overall the proposals will retain parts of the sites containing newts and newt habitat. Large areas of the site will be provided as natural and semi-natural areas which will encourage a range of habitats and species and lead to a significant net increase in suitable habitat.
Conserve heritage assets in a manner appropriate to their significance	*NPPF Para 126* Core Strategy Policy CSP30 *UDP Policy BE4*	The proposed development would not have an impact on any designated heritage assets. Non-designated heritage assets recorded within the vicinity range in date from a possible Iron Age or Romano-British enclosure to 20th-century industrial structures. The proposed development site lies within an agricultural field which contains cropmark evidence of a possible Iron Age or Romano-British enclosure, which is of regional significance. The northern end of the site contains the infilled remains of an early 19th century canal, including at least two locks, and a mill tail-race, which are of local significance. The site is bounded to the south by the course of a former branch railway dating to 1850. There is also the

Objective	Relevant Policy	Analysis
		potential for unrecorded remains to be encountered. Overall it is recommended that a condition is put in place to record any remains that are found.
Avoid increased flooding and secure sustainable drainage	*NPPF Para 103* Core Strategy Policies CSP1, CSP3 and CSP4	A Flood Risk Assessment (FRA) has been undertaken for the proposed development. The site is identified by the Environment Agency (EA) as being located largely in Flood Zone 1 with a small area to the north east located within Flood Zone 2. An increase in hard-standing area will result in an increase in the rate and volume of surface water to the receiving watercourse and on-site pond, however mitigation will ensure that runoff rates will be limited to the existing greenfield runoff rate (12.6l/s). The use of SUDS in the form of an attenuation pond is proposed to attenuate excess surface water runoff from the site. Flows in excess of the agreed discharge rate will be stored on site. The required volume of storage could potentially be reduced if alternative SUDS options such as infiltration trenches/ponds were used. Overall, the proposals will avoid increased flooding and secure sustainable drainage.
Minimise energy consumption, make efficient use of resources, reduce greenhouse gas emissions	*NPPF Paras 95 and 96* *Core Strategy Policies CSP1, CSP2, CSP5.* *Policy CSP2 requires that new dwellings should meet Code for Sustainable Homes Level 4 by 2013 and Level 6 by 2016.* *Policy CSP5 states that development should reduce carbon dioxide emissions by 15% subject to viability and whether this can practically be done.*	SYPTE has confirmed that the proposals are located within a 400m actual walking route from the bus stops on the core public transport network of Barugh Road. The proposals therefore reduce greenhouse emissions as they reduce the potential reliance on the private car. The applicant is committed to delivering a residential development which reduces, wherever possible, carbon emissions and has increased levels of energy efficiency. The Code for Sustainable Homes level will be agreed with the Council following discussions with officers and statutory consultees.
Make efficient use of land	*NPPF Para 58* *Core Strategy Policy CSP1* The NPPF requires developers to optimise the potential of a site to	The Design and Access Statement explains the approach taken to scale and density of development. The proposals present a balanced approach through the design of the layout by providing multifunctional areas which promote habitat creation, recreation and safe inclusion of pylons. The proposed layout recognises the need to increase density given the site's proximity to existing services and public transport but

Objective	Relevant Policy	Analysis
	accommodate development. It does not set minimum housing densities and instead suggests that the scale, density, massing and height etc. should be influenced by the neighbouring buildings and the local area more generally.	is similarly cognisant of the need for the layout to protect habitats and provide open space.

Appendix 5 PAN 30 Assessment

3 . Housing Development Sustainability Checklist

This checklist should be completed and submitted, as part of any planning application, for all housing developments proposed in the borough above 0.4 hectares. Applications for smaller sites which form part of a larger site over the 0.4 hectare threshold, that may have potential for residential development, should also be accompanied by a completed checklist.

Guidance to Applicants

This Checklist should be included at the front of any other information that you wish to submit in support of the sustainability of your proposal.

The checklist is intended to establish whether the site is sustainably located. By completing the Checklist you are providing a concise summary of the key factors in determining the sustainability of the location of your housing application.

Applicant Details

Applicant Name	**HALLAM LAND MANAGEMENT & COMMERCIAL ESTATES PROJECTS**	**Date** 20/02/12	
Site Address	**LAND TO THE EAST OF DEARNE HALL ROAD (SHLAA REF. NO. SAF:15) LOW BARUGH BARNSLEY**		

Checklist

Table 3.1

STEP 1 - KEY LOCATION & SITE REQUIREMENTS			
	Applicant (please tick applicable statement)	**Score**	**For office use only**
1a - Relationship to Core Strategy Settlement Hierarchy			
a) The site is located within Barnsley sub regional town (as shown in appendix 1 – plan 1)	✔	**10**	

3 . Housing Development Sustainability Checklist

b) The site is located within a principal town (as shown in appendix 1 – plans 2 – 8)		**6**	
c) The site is located in one of the other settlements (as listed and defined in appendix 2)		**2**	
d) The site is not located within any of the settlements covered by a), b) or c) above		**0**	
NOTE: Boundaries are shown on the maps in Appendix 1 for Barnsley, as the Sub Regional Town, and the Principal Towns. Hoyland principal town, following the examination and subsequent adoption of the Core Strategy, now also includes the settlement of Birdwell. The map of Hoyland principal town has not been amended to reflect this but the boundary for Birdwell is defined by the UDP green belt as shown on the UDP proposals map for Hoyland. Additionally Grimethorpe, following the examination and subsequent adoption of the Core Strategy, is now part of Cudworth principal town. Its boundaries remain as shown on the map in appendix 1. The boundaries shown on these maps describe the geography of these settlements as 'places' and are not to be interpreted as defining development limits. The maps are based on the Councils interpretation of the boundaries in August 2009. The boundaries shown on these maps will be revised as the LDF Development Sites and Places DPD advances to take account of changes to the Core Strategy, including those described above. All other settlements where PAN30 applies are listed in Appendix 2.			
For a site to be sustainable it must score at least 6 for step 1a			
1b - Reuse of Land			
a) The site is brownfield (It is occupied by a permanent structure (excluding agriculture or forestry) or has been cleared but any evidence of structures or activities has not yet blended into the landscape [(1)]		**10**	
b) The site is a brownfield/greenfield mix with more than 70% of its area brownfield		**6**	

1 Where it can be demonstrated that a site has been intentionally greened after clearance to improve its appearance in the interim until it is re-developed, it will continue to be considered as previously developed and will not normally be considered to have blended into the landscape (as set out in the exceptions to the definition of previously developed land laid out in annex B of PPS3). Any potential greenspace function of the land would need to be considered in the context of existing green space policies.

3 . Housing Development Sustainability Checklist

c) The site is a brownfield/greenfield mix with less than 70% of its area brownfield	✔	**2**	
d) The site is greenfield		**0**	
For a site to be sustainable it must score at least 6 for 1a & 1b combined			
Step 1 sub-total		**12**	

3 . Housing Development Sustainability Checklist

Table 3.2

STEP 2 - LAND USE & URBAN FORM			
	Applicant (please tick applicable statement)	**Score**	**For office use only**
2a - Location within Settlement			
a) The site is entirely within the built up area ***(See figure 3.1 below)***	✔	**10**	
b) The site is on the edge of the settlement but not projecting into the countryside ***(See figure 3.2 below)***		**6**	
c) The site is on the edge of the settlement and projecting into the countryside ***(See figure 3.3 below)***		**2**	
d) The site is wholly outside or is unrelated to any settlement		**0**	
For a site to be sustainable it must score at least 6 at step 2a			
		10	

Figure 3.1 Within the built up area

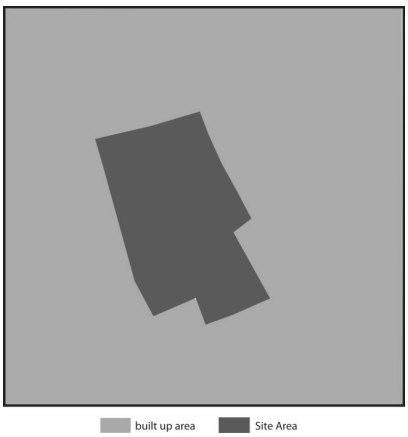


Figure 3.2 Edge of a settlement not projecting into the countryside

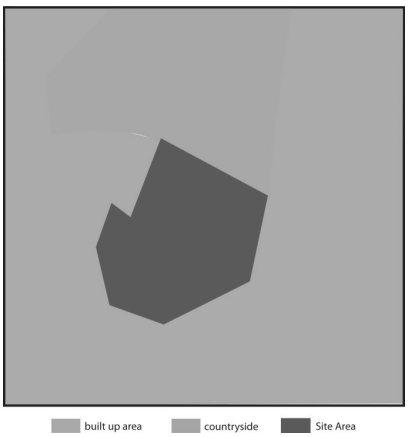
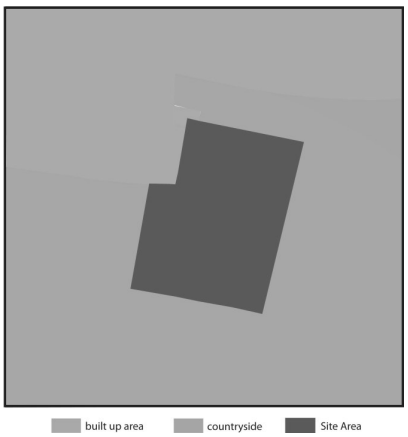


Figure 3.3 Edge of settlement, projecting into countryside



3 . Housing Development Sustainability Checklist

Table 3.3

2b - Current UDP Notation			
	Applicant (please tick applicable statement)	**Score**	**For office use only**
NOTE: Where a site is covered by more than one notation on the UDP proposals maps the Council will take a practical approach. This will usually result in the notation that receives the highest score in the checklist being used for the purposes of scoring. However there may be circumstances where this is not appropriate and this will have to be determined on an application by application basis.			
a) The site is a UDP Housing Proposal OR b) The site is a redundant school site which has become available for disposal and redevelopment under the Building Schools for the Future Programme which is: 1) NOT in the UDP Green Belt and; 2) Has satisfied the requirements of Core Strategy policy CSP43: Educational Facilities and Community Uses		**10**	
c) The site is a: • UDP housing policy area • UDP employment proposal • UDP employment policy area • UDP Area of Investigation for Potential Employment Development • Area of greenspace that is included on the Councils greenspace register or is land that functions as greenspace • UDP urban greenspace proposal • UDP allotments		**1**	

3 . Housing Development Sustainability Checklist

d) The site is within or partly within • the UDP greenbelt or is allocated in the UDP as: • safeguarded land • Urban land to remain undeveloped • Site for travellers • Minerals planning permission • Minerals consultation area • Minerals area of search • Nature conservation site • Site of special scientific interest • Old Moor Wetlands Centre Or is shown on the Environment Agency flood maps as functioning floodplain	✔	**0**	
For a site to be sustainable it must score at least 8 for step 2 a & b combined			
Step 2 SUB-TOTAL		**10**	

3 . Housing Development Sustainability Checklist

Table 3.4

STEP 3 - ACCESS TO LOCAL SERVICES & PUBLIC TRANSPORT			
	Applicant (please tick applicable statement)	**Score**	**For office use only**
3a - Public Transport Accessibility			
The South Yorkshire Passenger Transport Executive will be able to assist with this analysis. Applicants should contact them at: SYPTE,11 Broad Street West, Sheffield, S1 2BQ or by telephone: 0114 221 1262. See Annex 1 for an easy way to find the centre of the site. If you undertake your own research you must submit your researched information for verification purposes. Accessibility to public transport should be assessed with regard to a sites proximity to the Core Public Transport Network (CPTN) in the borough as defined within the Sheffield City Region Transport Strategy (LTP3). This includes the core bus corridors with six or more buses per hour and the railway network. A catchment area buffer should then be applied to the CPTN access points (railway stations and the core bus corridors) based on a 400 metre walk to access bus services and an 800 metre walk to access a railway station. These need to be weighted to allow for the fact that most walks will not be on a straight line basis and SYPTE can supply details of how this is done. A sites distance from the CPTN should be measured from its centre point in order to reflect the majority site coverage. Following this, sites should be graded as green, amber or red using the following criteria and the relevant score applied.			
a) The site is graded as green as it falls completely within the CPTN buffer and requires minimal (if any) public transport intervention.	✔	**10**	
b) The site has been graded as amber as it bridges over the CPTN buffer or its centre point is outside the 333 metre weighted buffer but within the 400 metre buffer (plus 20% and actual straight line walking distance). The 400 metre buffer represents a 'cushion' that will capture the sites that are just outside the CPTN. Amber sites reflect the need that transport interventions need to be		**6**	

3 . Housing Development Sustainability Checklist

considered as the site has a degree of restriction to public transport use.			
c) The site has been graded as red as it falls completely outside the CPTN buffer. This means that development on the site is not desirable as the site has very limited access to public transport as it is outside of the specified walking catchment area.		**0**	
For a site to be sustainable it must score at least 6 at step 3a			
3b - Access to Local Services			
Below are 2 lists of services/facilities. List 1 shows essential services and facilities and list 2 shows other services and facilities. We want to know how many of these services are within 800m of the centre of your site. See Annex 1 for an easy way to find the centre of the site. Please submit this information on a map to a known metric scale and with a linked schedule of names and postal addresses. Then answer the following questions:			
a) The centre of the site is within 800m of all essential facilities plus five or more from the list of other services		**10**	
b) The centre of the site is within 800m of all essential facilities		**6**	
c) The centre of the site is within 800m of three or less of the essential facilities	✔	**2**	
d) The centre of the site is beyond 800m of three or less essential facilities		**0**	
For a site to be sustainable it must score at least 8 for step 3a & b combined			
Step 3 SUB -TOTAL		**12**	

3 . Housing Development Sustainability Checklist

TOTAL SCORE (STEP 1 + STEP 2 + STEP 3)	**34**	

Table 3.5

List 1 - Essential services/ facilities	
Primary school	Doctors practise - one or more doctors
Local convenience store - any shop selling at least a small range of everyday essential items	Public open green space - generally urban green space shown on UDP/LDF proposals maps (excluding allotments)

Table 3.6

List 2 - Other services / facilities		
Secondary School	Job Centre	Post Office
Benefit agency	Church	Petrol Station
Retail (e.g. shopping parade)	Tertiary college	Village / community hall
Public House	Banking facility	Library
Hospital	Sports centre	Chemist
Health centre / clinic - Providing a range of health related community services such as district nursing, chiropody, occupational therapy etc.		
Supermarket - self service shop selling mainly food often with car parking (PPS4 definition)		

Overall Score

To be considered potentially sustainable the site must:

- Meet the minimum score required at step 1a and 1b and also achieve the minimum score required for these steps combined
- Meet the minimum score required at step 2a and 2b and also achieve the minimum score required for these steps combined
- Meet the minimum score required at step 3a and 3b and also achieve the minimum score required for these steps combined

If the site has achieved the required score at all the above steps the total score achieved should then be applied to the following table:

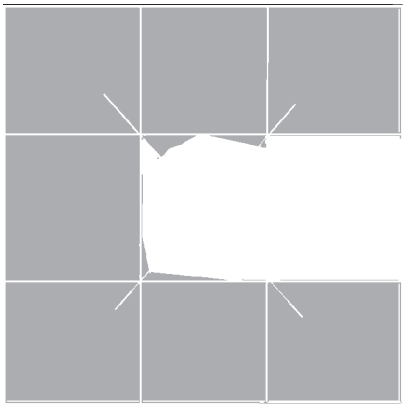
3 . Housing Development Sustainability Checklist

Table 3.7

Site Total Score	Result
21 or below	Site is not sustainable and fails the requirements of PAN30
22 or over	Site is sustainable and has met the requirements of PAN30

Annex 1 - Finding the centre of a site

To find the centre of the site, draw a box around the site, draw two lines from corner to corner and the centre is where the diagonal lines meet. This is demonstrated in the diagram below.





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