



PLANNING STATEMENT

HYBRID PLANNING APPLICATIONS FOR LAND SOUTH OF BARUGH GREEN ROAD, BARNSELY

ON BEHALF OF STRATA STERLING BARNSELY WEST LIMITED



Pegasus Group

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DESIGN **ENVIRONMENT** **PLANNING** **ECONOMICS** **HERITAGE**

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1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of the Applicants, Strata Sterling Barnsley West Ltd in support of two hybrid planning applications on land south of Barugh Green Road - referred to as Barnsley West.

The Applicants

- 1.2 Strata Sterling Barnsley West Ltd is a joint venture between developers Strata Homes and Sterling Capitol PLC.
- 1.3 Strata Homes are an established home builder with 18 current developments across Yorkshire and the Midlands and head offices in Doncaster. Their Chief Executive, Andrew Weaver, is the fourth generation of the family to run the business. A love of design is echoed throughout every house type, street scene and show home created by Strata Homes. They have an unrivalled attention to detail and care for product quality and specification. They are continually looking forward and progressing to be the best in the market.
- 1.4 Sterling Capitol PLC develops high quality industrial, office, leisure and retail properties within its Capitol Park branded business parks located along prime motorway junctions across northern England. From acquisition and joint ventures to construction and ongoing property management, Sterling Capitol realises long-term developments for its customers and partners with a focus on sustainability. As part of this, Sterling Capitol have delivered over 8,000 jobs in the Yorkshire area.
- 1.5 The two planning applications should be considered together and will collectively deliver a comprehensive form of strategic development in line with the Barnsley Local Plan 2019 and adopted Masterplan Framework 2019 for the site.
- 1.6 'Hybrid' planning applications seek Full planning permission for certain elements of the proposals, with Outline planning permission being sought for

the remainder. Hybrid applications enable work to start on earlier phases of the site before the full details of the other phases are known, which is a typical approach taken on major sites. This hybrid approach has been agreed with the Council.

Application 1 - Hybrid application for residential development for 1,760 dwellings, including:

a) Full planning permission for:

- earthworks to create development platforms;
- strategic drainage ponds and associated drainage infrastructure;
- construction of a new link road;
- location of strategic landscaping and ecological areas;
- demolition of existing buildings;
- works to Hermit Lane and;
- erection of Phase 1(a) residential development comprising 229 dwellings.

b) Outline planning permission for:

- residential development comprising 1,531 dwellings;
- new primary school;
- small shops and community facilities and;
- associated infrastructure works.

Full details of how the remaining 1,531 new homes, the primary school and small shops and community facilities will look, will be approved at a later stage through application(s) called "reserved matters"

Application 2 - Hybrid application for employment development, including:

a) Full planning permission for:

- earthworks to create development platforms;
- strategic drainage ponds and associated drainage infrastructure; and
- location of strategic landscaping and ecological areas.

b) Outline planning permission for:

- employment land (use classes E/B2/B8) and;

- associated infrastructure works.

Full details of how the employment land will look and what will be included, will be approved at a later stage through application(s) called “reserved matters”.

- 1.7 The applications and development proposals have been prepared with Strata Sterling Barnsley West Ltd and their development team:

Technical Area	Consultant
Planning, Public Consultation, Socio-economics and Health	Pegasus Group
Masterplanning Architects	Bond Bryan The Harris Partnership
Landscape Architects	Gillespies
Ecology and Arboriculture	Tetra Tech
Transport	Fore Consulting
Archaeology and Cultural Heritage	Prospect Archaeology
Ground Conditions and Flood Risk and Drainage	JPG
Air Quality and Construction Management	Wardell Armstrong
Noise	ENS
Utilities, Sustainability and Climate Change	Hydrock
Viability Appraisal	Trebbi

- 1.8 A full list of submitted plans and reports is provided within the covering letter for each planning application.

- 1.9 The planning applications are supported by an Environmental Statement (ES), which is a document that sets out the findings of an Environmental Impact Assessment (EIA). An EIA is a process for identifying the likely significance of environmental effects (beneficial or adverse) arising from a Proposed Development, by comparing the existing environmental conditions prior to development with the environmental conditions during/following the construction, operational and decommissioning phases of a development should it proceed. The EIA is carried out prior to submission of a planning application.

- 1.10 This Planning Statement sets out the vision for the site and provides a full

description of the development proposals. Consideration is then given to the proposed development against local and national planning policy and other key planning considerations. It also summarises the supporting technical reports and concludes on the development proposals.

2.0 SITE CONTEXT AND DESCRIPTION

- 2.1 The site is located 2km west of Barnsley town centre, on land between the communities of Gawber, Higham, Pogmoor, Redbrook and Barugh Green and immediately north-west of Junction 37 of the M1 motorway.
- 2.2 The site is located within a predominately residential area comprising a mix of housetypes providing a varied character within the local area. Barnsley Hospice is located to the east of the site, along Church Street.
- 2.3 There are a number of local shops, a garden centre, restaurants, and places of worship, as well as Barugh Green Primary School within the wider area. Other facilities include a pharmacy, medical practice, and recreation ground. Gawber Primary School is located to the east on Church Street and Horizon Community College is located on Dodworth Road.
- 2.4 Claycliffe Business Park is located to the north of the site on Cannon Way. Capitol Park is located to the south of the M1 motorway and provides a further area of existing commercial uses. Areas of the M1 motorway are identified within an air quality management area.
- 2.5 Local bus stops along on the A635 Barugh Green Road, Higham Common Road and Pogmoor Road, provide access to services to Barnsley, Kexborough, Cawthorne, Mapplewell and Wakefield.
- 2.6 Together, the sites comprise approximately 115 hectares of agricultural and grazing land, a plan showing the location of the two application areas is provided below.



- 2.7 The application site is within the control of the Applicant's, which includes a significant proportion of the 2019 Local Plan site allocation, Policy Site MU1 - Land south of Barugh Green Road. The remainder of the site allocation is within

private ownership and does not form part of the submitted applications.

- 2.8 Considerable areas of the site have been subject to opencast mining in the middle years of the 20th century. The ground conditions of the site were affected by the previous open cast mining and infill, meaning that there are clear areas where development is restricted (highwalls). The site was restored to agricultural use by the 1970s and now comprises undulating agricultural grazing land with steep sided valleys.
- 2.9 The highest point of the site (approximately 150m AOD) is in the south, adjacent to the M1 motorway. Ground levels generally fall to the north to approximately 80m AOD.
- 2.10 There are a number of visible existing water courses located within the site boundary or immediately outside the site adjacent to the boundary. The site is identified within Flood Zone 1 - an area at low risk of flooding from a watercourse and/or sea with less than a 1:1,000 annual probability of river or sea flooding.
- 2.11 Hermit House Farm is located to the south of Hermit Lane in the centre-east of the site. It consists of two residential properties, agricultural buildings and associated hard standing. The farm buildings are typically constructed with concrete blocks, timber, and roofing of possible asbestos cement sheeting.
- 2.12 Redbrook Farm is located adjacent to the north-eastern boundary, with access gained from Redbrook Road. The farm is made up of a large dilapidated agricultural barn, several outbuildings, and a large silo.
- 2.13 The site is accessed from Barugh Green Road to the north and Higham Common Road to the south. Hermit Lane runs east to west across the site and comprises a single width lane with no pedestrian facilities. A Greenway is identified along Hermit Lane, referred to as "*from Cawthorne to Darton aspirational route to Church Street Gawber*". There are also a number of residential roads which terminate around the site boundary such as Mawfield

Road, St Thomas's Road, Wharfedale Road, Farm House Lane and Longley Street.

- 2.14 The site has a strong existing network of "*unmade*" public rights of ways, which permit a right of way for walkers. Public Footpath 11 runs across the northern section of the site on an east-west axis between Higham Common Road and Church Street. At the east end, the footpath joins with Public Footpath 12 adjacent to Redbrook Farm, which provides a route to Redbrook Road. Public Footpath 248 runs along the south-east boundary of the site and continues north, to provide a connection between Pogmoor and Church Street, via Gawber Primary School. Public Footpath 249 runs north-west from the end of Farm House Lane and joins Public Footpath 13 which continues west across the site, joining Hermit Lane. Public Footpaths 250 and 252 also provide short links between Public Footpaths 248 and 249. A short distance to the east, Public Footpath 40 heads north from Hermit Lane, joining with Public Footpath 11.
- 2.15 The site comprises agricultural fields with a network of field hedges that are almost exclusively hawthorn. There is a substantial deciduous woodland within the eastern part of the site (north of Hermit Lane), which is mostly protected by a woodland Tree Preservation Order (TPO). The woodland to the south of Hermit Lane is not protected.
- 2.16 The site is not located within or adjacent to a conservation area. The site may contain early medieval boundaries and possible later medieval farm buildings and agricultural activity. Post-medieval assets relate mainly to industrial activity. There were mine access shafts at various locations on the site and a stone-kerbed track follows the Dodworth/Barnsley township boundary through the site. A milepost also sits to the north, along Barugh Green Road and is Grade II listed.
- 2.17 Above ground utilities also run throughout two areas of the site to the north and south, in the form of overhead electrical powerlines.

3.0 PLANNING HISTORY

Background

- 3.1 Strata Sterling Barnsley West Ltd's involvement reaches back over 10 years. The Barnsley West consortium is a joint venture between two Yorkshire-based companies; house builder Strata Homes and employment developer, Sterling Capitol PLC. Both companies have already invested in Barnsley and have a track-record of delivering aspirational and market facing developments throughout the north of England.
- 3.2 The Applicants created a vision for the site, as a suitable location for sustainable mixed-use development, capable of delivering significant economic, environmental and social benefits for Barnsley and the wider region. Working closely together, the Applicants brought forward the overarching proposals for the site and promoted this exciting opportunity through the Barnsley Local Plan to secure the site's allocation for mixed-use development in 2019.
- 3.3 The site's allocation in the Local Plan is identified under policy MU1 - Land south of Barugh Green Road, Barnsley to provide some 1,700 new homes; 43 hectares of employment land; new infrastructure including a link road and drainage; a new primary school; small shops and community facilities; open green space with wildlife corridors; and key pedestrian and cycle paths.
- 3.4 Following adoption of the Local Plan, the Applicants worked in collaboration with Barnsley Metropolitan Borough Council to prepare the Masterplan Framework. The Framework was guided by extensive baseline assessments, identification of the Borough's need for economic growth and the Council's Local Plan policies. The Framework was subject to (a 6-week) public consultation, before approval by the Council in December 2019, providing the vision and guidance for delivery of the site.

Planning History

- 3.5 A review of the site's relevant planning application history is set out below.
- 3.6 Due to the scale of the site, the development is expected to come forward in a phased manner over approximately 15 years. In 2020 the Applicants secured planning permission for the delivery of highways improvement works required to unlock the allocated site and associated benefits in developing this key site. The permissions include:
- A northern roundabout - **2020/0027**. Highways works comprising construction of new roundabout to create a road link into MU1 Local Plan allocation site and associated alterations to existing road alignment and relocation of grade II listed milepost on Land at Barugh Green Road and Cannon Road Junction, Barugh Green, Barnsley. Application Approved 27/11/2020.
 - A southern roundabout - **2019/1567**. Highways works comprising construction of new roundabout to create a road link into MU1 Local Plan allocation site and associated earthworks, alterations to existing road alignment, provision of associated footpaths, combined cycle/footpath and verges on Land at Higham Common Road, Higham, Barnsley. Application Approved 27/11/2020.
 - A third application (submitted by the Council) - **2020/0040**. Highways works comprising the linking of Capitol Close and Higham Lane via a new roundabout, road realignment and widening works throughout, enlargement of existing roundabout located at Capitol Close and Whinby Road and provision of associated footpaths, combined cycle/footpath, and verges on Land at Higham Lane/Capitol Close and Whinby Road, Barnsley. Application Approved 01/09/2020.

Collectively these schemes will deliver the necessary off-site highways improvements to unlock and provide access to the site.

- 3.7 A planning application for residential development of 140 dwellings with associated landscaping, infrastructure, and open space land (**2020/0977**), is currently under consideration by the Council. The application is submitted by a third party on land off Barugh Green Road, Barugh Green, Barnsley, S75 1JY. The site forms part of the wider site allocation under Local Plan policy MU1, however it does not form part of this proposal.

Pre-Application

- 3.8 The site has been subject of extensive discussions with Council Officers and statutory consultees in advance of submission. The proposals have been prepared alongside the Barnsley West Masterplan Framework and refined further during the design process and following consideration of additional technical assessments.
- 3.9 The EIA scoping process has been undertaken in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). To determine the scope of an EIA, the Applicants submitted an ES Scoping Report and requested that the Local Planning Authority provide a written opinion as to the information to be provided within the ES. Details of the scoping exercise carried out with regards the Proposed Development and; the ES are submitted with this application.
- 3.10 Discussions have taken place with statutory consultees, and these are summarised in supporting technical reports. Furthermore, Design Workshops were attended with the Council Design Officer regarding design principles as part of the Masterplan Framework preparation.

Public Consultation

- 3.11 The Applicants have undertaken public consultation with members of the Local Community. Due to the pandemic, it was not possible to hold a public consultation event. However public exhibitions were held at the time of the Masterplan Framework preparation to allow members of community to

understand development principles for the site.

- 3.12 For this consultation, 2,400 leaflets were posted to residents and businesses in the vicinity of the application site, providing information on the development proposals. A project website (www.barnsleywest.co.uk) was launched on 12th May 2021, providing further details on the development proposals. A press release was issued in the Barnsley Chronicle and the Council issued a social media post to notify the wider community of the Applicant's public consultation.
- 3.13 All local councillors of wards: Dodworth, Darton West and Old Town Ward were notified of the public consultation.
- 3.14 A summary of the Public Consultation is provided within the accompanying Statement of Community Involvement.

4.0 PROPOSED DEVELOPMENT

- 4.1 'Hybrid' planning applications seek Full planning permission for certain elements of the proposals, with Outline planning permission being sought for the remainder. The hybrid applications enable work to start on earlier phases of the site before the full details of the other phases are known, which is the typical approach taken on major sites.
- 4.2 Due to the size of the site, the development will be brought forward in phases. An early phase of development was approved in 2020 for two new roundabouts: on Barugh Green Road and Higham Common Road.
- 4.3 The development proposals comprise two hybrid planning applications for the delivery of mixed-use development on the site and forms the next phase of development detailed below:

Application 1 - Hybrid application for residential development for 1,760 dwellings, including:

a) Full planning permission for:

- earthworks to create development platforms;
- strategic drainage ponds and associated drainage infrastructure;
- construction of a new link road;
- location of strategic landscaping and ecological areas;
- demolition of existing buildings;
- works to Hermit Lane and;
- erection of Phase 1(a) residential development comprising 229 dwellings.

b) Outline planning permission for:

- residential development comprising 1,531 dwellings;
- new primary school;
- small shops and community facilities and;
- associated infrastructure works.

Full details of how the remaining 1,531 new homes, the primary school for

and small shops and community facilities will look, will be approved at a later stage through application(s) called "reserved matters"

Application 2 - Hybrid application for employment development, including:

a) Full planning permission for:

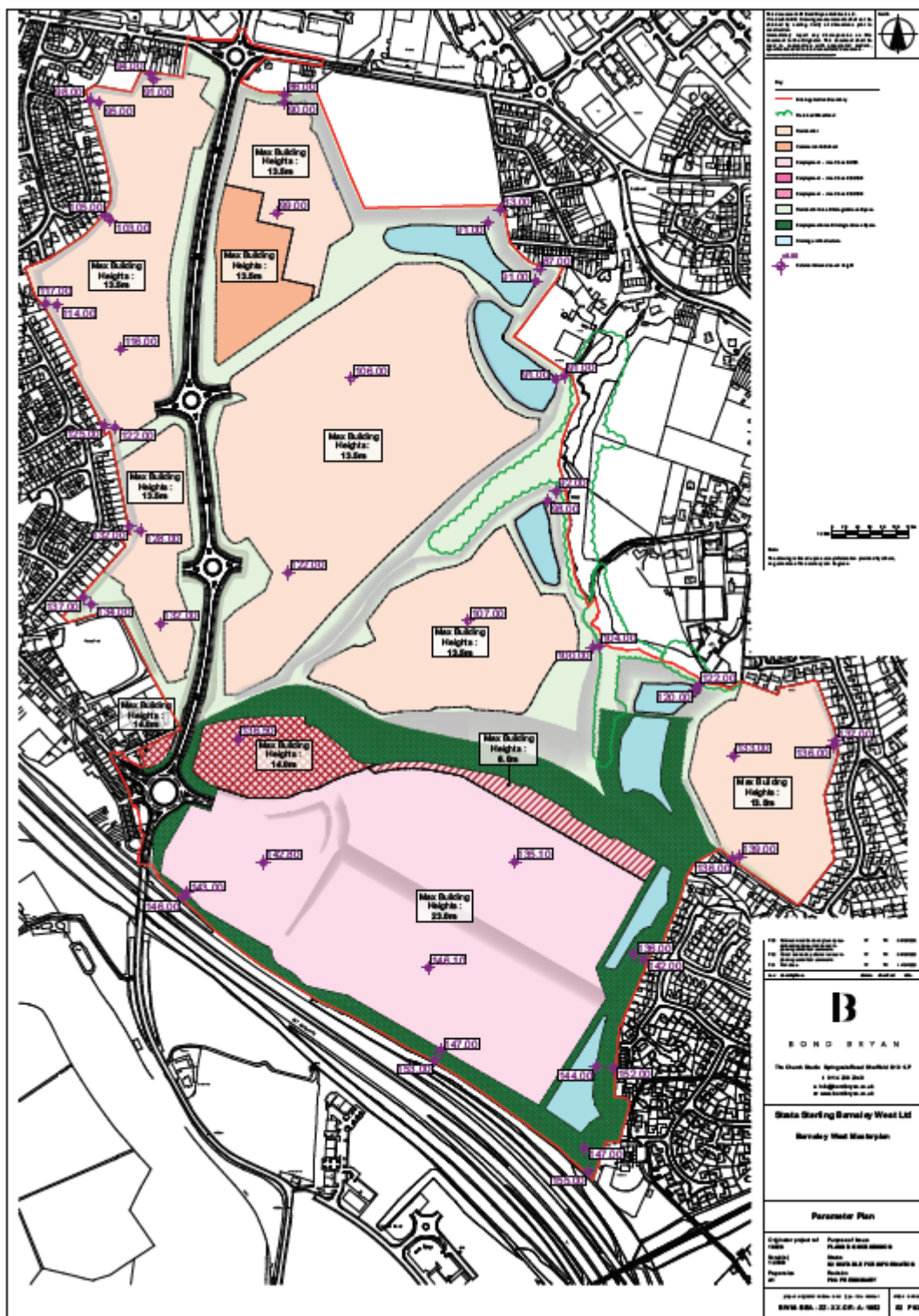
- earthworks to create development platforms;
- strategic drainage ponds and associated drainage infrastructure; and
- location of strategic landscaping and ecological areas.

b) Outline planning permission for:

- employment land (use classes E/B2/B8) and;
- associated infrastructure works.

Full details of how the employment land will look and what will be included, will be approved at a later stage through application(s) called "reserved matters".

- 4.4 The two planning applications should be considered together, collectively they will deliver a comprehensive form of strategic development in line with the Barnsley Local Plan 2019 and adopted Masterplan Framework 2019 for the site.
- 4.5 The redline boundaries for the applications adjoin, but do not include the two approved roundabouts. The roundabouts provide the primary points of access into the site. The Environmental Statement accompanying the applications have had regard for the approved roundabouts.
- 4.6 The planning applications and description of developments are guided by the submitted Parameters Plan. The Parameters Plan is designed to establish a framework for development of the site. It determines the areas of the site that may be built on (developable areas), the areas for strategic landscaping (green infrastructure), the areas for drainage infrastructure (blue infrastructure) and the areas of highways infrastructure required to serve the development.



4.7 The applications are also supported by an Illustrative Masterplan which provides an indicative layout to show how the residential and employment areas could be arranged. The Illustrative Masterplan demonstrates that whilst

Earthworks & Demolition

- 4.8 To develop the site, it will be necessary to carry out earthworks to create development platforms. An Earthworks Strategy and proposed levels drawings have been prepared to support the application.
- 4.9 To create the development platforms, works to remodel the site are required, through a programme of Cut and Fill balancing across the site. The Cut and Fill proposes to excavate materials from the western edge of the site, as well as areas in the south, the centre east (north of Hermit Lane) and in the east, adjacent to Pogmoor. The material is to be re-engineered across the north-east, centre and the land immediately south of Hermit Lane.
- 4.10 Following the site remodelling, it is proposed to construct eight development platforms across the site. A total of seven balancing ponds are proposed in eastern part of the site; three to the north-east, two to the immediate west of the land adjacent to Pogmoor and two in the south-east of the site. The new site levels would be graded back into the existing contours surrounding the site in a sensitive manner.
- 4.11 The highwalls associated with the former coal mining activity at the site are undevelopable land, and as such provide an opportunity to become a network of strategic greenspace surrounding the development platforms.
- 4.12 All existing agricultural buildings and the two residential properties within the site will be demolished following the proposed earthworks.

Drainage Infrastructure

- 4.13 As detailed above, a series of 7 separate drainage basins is proposed and would form the basis for the drainage infrastructure for the site. Four of the drainage basins are designed to meet the drainage needs of the residential element of the scheme with a further three drainage basins associated with the employment element of the site. The drainage basins are all located towards

the eastern boundary of the site, where land levels are lowest and are set within a wider network of strategic greenspace.

- 4.14 On site ground investigation has been carried out and confirms the site is mixed underlaying material consisting of rock, cohesive and fill material which would be unsuitable for infiltration drainage methods. Based on drainage hierarchy the most appropriate location for discharge of surface water from the proposed drainage basins, is into the onsite watercourse and land drainage ditch system.
- 4.15 Foul water drainage is proposed to discharge into the existing off-site combined water public sewer in Barugh Green Road. Further details regarding the proposed drainage strategy are set out in the ES - Chapter 11 Flood Risk and Drainage.

Means of Access

- 4.16 The proposal includes for a new link road which will connect both ends of the site, from Higham Common Road to Barugh Green Road, part of the wider route between M1, Junction 37 and the A635, Barugh Green Road. The location of the link road is illustrated on the Parameters Plan and includes two internal roundabouts to connect into the residential development.
- 4.17 The two external roundabouts on Higham Common Road and Barugh Green Road have already been subject to separate planning applications (*App 2020/0027 and 2020/0028*) are approved and will be delivered through the Sheffield City Region Investment Fund.
- 4.18 The proposed link road is a single carriageway route, which as part of a network of permeable walking and cycling routes, will provide four crossings along the new link road, as well as crossing points at the proposed roundabouts, to ensure the site is well connected.
- 4.19 Proposed access into each development parcel will be sought with the corresponding development parcel's reserved matters application.

- 4.20 Further details regarding the proposed link road and detailed drawings package are set out in the ES - Chapter 8 Transport.

Hermit Lane

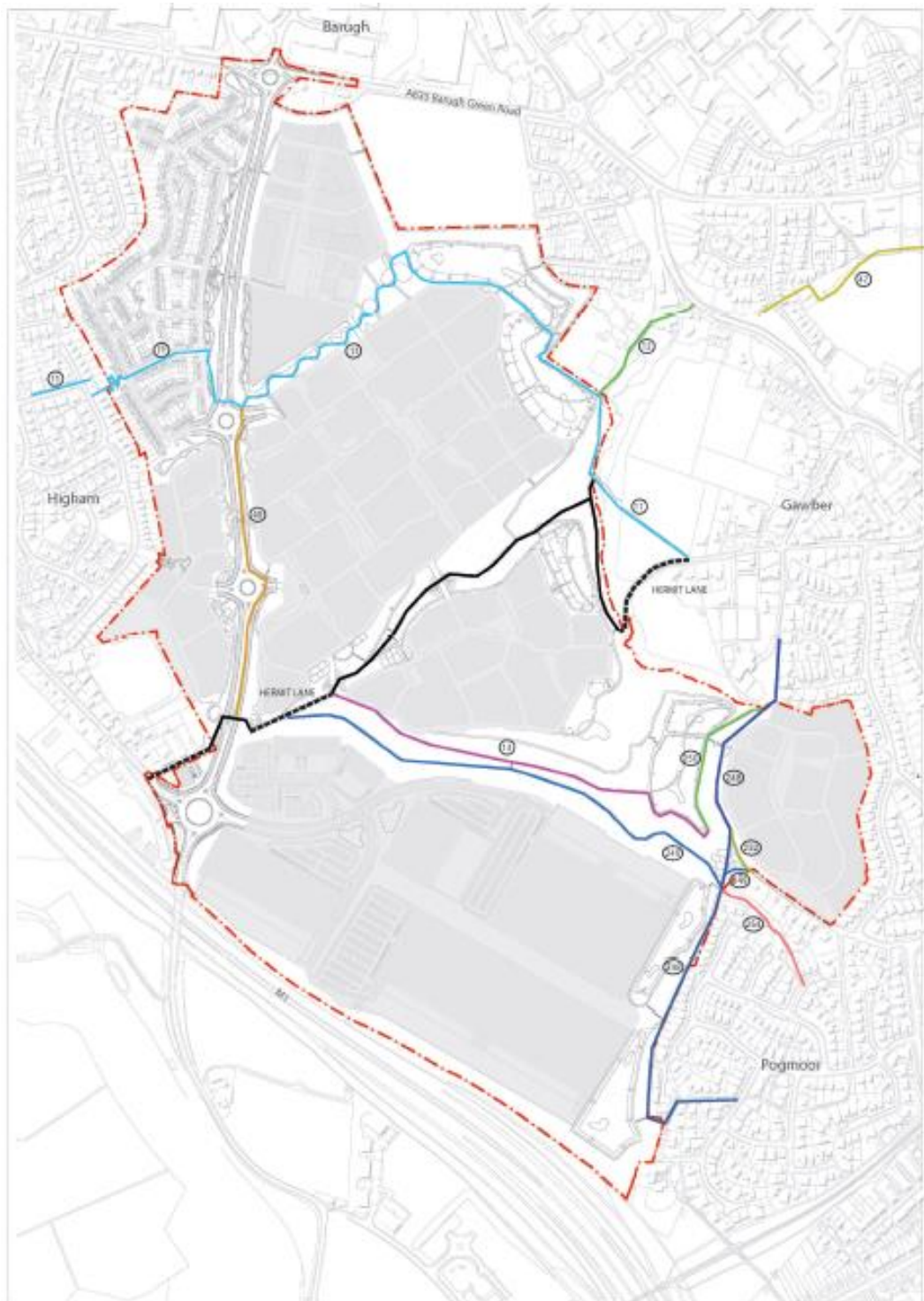
- 4.21 Hermit Lane currently runs through the site, from Higham Common Road through to Church Street. Hermit Lane will be affected by the proposed Link Road which passes through at a much higher level than the existing carriageway and cuts off the existing vehicular connection. To the east of the new link road and through to the eastern boundary of the site, the impact of the proposed earthworks will also alter the levels along Hermit Lane. The principle of this was established at the Masterplan Framework stage, and following approval of the two roundabouts.
- 4.22 To the west of the link road, Hermit Lane can remain as a public highway for access to the existing houses. To the east of the site boundary, Hermit Lane can remain as a public highway. A vehicular turning facility along the eastern boundary of the site is shown on the Illustrative Masterplan.
- 4.23 Hermit Lane currently provides no safe pedestrian and cycle facilities. Whilst vehicular access east to west through the site is affected, improved alternative pedestrian and cycle provision is proposed within the development to allow for the Greenway (along Hermit Lane) to be diverted along a new enhanced green route, retaining an east-west connection for pedestrians and cyclists.

Public Rights of Way

- 4.24 The site has a strong existing network of public rights of way, which permit a right of way for walkers. Whilst the current alignment of the public rights of way will be affected by the proposed earthworks, a footpath strategy is proposed to ensure all paths can be retained within the site, albeit some on a diverted route. It is proposed that all diverted public rights of ways will be upgraded, enhanced, and reinforced with a diverse network of adjoining safe routes for both pedestrians and cyclists to strengthen connectivity and improve

health and well-being.

- 4.25 The paths will be routed through the strategic landscaped areas with a combination of multi-user shared routes for pedestrians and cyclists, with access provided into the development parcels. The footpath strategy creates strong permeability through the site, with connections to the existing residential / neighbouring areas and beyond, opening up large areas of interactive greenspace for both existing and new members of the community.
- 4.26 There are no proposals to alter the existing public right of way points of entry into the application site.
- 4.27 Further detail regarding the likely phased delivery of diverted routes is provided in the submitted Landscape Design Statement.



Strategic Greenspace

- 4.28 As detailed above the proposed earthworks will set out the development platforms and areas of extensive strategic landscaping surrounding the development platforms, as shown on the submitted Parameters Plan. The

drainage infrastructure for the site is also located within the strategic landscaping areas. Existing key areas of woodland and watercourses have been identified and will be integrated into the strategic landscaping areas also. In combination, the existing and proposed greenspaces and water features will deliver connected and sustainable green spaces, equating to 30% of the development site.

4.29 The Illustrative Masterplan is accompanied by a Landscape Masterplan for the strategic landscaping, which has been developed in line with the principles set out in the Masterplan Framework and ecological considerations and includes:

- Arboretum link road with a communal linear park
- Areas for play in-line with LAP requirements
- Communal hard and soft 'greens' with areas of seating
- Flexible amenity lawns
- Hierarchy of shared footpaths and cycleways
- Connections to existing PROW and Greenway access points
- Areas of wildflower meadow
- Native hedgerow, tree, and shrub planting

4.30 Further details regarding the likely form and nature of the strategic landscaping are provided in the submitted Landscape Design Statement, ES Chapter 6 – Landscape and Visual Impact Assessment and ES Chapter 7 - Ecology. It is intended that this network will promote biodiversity mitigation; maintains, extends, and enhances existing green infrastructure.

4.31 The detailed approval of the strategic landscaping areas will be agreed alongside the reserved matters application for the adjacent development parcel.

As a consequence of earthworks across the site, it will not be possible to retain all existing hedgerows and some sections of woodland. As such new landscaping and ecology features will be introduced within the site to create a high-quality, green environment for the development.

Residential

- 4.32 The residential development is proposed within the northern and central areas, adjacent to existing residential areas and will deliver up to 1,760 new homes within the development parcels shown on the Parameters Plan. The residential development will include associated private amenity space, internal access roads and local areas of public open spaces.

Phase 1(a) Residential (also referred to as Phase 1 residential)

- 4.33 The first phase of 229 new homes is included as a Full element of the hybrid planning application. The proposals include a high-quality scheme of new homes, comprising 2-, 3-, 4- and 5-bedroom properties and a mix of terraced, semi-detached and detached homes. This proposal includes mainly 2 storey high properties with some containing rooms in the roof-space (also referred to as 2.5 storey) and 3 storey homes. This phase also includes affordable housing to meet a variety of different housing needs within the area. The proposal will also include off-street parking and private garden space for each property as well as landscaping and areas of public open space. Vehicular access to the development will be taken from the proposed link road. Existing points of pedestrian access and public rights of way along the western boundary of the Phase 1(a) residential proposals will be retained and integrated within the scheme.
- 4.34 The layout has carefully considered the relationship with existing residential development which adjoins the western boundary. The separation distances exceed the minimum distances required within the Masterplan Framework between existing and proposed dwellings to ensure amenity levels are protected.
- 4.35 A temporary vehicular access route is proposed from the link road for the construction of the first phase of 229 new homes and required prior to the completion of the link road between Barugh Green Road and the northernmost internal roundabout.

Future Residential Phases

- 4.36 Full details of how the remaining 1,531 new homes will look, will be approved at a later stage through application(s) called “reserved matters”, which allows for flexibility in delivering new homes within the market.
- 4.37 The majority of the residential development will be accessed from the new link road, however a separate vehicular access is proposed in the south-eastern part of the site (adjacent to Pogmoor). This would be taken from Farm House Lane and would form part of the reserved matters application for this phase of development. A large area of strategic greenspace and drainage infrastructure is located between the residential parcel and the remainder of the wider application site, which prevents a vehicular connection between the two.
- 4.38 Proposed access into each development parcel will be sought with the corresponding development parcel’s reserved matters application.

Employment

- 4.39 The employment development is largely located to the south of the site with access to the M1 motorway. The location for employment development requires good links to the strategic highways network to minimise the impact of HGV’s travelling along the new the link road or wider local network. The logical location for the employment uses is therefore on the southern part of the site. Additionally, the southern area of the site has frontage to the M1 and will therefore be closest to the existing noise source from the motorway.
- 4.40 The Illustrative Masterplan shows the southern employment area comprising a mix of E/B2/B8 use classes, most of which would be for use class B2/B8. This layout provides a total of 120,509.3 sqm (1,297,151 sqft) of employment floorspace, of which 114,131.5 sqm (1,228,501 sqft) would be for Use Class B2/B8 and 6,377.8 sqm (68,650 sqft) would be for Use Class E/B2/B8. The employment proposals on the southern parcel of land predominantly includes Storage and Distribution uses with ancillary uses.

4.41 In addition, a small area of local shops and community facilities also forms part of the employment development for the site. The Parameters Plan illustrates its location towards the northern part of the site, amongst the residential element of the scheme, adjacent to the new primary school.

4.42 The employment areas proposed forms part of the Outline element of the application will be subject to reserved matters applications. The main point of access is taken from the southern roundabout. Visitor and staff car parking is also provided with service yards. The mix of employment units provides a variety of the sizes to attract occupiers from across the employment market.

Primary School

4.43 A new 2 form entry primary school with playing fields and car parking is also proposed within the Outline elements of the proposals. The Parameters Plan illustrates its location towards the northern part of the site, amongst the residential element of the scheme, adjacent to the local shops and community facilities. It is proposed that the primary school would come forward as part of an earlier phase of development, alongside the Phase 1(a) of the residential development. The details of the primary school will be agreed through a reserved matters application.

Building Heights

4.44 Maximum building heights are illustrated for each land use on the Parameters Plan. These have been established in response to a combination of factors including consideration of the existing residential areas surrounding the site. It is assumed that the building heights across the residential element of the site would be up to 3 storeys (up to 13.5m in height). The employment area of the site would have a maximum height of 23m, with some parts restricted to either 14m or 6m – reflecting employment led accommodation requirements. The Parameters Plan also indicates a maximum height of 13.5m for the primary school, local shops, and community facilities. Furthermore, the Parameters Plan indicates no-build zones to minimise visual impacts, and along with strategic landscaping will help to minimise harm along sensitive boundaries.

Utilities

- 4.45 Services including water supply, electricity and gas supply, and telecommunications would be provided to all units within the Proposed Development. The Proposed Development would also be subject to a lighting scheme which would consist of street lighting along the main routes through the proposed development. The proposals are supported by a Utilities Strategy Statement.

Development Phasing

- 4.46 Remodelling of the site would last for up to 8 years, to allow for the necessary earthworks and land surcharging [time for the ground to settle and strengthen] to create the development platforms, along with associated drainage infrastructure. The built development itself would take place in three main phases during this period, as follows:

Phase 1(a)	<ul style="list-style-type: none"> • First part of the link road running from Barugh Green Road to the northernmost internal roundabout. • Phase 1(a) of the residential development (up to 229 dwellings) • Primary School
Phase 1(b)	<ul style="list-style-type: none"> • The Employment development
Phase 2	<ul style="list-style-type: none"> • The remainder of the link road from Higham Common Road to the northernmost internal roundabout.
Phase 3	<ul style="list-style-type: none"> • The remainder of the residential development over a series of further phases.

- 4.47 The construction programme is expected to commence during 2022, subject to gaining planning permission and the necessary approvals. The number of dwellings to be built per year would be subject to market conditions, however, it is understood that Phase 1(a) (i.e. the first 229 dwellings) would be completed by 2026 with the remainder of the link road to be completed thereafter and the whole development to be completed by 2033.

Quantum of development and areas table

4.48 In summary the following quanta of development are proposed:

Application 1 - Residential Hybrid Area:	75.24 ha:
Full: Link Road	3.09 ha
Full: Location of Strategic Green Infrastructure (inc. Drainage Infrastructure)	22.71 ha
Full: Phase 1(a) Residential (229 dwellings)	8.80 ha
Outline: Future Phases of Residential (1,531 dwellings)	38.00 ha
Outline: Primary School, Small Shops and Community Facilities	2.62 ha
Application 2 – Employment Hybrid Area:	39.32 ha:
Full: Location of Strategic Green Infrastructure (inc. Drainage Infrastructure)	11.94 ha
Outline: Employment (120,509.3 sqm (1,297,151 sqft))	27.39 ha

4.49 In addition to the 39.32 ha identified above within the Employment Hybrid Area, the overall 43 ha of land allocated in policy MU1 for employment purposes accounts for elements of land within other aspects of the overall scheme. This would include a proportion of the land identified for the link road, school/small shops and community facilities aspects of the residential hybrid application and a proportion of land associated with the access roundabout proposals which already have planning permission.

4.50 The development proposals will contribute to creating a new sustainable community, combining high quality new homes including affordable housing, with market facing employment development, new jobs, community facilities including a primary school and large areas of greenspace, available to both existing and new members of the community.

Construction Management

4.51 The Planning Application is also supported by an overarching Construction and

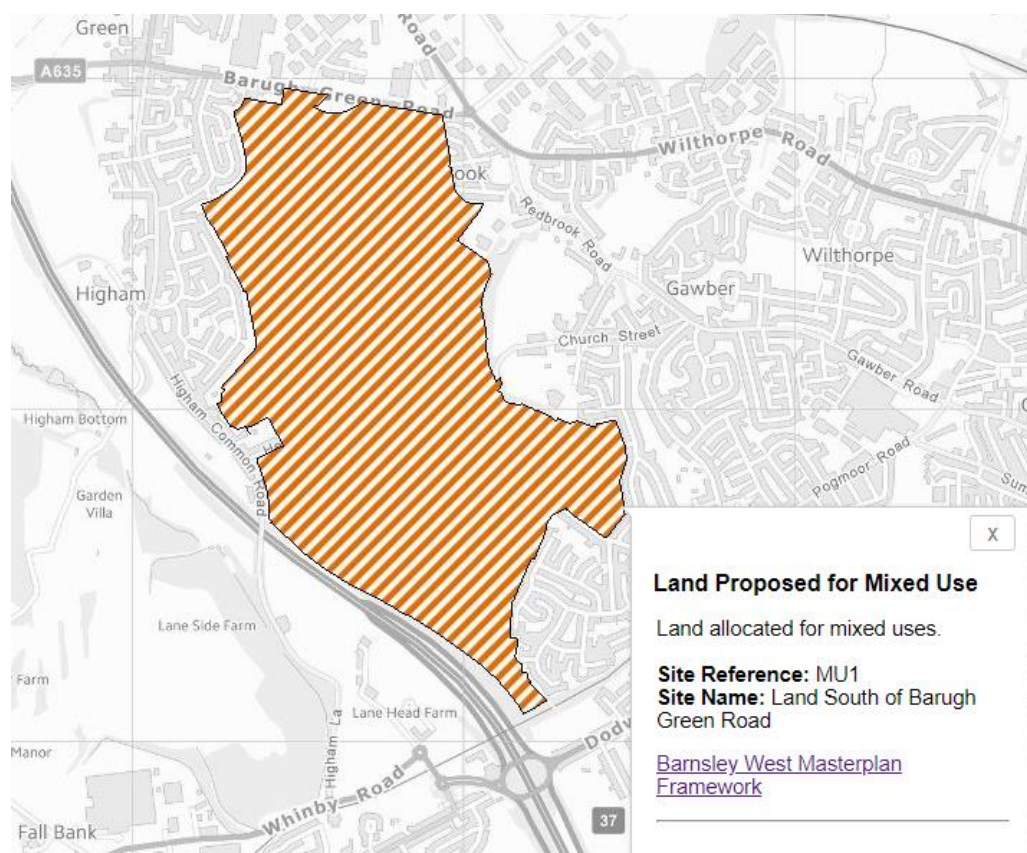
Environmental Management Plan to ensure the development of the site is carried out in accordance with construction best standards, whilst protecting existing amenity levels.

5.0 PLANNING POLICY AND GUIDANCE

Legislative Background

- 5.1 This chapter summarises the planning policies and guidance relevant to the development proposed. Section 38(6) of the Planning and Compulsory Purchase Act 2004 required that applications for planning permission must be determined in accordance with the development plans unless material considerations indicate otherwise.
- 5.2 The adopted development plan reference to the proposal comprises the Barnsley Local Plan (2019).

Barnsley Local Plan (2019)



5.3 The site comprises a significant proportion of the wider 'Barnsley West Masterplan Framework' area which is allocated under Local Plan reference MU1.

5.4 Policy MU1 states:

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

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

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

The development will be expected to:

- Provide a primary school on the site;*
- Ensure that ground stability and contamination investigations are undertaken prior to development commencing and necessary remedial works completed in accordance with the phasing plan;*
- Provide on and off-site highway infrastructure works, including a link road (Claycliffe Link) and improvements at Junction 37 as necessary;*
- Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops;*
- Retain, buffer, and manage the watercourse, grassland and woodland north-east of Hermit Lane;*
- Retain, buffer, and manage the species-rich hedgerows and boundary features. Where this is not possible transplant hedgerows including root balls and associated soils. A method statement for this should be*

provided and agreed prior to works commencing;

- *Create/retain wildlife corridors through/across the site;*
- *Provide accessible public open space;*
- *Ensure that any sustainable drainage system incorporating above-ground habitats is designed from the outset to serve the whole site;*
- *Give consideration to the drainage/culvert that runs through the site;*
- *Include measures for the protection and retention of the listed milepost on Barugh Green Road 500m west of the junction with Claycliffe Road and its immediate setting; and*
- *Protect the routes of the Public Rights of Way that cross the site, and make provision for these as part of any proposal.*

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- *Information identifying the likely location and extent of the remains, and the nature of the remains*
- *An assessment of the significance of the remains; and*
- *Consideration of how the remains would be affected by the proposed development."*

5.5 The following policies are also considered relevant to the determination of the above referenced applications:

Policy Number	Title
Policy SD1	Presumption in Favour of Sustainable Development
Policy GD1	General Development
Policy LG1	City Regions
Policy LG2	The Location of Growth
Policy E1	Providing Strategic Employment Locations
Policy E2	The Distribution of New Employment Sites
Policy E3	Uses on Employment Land
Policy H1	The Number of New Homes to be Built

Policy H2	The Distribution of New Homes
Policy H3	Uses on Allocated Housing Sites
Policy H6	Housing Mix and Efficient Use of Land
Policy H7	Affordable Housing
Policy T3	New Development and Sustainable Travel
Policy T4	New Development and Transport Safety
Policy D1	High Quality Design and Place Making
Policy LC1	Landscape Character
Policy HE1	The Historic Environment
Policy HE2	Heritage Statements and General Application Procedures
Policy HE6	Archaeology
Policy TC5	Small Local Shops
Policy GI1	Green Infrastructure
Policy GS1	Green Space
Policy GS2	Green Ways and Public Rights of Way
Policy BIO1	Biodiversity and Geodiversity
Policy CC1	Climate Change
Policy CC2	Sustainable Design and Construction
Policy CC3	Flood Risk
Policy CC4	Sustainable Drainage Systems (SuDS)
Policy CC5	Water Resource Management
Policy RE1	Low Carbon and Renewable Energy
Policy CL1	Contamination and Unstable Land
Policy Poll1	Pollution Control and Protection
Policy AQ1	Development in Air Quality Management Areas
Policy UT2	Utilities Safeguarding
Policy I1	Infrastructure and Planning Obligations
Policy I2	Educational and Community Facilities

National Planning Policy Framework (2021)

- 5.6 The recently revised National Planning Policy Framework (NPPF) sets out a broad framework for plan making and decision taking at the local level. It must be considered in preparation of local and neighbourhood plan and is a key material consideration in planning decisions.
- 5.7 The NPPF reiterates that applications for planning permission should be determined in accordance with the development plan unless material

considerations indicate otherwise; that the NPPF is a material consideration in planning decisions; and that the Framework should be read as a whole.

5.8 The following sections of the NPPF are considered appropriate to the assessment of this application:

- Section 2 – Achieving Sustainable Development
- Section 4 – Decision Taking
- Section 5 – Delivering a Sufficient Supply of Homes
- Section 6 – Building a Strong, Competitive Economy
- Section 8 – Promoting Healthy and Safe Communities
- Section 9 – Promoting Sustainable Transport
- Section 11 – Making Effective Use of Land
- Section 12 – Achieving Well-Designed Places
- Section 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Section 15 – Conserving and Enhancing the Natural Environment
- Section 16 – Conserving and Enhancing the Historic Environment

Other Relevant Policy Documents

Barnsley West Framework Masterplan

5.9 The Barnsley West Masterplan Framework was adopted in December 2019 and is used to guide the development of MU1 and make sure that policy objectives are met in the plan period and the site can be developed in a comprehensive manner.

5.10 This document outlines the vision for Barnsley West which is to:

“Provide a new sustainable community, combining high-quality new homes with new jobs, facilities and open space, available to new and existing residents – to enjoy for living and working.

Barnsley West will play an essential role in realising the housing and employment requirement for Barnsley over the next 15 years. The site is strategically located for a high-quality, sustainable, mixed-use community and will act as an urban extension of Barnsley. Health and wellbeing are at the heart of the Masterplan as a landscape-led development and will seek to create a more productive landscape for walking, cycling, growing food and biodiversity.”

Supplementary Planning Documents (SPDs)

5.11 The following Supplementary Planning Documents (SPDs) are relevant to the application:

- Financial Contributions for Schools
- Trees and Hedgerows
- Residential Amenity and the Siting of Buildings
- Design of Housing Development
- Open Space Provision on New Housing Developments
- Walls and Fences
- Heritage Impact Statements
- Biodiversity and Geodiversity
- Planning Obligations
- Sustainable Travel
- Section 278 Agreements
- Section 38 Agreements
- Parking
- Development on Land Affected by Contamination

6.0 ASSESSMENT OF DEVELOPMENT

- 6.1 The following section of this report assesses the development proposals against the policies of the Development Plan and policies and guidance set out at national level.
- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the developments plans unless material considerations indicate otherwise.
- 6.3 At the heart of national planning policy - the NPPF, is the presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives:
- An economic objective;
 - A social objective; and
 - An environmental objective.
- 6.4 The presumption is replicated by Barnsley Local Plan policy SD1, which identifies that Barnsley Metropolitan Borough Council "*...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*". The following sections of this statement consider the proposals against the dimensions of sustainable development.

Principle of Development

- 6.5 Local Plan Policy LG1 seeks to maximise opportunities and benefits for Barnsley and in support of City Regions and in accordance with Policy LG2 – priority will be given to development within Urban Barnsley as a first priority within the settlement hierarchy to deliver development in sustainable locations.
- 6.6 Local Plan Policy MU1, allocates the site for mixed use development with an

indicative number of 1,700 dwellings on site and 43 hectares of employment land within Urban Barnsley to meet the settlement hierarchy set out in Policy LG2. The site allocation also seeks the requirement for a new primary school and small-scale convenience retail and community facilities. In addition, there is a requirement for a link road and environmental improvements to support the proposed developed, which are considered in later sections of this section.

Housing

- 6.7 Local Plan Policy H1 sets out the Council's requirement to achieve completion of at least 21,546 additional homes during the period between 2014 to 2033 and Policy H2 confirms that 43% of the proposed homes should be located within Urban Barnsley.
- 6.8 In accordance with the spatial policies and Policy MU1, the development proposals include the delivery of 1,760 new homes to meet the housing requirement within Urban Barnsley. The development proposals will significantly boost the supply of homes, in accordance with NPPF paragraph 60.
- 6.9 The proposals include the delivery of 1,760 new homes, which marginally exceeds the housing number in Policy MU1 for 1,700 new homes. However, it is important to note that the allocation number is indicative and as such the policy allows some level of flexibility in delivering housing numbers, ensuring an efficient use of land in accordance Policy H6. Furthermore, it will be demonstrated there are no technical reasons why an additional 60 new homes over the indicative allocation number cannot be achieved on site.
- 6.10 NPPF policy at Paragraph 62 states that the size, type, and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. Local Plan Policy H6 is concerned with housing mix and sets out that 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 will be expected in Urban Barnsley.

6.11 The majority of proposed residential development is provided in outline, however the first phase of new homes is proposed in Full and identified as Phase 1(a), which will deliver 229 new homes.

6.12 A mix of housetypes and styles are proposed to meet the local market demand as well as the Council's housing needs, creating a mixed vibrant development. The proposals comprising 2-, 3-, 4- and 5-bedroom properties and a mix of terraced, semi-detached and detached homes:

Bedroom No.	No. in scheme
2	23 (affordable housing)
3	128 (of which 39 are affordable housing)
4	46
5	32

6.13 Phase 1(a) residential will secure a density of 27.36 dwellings per hectare (gross). This density is considered appropriate for the location adjacent to the existing dwellings to the west, where the separation distances have been exceeded from the existing dwellings to protect residential amenity levels for both existing and future residents. This approach is in line with the requirements of Paragraph 124 of the NPPF which encourages policies and decisions which "support development that makes efficient use of land".

6.14 There are further opportunities within the outline areas of the application to increase density further taking in consideration both site constraints and neighbouring land uses as the wider site comes forward for development.

6.15 As detailed above, Phase 1(a) will deliver 69 affordable housing units within this first of development, comprising a mix of 2- and 3-bedroom homes meet the identified housing need within the Council's Housing Needs Assessment, June 2021. This equates to the delivery of 30% affordable housing within Phase 1(a).

Employment

- 6.16 Local Plan Policy E1 identifies the Local Plan's requirement to deliver 297 hectares of employment land to meet the development needs of existing and future industry and business up to 2033. Policy E2 states that 64.6 hectares of employment land is distributed within Urban Barnsley, of which 43 hectares are within site allocation Policy MU1 for this application site. Policy E3 is concerned with the uses of employment land including research and development, and light industry; general industrial; or storage distribution. – Ancillary uses will be allowed where appropriate in scale.
- 6.17 The proposed employment land is applied for in Outline with details reserved for a later stage. The Illustrative Masterplan shows the southern employment area comprising a mix of E/B2/B8 use classes, most of which would be for use class B2/B8. This layout provides a total of 120,509.3 sqm (1,297,151 sqft) of employment floorspace, of which 114,131.5 sqm (1,228,501 sqft) would be for Use Class B2/B8 and 6,377.8 sqm (68,650 sqft) would be for Use Class E/B2/B8. The employment proposals on the southern parcel of land predominantly includes Storage and Distribution uses with ancillary uses.
- 6.18 In addition, a small area of local shops, community facilities (in accordance Local Plan Policy TC5) and primary school will also provide employment opportunities on the site. The Parameters Plan illustrates its location towards the northern part of the site, amongst the residential element of the scheme.
- 6.19 The delivery of employment land includes: the southern employment parcel of land; the local shops, community facilities and primary school; delivery of part of the link road; southern external roundabout (excluded from this application); and delivery of strategic drainage and landscaping.
- 6.20 The proposed primary school will be subject to a detailed reserved matters application and will accommodate sufficient land to extend up to a 2-form entry school at a later date. NPPF Paragraph 95 states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. The development proposals for a new primary school will

create modern educational facilities to meet the policy and site requirements. The development proposals therefore play a vital role in the Council meeting their objectives and visions in the Local Plan, particularly the support for investment by maximising growth and benefits of education.

- 6.21 The Applicants are also reviewing the potential to set up a community fund where the local community can apply for small amounts of funding to support local organisations in the area. This will be subject to further consideration.
- 6.22 The Government published its “Build Back Better” Plan for Growth in March 2021. It sets out the Government’s aim to drive growth to level up the whole of the UK. The proposed development will contribute towards this aim by providing a substantial number of new homes, helping the Government to reach its target of 300,000 homes per year, as well as creating a significant number of new long-term employment opportunities in Barnsley.
- 6.23 As the development progresses there will be a number of social, economic, and environmental benefits. Barnsley has a growing need for housing and employment space. The site will play an important role in realising that requirement over the next 15 years.

Economic Benefits

- 6.24 The development proposals are supported by ES Chapter 14 - Socio-Economic and Health and sets out how the development will make an important contribution to economic growth and development. In respect of the construction phase, the proposed development will have the following temporary effects:
- During the Proposed Development, 405 temporary jobs could be supported per annum over the build period (estimated to be 15 years).
 - Around £24million of gross value added per annum is estimated to be generated over the 15-year build period, or £281million over the entire build

phase (present value).

6.25 In respect of the operational phase, the proposed development will have the following permanent effects:

- An estimated 1,897 economically active and employed residents are estimated to live in the Proposed Development.
- The Proposed Development could generate an additional household expenditure of £48.5million per annum once it is complete and fully occupied.
- The dwellings could generate additional £3.3million per annum in Council Tax payments.
- The Proposed Development has the potential to generate approximately £8.8million in first occupation expenditure within 18 months.
- An estimated 2,539 gross jobs will be supported on-site by the employment floorspace.
- Additional GVA associated with the permanent employment supported by the employment floorspace is estimated at £114million per annum or £981million over a 10-year period (present value).
- Annual business rate payments associated with activities supported by the employment floorspace could be around £2million per annum.

Social Benefits

- The delivery of 1,760 new homes with a mix of housetypes to meet the housing market requirements and significantly boost the delivery of homes, providing variety and choice for residents.

-
- The delivery of affordable housing across the site to meet housing needs, with the flexibility to adapt delivery through the course of development.
 - The delivery of accessible jobs for both existing and future residents within a sustainable location.
 - The opportunity to create skills enhancement and for training and learning within the local community both within the temporary construction phase and the operational phases of the development.
 - Other operational impacts associated with the Proposed Development and adjacent cumulative scheme are as follows: Generated demand for 368 primary school places and 246 secondary school places; and a maximum demand for healthcare provision of 4,370 people. In EIA terms, the effect on primary school provision is negligible because there is sufficient capacity already in the area and the Proposed Development includes provision for a primary school. The effects on secondary school and health provision are potentially moderate negative, however this could be addressed via financial contributions, which would make the impact of the scheme negligible.
 - The Proposed Development will also include strategic areas of greenspace and wildlife corridors which equates to around 30% of the residential area. This greenspace provision is considered to have a long-term major positive impact.
 - Proposals to divert existing public rights of ways with upgraded, enhanced paths, and reinforced with a diverse network of adjoining safe routes for both pedestrians and cyclists to strengthen connectivity and improve health and well-being.
 - The delivery of the new link road designed to accommodate the proposed development in combination with reassigning traffic from the local roads, such as Higham Common Road. The reduction of traffic and congestion on roads not designed to carry heavy volumes of traffic will be significantly improved.

- Accessible jobs for existing communities to support these communities and further their wellbeing.

Environmental Benefits

- Accessible jobs for existing communities to support these communities and further their wellbeing.
- New landscape planting and bio-diversity enhancements. Encourages sustainable movement by providing a network of upgraded and improved pedestrian and cycle routes through the scheme for health and well-being.
- Creating a new sustainable community combining high-quality new homes with new jobs, facilities, and open space for both existing and future residents.

Overall, the principle of development is established through the site allocation (Policy MU1) and the proposed development is considered to provide significant positive effects in terms of social, economic, and environmental benefits for the development of the site and in accordance with Local Plan policies, the Masterplan Framework and NPPF policies.

Traffic and Highways

- 6.26 Paragraph 112 of the NPPF outlines that decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, whether safe and suitable access to the site can be achieved for all people and improvements can be undertaken within the transport network. Paragraph 111 continues that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.27 Policy T4 of the Local Plan states that new development will be expected to be designed and built to provide all transport users within and surrounding the

development with safe, secure, and convenient access and movement. Furthermore, Policy T3 outlines that development will be expected to be designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

- 6.28 The site allocation policy MU1 outlines the requirement for the development to provide on an off-site highway infrastructure works, including a link road (Claycliffe Link) and improvements at Junction 37 as necessary; and to protect routes of the Public Rights of Way that cross the site, and make provision for these as part of any proposal.

- 6.29 The development proposals are supported by a Transport Assessment, Residential Travel Plan and Workplace Travel Plan and ES Chapter 8 – Transport.

- 6.30 In accordance with Policy MU1, the proposal includes for a new link road which will connect both ends of the site, from Higham Common Road to Barugh Green Road, part of the wider route between M1, Junction 37 and the A635, Barugh Green Road. The two external roundabouts on Higham Common Road and Barugh Green Road have already been subject to separate planning applications (*App 2020/0027 and 2020/0028*) are approved and will be delivered through the Sheffield City Region Investment Fund.

- 6.31 A key feature for the development of the site is that it will facilitate the delivery of the new link road that is a long-held transport aspiration for the Council and is supported by the Sheffield City Region Combined Authority. In July 2013, the *Claycliffe Link Road* was ranked 7th in the Sheffield City Region Investment Fund (SCRIF) prioritised scheme list. The link road has been designed to accommodate the proposed development in combination with reassigning traffic from the local roads, such as Higham Common Road. The reduction of traffic and congestion on roads not designed to carry heavy volumes of traffic will be significantly improved.

- 6.32 The site is well served by public transport. Several bus stops are located within convenient walking distance of the site, providing frequent services to Barnsley

town centre and Wakefield. In addition, the proposed link road is a single carriageway route, which as part of a network of permeable walking and cycling routes, will provide four crossings along the new link road, as well as crossing points at the proposed roundabouts, to ensure the site is well connected. A number of the site's existing PROW routes will be impacted by the masterplan development, however these routes will be incorporated into the layout and enhanced through the delivery of the landscape proposals, further reinforcing alternative opportunities to travel without reliance upon car travel.

- 6.33 The Transport Assessment assesses any potentially significant environmental effects that could arise from the changes in traffic flows during the construction and operational phases of the development.

- 6.34 The assessment of operational traffic impacts which includes capacity assessments of the key junctions, concludes they will experience an increase in traffic as a result of the development, whilst junctions in other areas will benefit from a decrease.

- 6.35 The results of this assessment have indicated that the potential environmental effects resulting from the increase in traffic generated by the development are predicted to be minor or negligible in the context of the two approved roundabouts / junction improvements and delivery of the link road.

- 6.36 Furthermore, the implementation of a Construction Traffic Management Plan will ensure the impact of additional HGVs during the construction period is kept to a minimum and the implementation of submitted Travel Plans will encourage and promote sustainable travel to the development once operational.

- 6.37 Phase 1(a) of the residential development, applied for in full, is located to the north-west of the site. Phase 1(a) will have pedestrian and cycle connections to Barugh Green Road, Longley Street and Avon Close ensuring it is highly permeable with the surrounding neighbourhood. The location of the pedestrian access points ensure existing bus stops on Barugh Green Road, Longley Street and Higham Common Road are all located within convenient walking distance of the site.

- 6.38 It is therefore considered that the proposed development is in accordance with Policies T3, T4 and MU1 of the Local Plan and the wider principles of the Masterplan Framework and the NPPF.

Heritage and Archaeology

- 6.39 Section 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 202 sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 6.40 Policy HE1 addresses the Council's approach to development likely to affect the historic environment of Barnsley. This policy states that the Council will positively encourage development which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk. As such, Policy HE2 is applicable in the requirement of a Heritage Statement.
- 6.41 Furthermore, Policy HE6 requires applications for development on sites where archaeological remains may be present must be accompanied by an appropriate archaeological assessment.
- 6.42 The requirement for a Heritage Assessment is also stated within the site allocation Policy MU1, alongside measures for the protection and retention of the listed milepost on Barugh Green Road 500m west of the junction with Claycliffe Road.
- 6.43 This application is supported by a Desk Based Heritage Assessment, Heritage Statement and Geo-physical Survey. The reports are appended within the ES Chapter 9 – Archaeology and Cultural Heritage.
- 6.44 There are five designated assets within the study area, all listed grade II structures. The closest of these is a milepost (NHL1151794), which sits on the

Barugh Green Road (A635).

- 6.45 In respect of undesignated assets, the supporting reports confirm there are no known prehistoric, roman, early medieval, or medieval assets within the site. In respect of post-medieval, referred to as modern periods (mid-16th – present day), opencast coal mining which dominated the site over several years. Other industry in the area included the Redbrook Linen Mill and Bleach Works (late 18th century). Remnants of a stone kerbed track are identified within the site which is shown on the 1855 OS mapping.
- 6.46 The Geo-physical Survey was undertaken on selected areas agreed with South Yorkshire Archaeology Section (SYAS). A total of approximately 46 hectares of the site was surveyed, representing those areas considered to be unaffected by previous opencast coal mining. A proportion of the survey overlapped with supposed former opencast areas to confirm their extents. In general, very few anomalies were recorded which appear to be of archaeological origin and there was much evidence of ground disturbance, whether through mining or associated soil storage.
- 6.47 Large parts of the site have been opencast mined, and ground investigations and the Geo-physical Survey suggest the influence in terms of ground disturbance extends beyond the surveyed limits of the workings, with some areas exhibiting evidence of truncation, if not mining. The potential for unknown archaeological remains is therefore limited to those areas unaffected by previous opencast mining and is generally low. The Geo-physical Survey has identified three anomalies of potential archaeological origin which are probably of no more than low significance.
- 6.48 The assessment concludes that the designated milepost on Barugh Green Road will be directly impacted by the proposed development. This milepost has been subject of a separate planning application related to the proposals for the northern roundabout. A scheme of conservation has been secured via a pre-commencement condition to preserve and conserve the milestone, in accordance site Policy MU1.

- 6.49 In respect of unknown features, a comprehensive scheme of mitigation includes the evaluation/excavation and recording of any archaeological remains affected by the proposed development. Further evaluation of any identified features will be undertaken by trial trenching. Where preservation is not desirable or feasible, any significant remains will be excavated, recorded and the results published and archived as appropriate. The mitigation measures will bring the residual effects to no more than minor adverse and are not considered significant.
- 6.50 It is therefore considered that the proposed development is in accordance with Policies HE1, HE2, HE6, MU1 of the Local Plan, the wider principles of the Barnsley West Framework Masterplan and the NPPF.

Ground Conditions

- 6.51 NPPF paragraphs 183-184 of require planning decisions to ensure that a site is safe for its new use, considering ground conditions and stability and pollution arising from previous uses. Responsibility for securing a safe development rests with the developer and/or landowner.
- 6.52 Policy CL1 outlines the Council's request that where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposal must be accompanied by an appropriate report.
- 6.53 Site allocation Policy MU1 requires development proposals to ensure that ground stability and contamination investigations are undertaken prior to development commencing and necessary remedial works completed in a phased approach.
- 6.54 The proposals are supported by a Geo-environmental Phase I Desk Study, Preliminary Geo-environmental Ground Investigation, Coal Mining Risk Assessment and Coal Recovery Reports, the Site Preparation and Earthworks Strategy Report and the Preliminary Slope Stability Report. The proposals are

also supported by ES - Chapter 10 Ground Conditions.

- 6.55 The ground conditions across the whole site were found to comprise a general covering of reworked topsoil over locally made ground and/or colliery spoil, overlying natural strata comprising residual soils, extremely weak mudstone, sandstone, and coal seams of the Pennine Middle Coal Measures.
- 6.56 A series of rotary open hole boreholes were drilled within the proposed development site to provide a preliminary assessment of the properties of the opencast backfill, potential underground coal workings below highwalls and elsewhere on the site, and the general ground, groundwater, and hazardous gas conditions at the site.
- 6.57 The assessment carried out in the preliminary geo-environmental ground investigation report encountered no elevated concentrations of soil contaminants. Further soil sampling, laboratory testing and assessment will be required post earthworks for each development phase to confirm the chemical status of the shallow soils (topsoil and subsoil) and the requirements for remediation.
- 6.58 The potential ground gas sources were investigated and monitored as part of the preliminary ground investigation. Monitoring was carried out over a six-week period. Further ground gas monitoring and assessment will be required post earthworks for each development phase to confirm the ground gas regime and the requirements for ground gas protection measures.
- 6.59 The three Coal Mining Risk Assessment and Coal Recovery Reports assessed the site-specific coal mining risks and sets out the proposed mitigation strategy to demonstrate the site can be made safe and stable for the proposed development. A Slope Stability Assessment supports the proposed earthworks and provides an assessment of the ground stability following the earthworks. Mitigation measures are proposed to ensure all development platforms following the earthworks across the site achieve the required Factor of Safety.

6.60 In summary, the impact of the proposed development on the geology and ground conditions is considered to be negligible following the implementation of the mitigation measures and are therefore not significant.

6.61 It is therefore considered that the proposed development is in accordance with Policy CL1 and MU1 of the Local Plan, the wider principles of the Barnsley West Masterplan Framework and the NPPF in respect of delivering a safe site for future users and occupiers.

Flood Risk and Drainage

6.62 Paragraph 167 of the NPPF requires that new development be planned to avoid areas at risk of flooding and local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Paragraph 169 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

6.63 Policy CC3 identified the Council's approach to flood risk. This policy outlines that flooding will be reduced by a number of methods, the first being not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding or would give rise to flooding elsewhere.

6.64 Policy CC4 outlines that 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. This is reiterated further in Policy CC5.

6.65 Site allocation Policy MU1 requires development proposals to ensure that any sustainable drainage system incorporating above-ground habitats is designed from the outset to serve the whole site and consider the drainage/culvert that runs through the site.

6.66 The development proposals are supported by a Flood Risk Assessment,

Drainage Impact Assessment including detailed design for the site wide drainage infrastructure, Drainage Strategy for proposed Phase 1(a) of residential development and final ES Chapter 11 – Flood Risk and Drainage.

- 6.67 The flood risk assessment confirms the site is located within flood zone 1, which comprises land assessed as at a low risk of flooding from a watercourse and/or sea with less than a 1:1,000 annual probability of river or sea flooding. Furthermore, there is low potential of flooding from the following sources: rivers and seas (fluvial); adjoining land (pluvial); groundwater; sewers and drains; and reservoirs, canals, and other artificial sources.
- 6.68 On site ground investigation has been carried out and confirms the site is mixed underlaying material consisting of rock, cohesive and fill material to old open cast workings which would be unsuitable for infiltration drainage methods on this site. In respect of drainage hierarchy, connection and restricted discharge to watercourse should be considered next. There are a number of existing watercourses located within the development site towards the east and existing greenfield run off from the south and middle of the site would generally discharge into these watercourses.
- 6.69 As a result of the restricted discharge, surface water attenuation would be required on site, and this is to be provided in a series of seven drainage basins and the piped network. The basins will generally be located adjacent to the existing watercourses and to the east of the development.
- 6.70 Some areas to the north fall towards Barugh Green Road and a suggested land drainage ditch/drain located to the south of the highway. The Phase 1(a) proposed residential development is supported by a drainage strategy, which proposes a potential alternative strategy for drainage comprising a combination of draining to the ditch/drain along Barugh Green Road and the site wide drainage infrastructure.
- 6.71 The existing watercourses which are partly culverted and have been considered during the design process and will be maintained on site, albeit with some further culverted areas and realignment.

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- 6.72 The flood risk from surface water flows from the proposed drainage scheme are considered to be low.
- 6.73 Foul water will be discharged off site into the existing public sewer network at an unrestricted discharge rate. The offsite existing public sewer network will be upgraded by Yorkshire Water to accommodate the flows from the site.
- 6.74 The ES chapter and accompanying reports demonstrate that by implementing the recommendations and design principles the proposed development would have minimal residual impact on flooding and drainage. No significant effects are identified subject to the implantation of the mitigation measures identified.
- 6.75 It is therefore considered that the proposed development is in accordance with Policy CC3, CC4, CC5 and MU1 of the Local Plan, the wider principles of the Barnsley West Masterplan Framework and the NPPF.

Trees

- 6.76 NPPF paragraph 174 requires decisions to contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of trees and woodland.
- 6.77 Policy BIO1 refers to the conservation and enhancement of biodiversity and geodiversity. This policy includes provision for the protection of trees.
- 6.78 The development proposals are supported by an updated Tree Survey. The survey of trees at the site assessed 172 individual trees, 23 groups of trees and 40 hedge sections. This included trees located on-site and those located on adjoining land that may be affected by development of the site.
- 6.79 Part of the deciduous woodland that is situated in the east of the survey area is protected by a woodland Tree Preservation Order. The land does not lie within a Conservation Area.

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- 6.80 As a result of the proposed earthworks strategy to create development platforms, there will be a requirement for the removal of trees on the site except for the majority of the two large areas of woodland, and trees located within them. Hedgerows on the site will also be removed, with the exception of some species rich hedgerows being translocated elsewhere within the site, in accordance with Local Plan Policy MU1.
- 6.81 The report includes a Preliminary Arboricultural Method Statement and Tree Protection Plan, which contain proposals for the protection of the retained trees during the construction period. These should be subject to amendment once final design details are available.
- 6.82 Whilst there is an identified loss of trees and hedgerows across the site, the Landscape Masterplan proposals include for significantly improved replacement planting, which in the longer term will create enhanced strategic greenspaces for the local community and connected wildlife corridors.
- 6.83 It is therefore considered that the proposed development is in accordance with Policy BIO1 of the Local Plan and the wider principles of the Barnsley West Masterplan Framework and NPPF.

Ecology

- 6.84 In respect development impacts on protected species planning policy and guidance is provided by the 1981 Wildlife and Countryside Act and the Conservation of Habitats and Species Regulations 2010 and the NPPF (paragraph 180) The presence of a protected species is a material planning consideration.
- 6.85 Policy BIO1 of the Local Plan outlines that development will be expected to conserve and enhance the biodiversity and geological features of the Borough. Furthermore, development which may harm a biodiversity or geological feature or habitat, will not be permitted unless effective mitigation and/or compensatory measure can be ensured.

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- 6.86 Furthermore, the NPPF identified that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains where possible.
- 6.87 The policy supporting allocation MU1 outlines the requirement for the development to create and retain wildlife corridors through/across the site; and translocate species rich hedgerows within the site if they cannot be retained in situ.
- 6.88 No statutory or non-statutory designated sites were present within the site. Three Natura 2000 sites are present within 15 km of the site; Denby Grange Colliery Ponds SAC, South Pennine Moors SAC; and Peak District Moors (South Pennine Moors Phase 1) SPA. Six designated sites were present within 2 km of the site; Redbrook Pastures LWS, Hugset Wood LWS, Daking Brook LWS, Barnsley Canal at Wilthorpe LWS, Silkstone Fall Wood LWS and Falthwaite and Lowe Wood LWS.
- 6.89 No bat roosts were recorded on site, though seven buildings (including off site buildings which could be impacted by works) and 44 trees were considered to offer suitability for roosting bats. Site-wide bat activity surveys identified that common pipistrelle were the most frequently recorded species. A single serotine call was identified in 2018 and a single Nathusius' pipistrelle was identified in 2020.
- 6.90 The site was considered to support a bird assemblage largely associated with farmland habitats, though also noting a number of garden bird species which was likely influenced by the adjacent residential areas. In 2020, 43 species were identified on site, of which 33 were confirmed or possible breeders.
- 6.91 The site was considered likely to support common invertebrates but was considered unlikely to support notable populations of notable species.
- 6.92 Evidence of a historic Japanese Knotweed stand was present in the west of the site; though this appeared to have been subject to treatment.

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- 6.93 A single hedgehog was recorded on site in 2020 and suitable habitat is present for hedgehog. Great crested newts, reptiles, badger, otter, and water vole were considered likely absent from the site.
- 6.94 All hedgerows have been identified on site and provision is made within the development proposals to translocate the species-rich hedgerows along the western boundary of the phase 1(a) residential development. Prior to translocation of any species-rich hedgerows, an appropriate method statement will be prepared for prior approval.
- 6.95 The mitigation measures proposed include new strategic areas of greenspace comprising new trees, woodland and hedgerow planting, translocation of species-rich hedgerows, installation of bat boxes and bird nest boxes to ensure the retention and creation of wildlife corridors and additional surveys prior to construction.
- 6.96 Whilst there will be a loss of large areas of agricultural land on the site, the proposed habitats to be created, as outlined above, and detailed within the landscaping plans, are considered to be of notably greater potential biodiversity and supporting ecological value to local wildlife, once established.
- 6.97 Due to the size of the site, it will be brought forward as a multi-phased development, though ground works may be required generally at the outset for to achieve appropriate levels for the development platforms and drainage infrastructure. Habitats may therefore be lost to bare ground at the outset, with replacement landscaping coming forward on a plot-by-plot basis over the duration of the construction period.
- 6.98 An Ecological Construction Environmental Management Plan (EcoCEMP) will be produced to confirm the measures proposed to protect ecology during the construction phase and a Habitat Landscape Management Plan (HLMP) will be produced to confirm the measures proposed to protect ecology once the scheme is completed. The EcoCEMP and HLMP can be conditioned. Subject to implementation of the proposed mitigation no significant effects were identified in the long term.

- 6.99 It is therefore considered that the proposed development is in accordance with Policy BIO1 and MU1 of the Local Plan, the wider principles of the Masterplan Framework and the NPPF.

Landscape and Visual Assessments

- 6.100 Policy LC1 outlines the Council's approach to landscape character. This policy states that development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character Area in which it is located.
- 6.101 The development proposals are supported by ES Chapter 6 – Landscape and Visual Impact Assessment which considers the site and its surrounding context to assess the potential effects of the proposed development upon landscape features, landscape character and visual amenity.
- 6.102 The assessment of landscape effects during construction concludes that works would have significant adverse effects on the landscape of the application site. This is due to extensive works to the whole of the application site including extensive cut and fill earthworks and site clearance including trees and hedgerows. It is also considered that there would be some significant adverse effects on the character of Landscape Character Area E2: Barnsley Settled Wooded Farmland during construction due to the isolated pocket of farmland within which the application site sits being subject to extensive construction activities. Construction operations will be over the medium term (5-15 years).
- 6.103 The assessment of landscape effects during the operation phase concludes that the proposed development would have significant adverse effects on the landscape of the application site at year 1 and year 15. This is due to the extent of proposed development and the distinct change of land use from agricultural land to large extents of residential and employment use.
- 6.104 The proposed locations of strategic greenspace set out on the Parameters Plan seek to retain levels and trees around existing woodlands and provides green

links through the application site. There would be the introduction of positive landscape features as shown in the Illustrative Landscape Masterplan, comprising areas of woodland, meadows, and orchards which would tie into the woodland and while different in character to the existing landscape they would be positive landscape features. However due to the extent of proposed residential and employment development it is considered there will be a direct and long-term change to the character of the application site.

- 6.105 The assessment of landscape effects during operation also concludes that the character of Barnsley Settled Wooded Farmland would be significantly adversely affected by the proposed development at year 1. By year 15 the level of effect would have reduced with maturing planting and the development becoming more settled in the landscape.
- 6.106 The assessment of visual effects during construction concludes that significant adverse effects are concentrated on community receptor groups adjacent to the application site at Higham, Gawber, and Pogmoor. This is due to extensive construction operations across the site including extensive cut and fill earthworks, and use of machinery such as cranes which will be visible from within the noted communities. Construction works will affect the composition and character of views and will be over the medium term (5-15 years).
- 6.107 The assessment of visual effects during operation at year 1 concludes that significant adverse effects would be concentrated on recreational users on PROW's and Green Ways, and community receptor groups at Higham, Gawber, and Pogmoor. The proposed development would change the character and composition of views, from open farmland landscape to residential or large-scale employment development. There would be an introduction of positive landscape features as shown in the Landscape Masterplan however at year 1 the scale of proposed development would be prominent in views and form a substantial change in views. At year 15 significant adverse effects would remain. This is due to the overall scale of proposed development, and maturing vegetation would not have enough mitigating effect to reduce the level of effect below significant for these receptor groups.

- 6.108 The assessment of cumulative visual effects concludes that adverse effects would be concentrated to the north-east of the application site as the cumulative development assessed is in close proximity to the residential area of Gawber, people on the road network, and people working in the local area. The addition of further residential development would not be a new element in the views around the north-east of the application site however land, which is currently undeveloped would further disappear from views, to become extensively developed with no visual break between the residential area of Gawber and Higham. Magnitude of change would increase slightly but due to the scale of the proposed development on the application site, it would not be to such an extent to increase the level of effect for these receptors.
- 6.109 It is recognised that Phase 1(a) of residential development is subject to a detailed application. This assessment has considered as a worse case the development of the whole application site encompassing all its phases, and no specific consideration is given to Phase 1(a) detailed residential application. However, it is recognised that Phase 1(a) would have more effect on some receptors than others which would be impacted more by the subsequent phases of the development. The assessment provided is therefore a worse-case assessment for the Phase 1(a) residential proposals, with some receptors being impacted less by Phase 1(a) than is set out in the ES Chapter. During operation, the receptors more likely to be impacted by the Phase 1(a) residential development is anticipated to comprise the landscape of the north-west corner of the application site, and community receptors in Higham and Gawber, recreational receptors, employment receptors, and road network receptors. It is anticipated that greater effects would be focussed on these receptors noted near the site, rather than any impacts from the wider landscape.
- 6.110 Whilst the assessment of landscape effects during the construction and operational phases concludes that the proposed development would have significant adverse effects on the landscape, this should be considered in the context of the site's Local Plan allocation. The site is identified within the Local Plan to deliver both residential and employment uses within Urban Barnsley and thus significantly contribute towards Barnsley's economic growth over the

Plan period. This Statement demonstrates that significant weight in the planning balance towards economic growth and investment should be applied to outweigh the identified landscape effects in order to confirm the site's suitability for development.

- 6.111 It is therefore considered that the proposed development is in accordance with Policy LC1 of the Local Plan and the wider principles of the Barnsley West Masterplan Framework.

Design

- 6.112 Section 12 of the NPPF advises that planning decisions should address the integration of new development into the built, natural, and historic environment. This echoed in the Local Plan Policy D1 which requires new development to be of a high quality and design.
- 6.113 The development proposals are accompanied by both a Design and Access Statement and a Landscape Design Statement, which explains the design principles and concepts which have led to the overall design and layout of the proposed development, considering the site and surrounding context. It is intended that these documents provide guidance on the delivery of future phases of development and should be read in conjunction with the approved Barnsley West Masterplan Framework.
- 6.114 Chapter 3 of this Statement provides a summary of the development proposals and design and layout of the proposed uses. Whilst most of the site is submitted in Outline, the detailed elements applied for in Full include the proposed link road, phase 1(a) residential development for the first 229 new homes and associated landscaping.
- 6.115 The site is well separated from neighbouring properties. Within the proposed development separation distances meet or exceed national guidelines and boundary treatments between plots ensure privacy is maintained. As a result, the proposals will not have a detrimental impact on the amenity of existing or

future occupiers, within or adjacent to the site in respect of overshadowing, loss of daylight and overlooking.

- 6.116 The proposed layout is reflective of the form of development surrounding the site, whilst making the most efficient use of the site. As a result, there are no concerns regarding the impact of the proposed development in terms of residential amenity for existing or future residents and the scheme is considered to accord with National and Local Policy in terms of good design.
- 6.117 Policy GI1 stipulates the Council's approach towards protecting, maintaining, enhancing and create an integrated network of connected and multifunctional Green Infrastructure assets. It is outlined that this will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions to create and improve Green Infrastructure.
- 6.118 It is acknowledged that there is an existing Green Way running from east to west within the site in line with Hermit Lane. Policy GS2 outlines that the Council will protect Green Ways and Public Rights of Way from development that may affect their character its function, where provision should be made as part of the development proposals, in accordance with Policy MU1.
- 6.119 The proposed development will incorporate strategic areas of greenspace and wildlife corridors. The previous coal mining use has left behind a ground conditions legacy on the site, which in turn allows for the delivery of strategic landscaping - equating to 30% of the development site. The Landscape Masterplan illustrates how the Greenspace areas are divided into a variety landscape-led spaces comprising:
- Arboretum link road with a communal linear park
 - Areas for play in-line with LAP requirements
 - Communal hard and soft 'greens' with areas of seating
 - Flexible amenity lawns
 - Hierarchy of shared footpaths and cycleways
 - Connections to existing PROW and Greenway access points
 - Areas of wildflower meadow

- Native hedgerow, tree, and shrub planting

- 6.120 Areas of natural open space are important to both existing residents and people moving to Barnsley, especially following the Covid-19 pandemic. Research shows that use of parks and public green spaces has increased, and that nature has supported people's health and well-being during lockdowns.
- 6.121 It is proposed that all diverted public rights of ways and the Greenway will be upgraded, enhanced, and reinforced with a diverse network of adjoining safe routes for both pedestrians and cyclists to strengthen connectivity and improve health and well-being through the proposed accessible greenspace areas.
- 6.122 It is therefore considered that the proposed development is in accordance with Policy MU1, D1, GI1, GS1 and GS2 of the Local Plan and the wider principles of the Barnsley West Masterplan Framework.

Air Quality

- 6.123 Local Policy AQ1 provides the statutory advice in relation to development within air quality management areas. This policy requires development impacting on areas sensitive to air pollution to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development. Furthermore, development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation. The land subject to this application is located within Air Quality Management Areas (AQMA).
- 6.124 Policy T5 outlines the requirement to develop and implement air quality action plans and to implement measures that ensure the current road system is used effectively. This is further reiterated in Policy Poll1 which also addresses the implication of dust on future development.
- 6.125 The application is supported by ES Chapter 12 - Air Quality Assessment which assesses the proposed development in relation to background concentrations

of localised pollution.

- 6.126 During the construction phase, site-specific mitigation (e.g. best practice Dust Mitigation Plan/Construction Environmental Management Plan) will be implemented at the site. With this in place, the residual effect on identified receptor locations is temporary and not significant.
- 6.127 The effect of road traffic during the operational phase of the proposed development at modelled locations is also identified as not significant. Whilst this effect may be reduced further via the implementation of mitigation strategies as required under the BMBC Air Quality and Emissions Good Practice Planning Guidance (March 2020) and outlined within the Air Quality ES Chapter, the residual effect will remain not significant.
- 6.128 It is therefore considered that the proposed development is in accordance with Policies T5, AQ1 and Poll1 of the Local Plan and the wider principles of the Barnsley West Masterplan Framework.

Noise Impact

- 6.129 As detailed above, Local Plan Policy Poll1 discusses the Council's approach to pollution control and protection. It outlines that development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause nuisance to the natural and built environment or to people.
- 6.130 This application is supported by a Noise Impact Assessment and ES Chapter 13 – Noise.
- 6.131 Regarding potential noise impacts associated with the construction phase of the proposed development, the assessment has determined that there is likely to be a temporary major effect at existing dwellings to the west of the site when the Phase 1(a) residential area is constructed. To mitigate the following

is required: An acoustic barrier along the western boundary of the Phase 1(a) area; Implementation a Construction Environmental Management Plan; and Control of construction hours. By implementing the mitigation measures, the effect will be reduced from major to minor temporary effects.

- 6.132 The assessment of road traffic impact from the proposed link road, upon existing nearby noise sensitive receptors, determined a moderate effect at a dwelling on Hermit Lane. To mitigate the effect, a 1.5m high acoustic barrier has been proposed. By implementing the mitigation measures, the effect will be reduced from moderate to minor.
- 6.133 Potential noise break-out from employment units (and associated service yards areas) in the employment area has been considered. The assessment determined that low impacts are expected at the nearest noise sensitive receptors (proposed or existing); therefore, no mitigation measures are required. Notwithstanding this, it is recommended that any fixed plant and equipment associated with the proposed employment units (which will be subject to approval by the Council at reserved matters stage) can be controlled by a suitably worded planning condition.
- 6.134 The assessment of noise impact associated with the school sports facilities, determined that there is likely to be a major effect; therefore, mitigation measures are required. Mitigation measures will be in the form of ensuring an appropriate distance between the proposed dwellings and the school sports field. Implementation of the mitigation measures would reduce the noise impact to a negligible level and will be considered upon submission of a reserved matters application.
- 6.135 The assessment of noise impact upon Phase 1(a) residential development and the future phases of residential development and appropriate design (by positioning houses between the road and the gardens) or by protecting gardens with acoustic barriers, will reduce extant environmental noise and impacts of potential future noise from the proposed link road to a negligible level.
- 6.136 In terms of impacts of potential future noise from the proposed link road upon

the proposed school, will require mitigation measures in the form of appropriate glazing and ventilation to the school to reduce the noise impact to a negligible level also.

- 6.137 It is therefore considered that the proposed development is in accordance with Policy Poll1 of the Local Plan and the wider principles of the Barnsley West Masterplan Framework, delivering a scheme which adequately protects amenity levels for both existing and futures residents.

Climate Change and Sustainability

- 6.138 NPPF paragraph 152 is clear that the planning system should support transition to a low carbon future, helping to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience and support renewable and low carbon energy and associated infrastructure.
- 6.139 Local Plan Policy CC1 seeks to reduce causes of and adapt to the future impact of climate change by promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques; locating and designing development to reduce the risk of flooding; promoting the use of sustainable drainage systems; delivery of renewables and low carbon energy; and investment in Green Infrastructure to promote and encourage bio-diversity gain.
- 6.140 Policy CC2 requires developments to minimise resource and energy consumption through the inclusion of sustainable design and construction features. All non-residential developments will be expected, to achieve a minimum standard of BREEAM 'Very Good' (or any future national equivalent).
- 6.141 The Council has declared a climate emergency (September 2019), with a strategy for the Borough to achieve zero carbon by 2045 (Zero 45) and developments will be required to considered measures in contributing to Zero 45.

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- 6.142 The development proposals are supported by ES Chapter 15 – Climate Change and the Sustainability Statement. The Sustainability Statement sets out the principles and strategy at this stage on the basis that the detailed design is subject to later reserved matters applications, save for the proposals for Phase 1(a) residential.

 - 6.143 For the phase 1(a) development it is unlikely that low or zero carbon technologies would be required to achieve compliance with Building Regulations.

 - 6.144 Based upon previous developments, the specification for Phase 1(a) shall result in providing a home with an approximate 5.00% reduction in carbon emissions Dwelling Emission Rate over the Target Emission Rate. It is also expected to achieve an approximate reduction of 12.50% in the Dwelling Fabric Energy Efficiency Rate over the Target Energy Efficiency Rate that must also be achieved to pass current Building Regulations.

 - 6.145 For the Phase 1(a) residential development EVCP (Electric Vehicle Charging Points) will be included for each dwelling.

 - 6.146 For future residential phases, the proposed design and servicing solutions will be dependent upon the Building Regulations applicable at the time, and the expected push towards decarbonisation of the electricity network.

 - 6.147 The proposed subsequent phases of development will include for non-domestic building uses and will aim for a BREEAM Very Good rating where practical and cost-effective. A BREEAM pre-assessment will be undertaken prior to the reserved matters applications to ascertain if BREEAM Very Good can be achieved. Furthermore, the employment units will also provide EVCP in accordance with policy requirements.

 - 6.148 Furthermore, the development proposals will create a mixed-use scheme, creating a sustainable setting providing a mix of house types encouraging community stability and the protection and enhancement of the quality of

natural assets, high quality design, promotion of access walking through the site and efficient use of land.

- 6.149 The assessment has identified a wide range of primary mitigation inherent to the design of the development, and tertiary mitigation which sets out legislative and/or policy requirements which are to be incorporated into the detailed design stage, construction, or operational practices. Mitigation measures that are included to reduce carbon emissions from the operational stage of the development are detailed in the Sustainability Statement. As a result, the majority of potential effects have been determined to be insignificant.
- 6.150 The proposals therefore meet Local Plan Policies CC1, CC2, the wider principles and the NPPF to deliver a sustainable form of development.

Utilities

- 6.151 In accordance with Local Plan Policy UT2, the proposals are accompanied by a Utilities Strategy Statement which provides an overview of the existing utilities services around the proposed development site, what services are likely to be affected by the development works as well as how the new utility services for the development can be provided.
- 6.152 Services including water supply, electricity and gas supply, and telecommunications would be provided to all units within the Proposed Development.
- 6.153 Additional supply connections will be discussed and agreed with the relevant suppliers as part of the detailed stages of the project to ensure that appropriate connections can be achieved as outlined within the Masterplan Framework.

Construction Environmental Management Plan

- 6.154 The proposals are supported by an outline Construction Environmental

Management Plan (CEMP). The aim of the CEMP is to set out the responsibilities with regard to compliance with legislation and to implement any mitigation measures to minimise environmental impact from the construction phase of the development on the environment and surrounding community. All development proposals will be required to have regard to the CEMP during all construction phases of development.

- 6.155 A notice would be erected at the development site entrance to provide details of the project and details of key contacts should there be any construction related concerns.
- 6.156 In addition, a Local Liaison Group would be established with agreed Stakeholders, with the intention of informing the local community about the construction of the site. The Local Liaison Group would manage and share information relating to the programme of construction works. Although meetings would not be public, a platform for sharing the meeting minutes will be provided.

7.0 PLANNING BALANCE

7.1 The National Planning Policy Framework identifies the purpose of the planning system is to contribute to the achievement of sustainable development. The Planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

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

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

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

7.2 It has been demonstrated that the proposals are compliant with the strategic locational principles of the Local Plan and specifically the site allocation (Policy MU1).

7.3 The unique nature of the site within the Urban Barnsley will provide a new sustainable community combining high-quality new homes with new jobs, facilities, and open space for both existing and future residents.

- 7.4 The Landscape and Heritage assessments have considered the effects of the development and do not identify unacceptable levels of impact on landscape character. Effects on designated heritage assets would give rise to less than substantial harm at the lowest end of the scale. The distinct and notable public benefit of the development proposals outweighs any temporary landscape and visual effects.
- 7.5 Effects of the development in terms of Highways, Amenity, Drainage, Nature Conservation, Arboriculture and Ground Conditions are not demonstrated to give rise to impacts that would make the proposals contrary to the policies of the Local Plan. Any effects have been mitigated through the design of the proposals or can be satisfactorily addressed by way of planning conditions.
- 7.6 It has been evidenced by this Statement and accompanying application documents that there are substantial and weighty material benefits of the scheme which are required to be considered in favour of the planning application in the planning balance. These can be summarised as:

Economic Benefits

- During the Proposed Development, 405 temporary jobs could be supported per annum over the build period (estimated to be 15 years).
- Around £24million of gross value added per annum is estimated to be generated over the 15-year build period, or £281million over the entire build phase (present value).
- An estimated 1,897 economically active and employed residents are estimated to live in the Proposed Development.
- The Proposed Development could generate an additional household expenditure of £48.5million per annum once it is complete and fully occupied.
- The dwellings could generate additional £3.3million per annum in Council

Tax payments.

- The Proposed Development has the potential to generate approximately £8.8million in first occupation expenditure within 18 months.
- An estimated 2,539 gross jobs will be supported on-site by the employment floorspace.
- Additional GVA associated with the permanent employment supported by the employment floorspace is estimated at £114million per annum or £981million over a 10-year period (present value).
- Annual business rate payments associated with activities supported by the employment floorspace could be around £2million per annum.

Social Benefits

- The delivery of 1,760 new homes with a mix of housetypes to meet the housing market requirements and significantly boost the delivery of homes, providing variety and choice for residents.
- The delivery of affordable housing across the site to meet housing needs, with the flexibility to adapt delivery through the course of development.
- The delivery of accessible jobs for both existing and future residents within a sustainable location.
- The opportunity to create skills enhancement and for training and learning within the local community both within the temporary construction phase and the operational phases of the development.
- The delivery of a new primary school.

- The Proposed Development will also include strategic areas of greenspace and wildlife corridors which equates to around 30% of the residential area. This openspace provision is considered to have a long-term major positive impact.
- Proposals to divert existing public rights of ways with upgraded, enhanced paths, and reinforced with a diverse network of adjoining safe routes for both pedestrians and cyclists to strengthen connectivity and improve health and well-being.
- The delivery of the new link road designed to accommodate the proposed development in combination with reassigning traffic from the local roads, such as Higham Common Road. The reduction of traffic and congestion on roads not designed to carry heavy volumes of traffic will be significantly improved.
- Accessible jobs for existing communities to support these communities and further their wellbeing.

Environmental Benefits

- New landscape planting and bio-diversity enhancements. Encourages sustainable movement by providing a network of upgraded and improved pedestrian and cycle routes through the scheme for health and well-being.
- Creating a new sustainable community combining high-quality new homes with new jobs, facilities, and open space for both existing and future residents.
- An energy efficient development to contribute towards targets for achieving zero net carbon.

7.7 It is considered that the general principle of the development is acceptable. Further assessment of material considerations as detailed above, have been assessed and demonstrate that the proposals shall not result in unacceptable environmental effects.

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- 7.8 The position set out in this Statement is that the proposals can be considered in accordance with the Local Plan and suitable for the grant of planning permission.

8.0 PLANNING OBLIGATIONS

8.1 In accordance with Local Plan policy I1, where planning obligations are required, these will be subject to further discussions with the Council upon consideration of the planning application and any required mitigation measures.

8.2 The planning obligations considered relevant to the proposals include:

- Affordable Housing;
- Education;
- Sustainable Travel; and
- Formal Recreational Open Space.

9.0 CONCLUSION

- 9.1 Alongside the submitted drawings and accompanying reports, this Statement has assessed the proposals against the context of the Development Plan and the advice given by the Government through planning policy guidance statements.
- 9.2 This Statement demonstrates the development of the is proposed in accordance with Local Plan policies, the NPPF and other material policy considerations to deliver a sustainable mixed-use scheme without economic, social, or environmental harm.
- 9.3 Based on the above, and other material considerations within this Statement, it is considered that the proposed development accords with the statutory Development Plan and there are no material considerations to indicate otherwise. The Local Planning Authority is respectfully requested to approve the applications.