

Land North of Keresforth Road, Dodworth Planning Statement

Persimmon Homes (West Yorkshire) Ltd

11th April 2018

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Document Control

Project: Keresforth Road, Dodworth: Planning Statement

Document Reference: KRD-PS-180411

File Origin: <\\psn-wyor-fs01.psn.persimmonhomes.net\Shared\Technical\A - Site Files\Prospective Sites\Bark Meadows, Dodworth\Planning\PLANNING STATEMENT>

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Issue	Date	Status
1	09-03-2018	Draft
2	10-04-2018	2 nd Draft
3	11-04-2018	Final Version

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1.0 Introduction

1.1 Document Overview

- 1.1.1 This Planning Statement has been prepared in support of a full planning application for residential development of 146 dwellings on a parcel of land with a gross area measuring 5.66 hectares to the north of Keresforth Road in the village of Dodworth in the Metropolitan Borough of Barnsley.
- 1.1.2 The purpose of this Planning Statement is to provide Barnsley Metropolitan Borough Council (BMBC) with all necessary facets to assess and determine the proposal within the context of relevant national and local planning considerations, together with any other material considerations.
- 1.1.3 This Planning Statement will first provide an overview of the site in its current setting before outlining the scheme proposals and reviewing national, local and site specific planning policy. It will then go on to set out the planning case in the context of relevant policy and technical considerations before discussing planning obligations and drawing conclusions.

1.2 Application Submission

- 1.2.1 The scope of this planning application has been discussed and agreed during formal pre-application discussions with planning and technical officers from BMBC.
- 1.2.2 In accordance with the Council's validation requirements, the application submission comprises of the following:
- Completed Application Forms and Notices;
 - Cheque for £36,107.00 to cover the requisite application fee;
 - Planning Statement prepared by Persimmon Homes (West Yorkshire) Ltd – this document;
 - Design and Access Statement prepared by Persimmon Homes (West Yorkshire) Ltd;
 - Statement of Community Involvement prepared by Persimmon Homes (West Yorkshire) Ltd;
 - Affordable Housing Statement prepared by Persimmon Homes (West Yorkshire) Ltd;
 - Draft S.106 Heads of Terms prepared by Persimmon Homes (West Yorkshire) Ltd;
 - Site Plans/Drawings prepared by Persimmon Homes (West Yorkshire) Ltd;
 - Engineering Feasibility prepared by Persimmon Homes (West Yorkshire) Ltd;
 - Landscape Masterplan prepared by FDA Landscape;
 - Archaeological Desk-based Assessment prepared by Archaeological Services WYAS;
 - Air Quality Assessment and prepared by Redmore Environmental;
 - Preliminary Ecological Appraisal prepared by Brooks Ecological;

- Energy Statement prepared by JSP Sustainability Ltd;
- Flood Risk Assessment prepared by ARP Associates;
- Phase 2 Geotechnical and Geo-Environmental Site Investigation prepared by Eastwood and Partners;
- Noise Assessment prepared by WYG;
- Transport Assessment prepared by Fore Consulting;
- Residential Travel Plan prepared by Fore Consulting;
- Arboricultural Report and Impact Assessment prepared by AWA Tree Consultants;
- Viability Assessment prepared by GVA Grimley Ltd.

2.0 Site Description and Context

2.1 Site Description

- 2.1.1 The site bound by the red line as shown on the accompanying Location Plan has a gross site area measuring 5.66 hectares or c.14 acres.
- 2.1.2 The site within the blue line on the Location Plan is a potential Phase 2 or extension site, capable of delivering the remainder of the emerging allocation, but is only referenced sporadically in this document.
- 2.1.3 The site consists of a large area of semi improved neutral grassland and agricultural land with an existing young to semi-mature tree belt inside the southern and western boundaries. The site is previously undeveloped but does contain backfilled opencast coal workings.
- 2.1.4 The site's immediate boundaries can be described as follows:

Northern Boundary: The site is bound to the north by an area of public open space/playing field and the motorway roundabout/junction 37 of the M1.

Eastern Boundary: The eastern boundary of the site is effectively the M1 motorway slip road, which is used by northbound vehicles exiting the M1 at Junction 37. The initial section of the slip road is at a lower level in relation to the site, the road gradually rises to a more elevated position in relation to the northern part of the site.

Southern Boundary: The site is bordered to the south by an existing watercourse, Dodworth Dike which effectively separates the application site with the remainder of the emerging allocation to the south.

Western Boundary: The western boundary consists of an existing tree belt which separates the site from the existing residential areas of Wareham Grove to the north and Water Royd Drive to the south.

- 2.1.5 There is a relatively steep gradient running across the site from north to south which gets steeper towards the southern part of the site; there is also a gradual fall from east to west. The low point of the site is situated in the south-eastern corner.
- 2.1.6 The site is generally quite overgrown and is currently covered in rough grass sward with mature vegetation in the form of shrubs and trees situated around the perimeter of the site.
- 2.1.7 The existing topography and geology of the site is described in greater detail in the various technical reports including the Geotechnical/Geoenvironmental Report, Ecology Survey, Flood Risk Assessment and Arboricultural Report.

2.2 Site Context and Accessibility

- 2.2.1 The site is located approximately 0.7km to the east of Dodworth village centre and 2.6km to the south west of Barnsley Town centre (point to point measurements). The site is located in close proximity to the M1 motorway which provides direct links to the cities of Sheffield (29km to the south) and Leeds (45km to the north).
- 2.2.2 There is an existing agricultural access to the land from an adjacent cul-de-sac, Bark Meadows.
- 2.2.3 Bark Meadows provides direct driveway access to 18 dwellings from a simple three-arm priority junction with Water Royd Drive. Bark Meadows is a two way road with a width of 5.5m.
- 2.2.4 Water Royd Drive provides access to a number of residential cul-de-sacs and also connects with the B6099 Keresforth Road/High Street; Keresforth Road serves as a local distributor road, connecting the western fringes of Barnsley with Dodworth.
- 2.2.5 There is an existing strategic Public Right of Way (Barnsley Co. Borough 272#3) beyond the southern boundary of the application site and heads eastwards beyond the M1 (via a footbridge) towards the western fringes of Barnsley.
- 2.2.6 The nearest bus stops are located on B6449 Barnsley Road, approximately 690m from the site. These stops are served by regular busses that mainly run between Penistone and Barnsley and Dodworth train station.
- 2.2.7 Dodworth railway station is approximately 1.3km west of the site and is situated on the Penistone line between Huddersfield and Sheffield with trains connecting with Huddersfield, Barnsley and Sheffield.
- 2.2.8 There is a supermarket called Budgens within 1.4km of the site and there are two smaller convenience stores within 1km. The nearest Post Office is within 1.2km of the site.
- 2.2.9 In terms of school provision, Keresforth Primary is within 800m of the site and Horizon Community College is within 1.6km. Greenacre School and Joseph Locke Primary are within 2km and 3km of the site respectively.
- 2.2.10 There is also a range of leisure facilities in the form of pubs, clubs, parks, fitness centres and takeaway outlets within 2km of the site.
- 2.2.11 The nearest medical centres are Apollo Court and Woodland Drive which are 1.2km and 1.5km from the site respectively. The nearest pharmacy is located adjacent to the Apollo Court medical centre.
- 2.2.12 Further details of the local amenities and sustainable transport options are contained in the accompanying Transport Assessment and Travel Plan.

3.0 The Proposed Development

3.1 Description of Development

3.1.1 The description of the application is proposed to be as follows:

“full planning application for the construction of 146 no dwellings with associated access, car parking, landscaping and other associated ancillary works.”

3.2 Layout

3.2.1 This application proposal is for the development of 146 dwellings as shown on the submitted proposed planning layout ref: KRD-2017:001E across a mixture of two, three and four bedrooms; 2 or 2.5 storeys in height. The proposed residential accommodation comprises a range of house-types and styles as set out in the table below:

House Type	Style	No. of Bedrooms	Storey Height	Floorspace (Sqm)	No. of Units
Alnwick	Semi-detached/terraced	2	2	58.6	23
Hanbury	Semi-detached/terraced	3	2	70.7	26
Rufford Semi	Semi-detached	3	2	80.8	12
Rufford Detached	Detached	3	2	80.8	12
Bickleigh	Semi-detached/terraced	3	2.5	84.6	11
Souter	Semi-detached/terraced	3	2.5	88.4	9
Hatfield	Detached	3	2	90	12
Clayton Corner	Detached	3	2	92.8	7
Roseberry	Detached	4	2	101.8	11
Kendal	Detached	4	2	110.6	7
Lumley	Detached	4	2.5	113.3	4
Chedworth	Detached	4	2	113.5	3
Winster	Detached	4	2	118.5	9
Total					146

3.2.2 All plots will feature off-street parking and private garden areas.

- 3.2.3 In addition to the provision of private amenity spaces to individual dwellings, there is also an area of Public Open Space accounting for 0.77ha, which equates to approximately 15% of the gross site area, excluding the existing tree belt.
- 3.2.4 Soft landscaping is to be provided throughout as illustrated by the accompanying Landscape Masterplan; the existing tree belt along the southern and western boundaries is to be retained, except for a small section that will need to be removed so that the access road can be formed.

3.3 Access and Parking

- 3.3.1 Access into the site is proposed to be taken from a proposed extension of Bark Meadows at the southern boundary of the site. In this way, the development will form a natural extension to the existing residential area.
- 3.3.2 The existing junction between Water Royd Drive and Bark Meadows is considered appropriate to serve the level of existing and proposed development, which would total 164 dwellings. This is in accordance with capacity assessments, details of which can be found in the accompanying Transport Assessment.
- 3.3.3 Internally the access road continues northwards before separating eastwards and westwards and permeating through the site as shared surfaces/private drives to provide vehicular access to all dwellings.
- 3.3.4 Adequate car parking will be provided throughout, all three and four bedroom properties will have at least 2 dedicated parking spaces within the dwelling curtilage with the majority also having a garage which could be used for both car parking and/or cycle storage. Smaller, two bedroom dwellings will have at least one dedicated parking space
- 3.3.5 Visitor parking is also provided at appropriate locations along the proposed highways within the development.
- 3.3.6 Footways and shared surface streets will be provided throughout the site to promote walking and various footpath connections are proposed.
- 3.3.7 The access and parking arrangements are covered in greater detail in the accompanying Transport Assessment and details of the movement hierarchy and various parking solutions that have been incorporated into the scheme proposals are set out in the accompanying Design and Access Statement.

3.4 Miscellaneous

- 3.4.1 All dwellings will include bin storage areas within their curtilage to facilitate the collection of waste, properties served from private drives will be provided with purpose built bin collection points.
- 3.4.2 Surface water is proposed to be discharged to the nearby watercourse. Surface water will be stored, attenuated and discharged to the watercourse at a controlled rate. Foul will be discharged to

the public foul water sewer in Water Royd Drive. Subject to detailed levels designs, a pumping station may be required to pump foul back towards the public sewer. Further details are contained in the accompanying Flood Risk Assessment and Engineering Feasibility.

- 3.4.3 Noise mitigation will be provided in the form of an acoustic barrier and buffer on the eastern boundary of the site. In addition, dwellings in the areas most affected by noise from the M1 will be orientated in a certain way in order to 'design out' noise issues. There is also the potential to incorporate double glazing and alternative forms of ventilation where necessary. Further details of the proposed mitigation measures can be found in the accompanying Noise Impact Assessment.
- 3.4.4 The existing tree belt will be retained and protected during development, details of which can be found in the accompanying Tree Survey and Arboricultural Impact Assessment. Higher value trees will be retained, any loss of tree will be replaced as part of a development wide landscaping scheme, details of which can be found on the accompanying landscape masterplan.
- 3.4.5 In order to achieve a CO² reduction of 20% across the site, a number of plots will feature PV panels capable of generating 65,845.37kWh/year of electricity in total. Full details are contained within the supporting Energy Statement.
- 3.4.6 It is proposed that for all feasible dwellings, electric vehicle charging points will be provided, which is a mitigation measure recommended within the accompanying Air Quality Assessment.

4.0 Planning Policy Review

4.1 National Planning Policy Framework

4.1.1 The National Planning Policy Framework (NPPF) was published in March 2012 and replaces virtually all previous national guidance. The introduction to the document confirms it should be a material consideration in the determination of planning applications. The NPPF sets out 3 key principles which planning should seek to adhere to. These include:

- Proactively drive and support sustainable economic development to deliver the homes and thriving places the country needs;
- Seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings; and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

4.1.2 Paragraph 7 of the NPPF states that there are three dimensions to sustainable development: economic, social and environmental, which gives rise to the need for the planning system to perform a number of roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

4.1.3 In respect of decision-taking, Paragraph 14 of the NPPF states that proposed development that accords with an up-to-date Local Plan should be approved without delay.

4.1.4 Paragraph 32 states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of developments are severe.

4.1.5 Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing

should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable sites.

- 4.1.6 Paragraph 50 states that there is a need to deliver a wide choice of high quality homes and that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes).
- 4.1.7 The NPPF also considers design matters and states the Government attaches great importance to the design of the built environment (Para. 56). As such developments should function well and add to the quality of an area, as well as optimising the potential of the site to accommodate development. Developments should be visually attractive and create safe and accessible environments (Para. 58).
- 4.1.8 The NPPF also considers sustainability matters and states new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (Para. 96).
- 4.1.9 Paragraph 123 relates to Noise and states that planning policies and decisions should do the following:
 - avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
 - mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions
- 4.1.10 Paragraph 124 relates to Air Quality and states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.
- 4.1.11 Paragraph 173 sets out that, to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
- 4.1.12 Finally, the NPPF sets out guidance on pre-application engagement stating early engagement has the potential to improve the efficiency and effectiveness of the planning application system for all parties (Para. 188). The guidance goes on to reinforce the need for applicants to engage with the

local community before submitting applications since the more issues which can be resolved at the pre-application stage, the greater the benefits (para.190).

4.2 National Planning Practice Guidance

4.2.1 The National Planning Practice Guidance (NPPG) was initially published in March 2014 and brings together many areas of English planning guidance into a new web-based format to replace a series of older guidance.

4.2.2 The NPPG contains various guidance of relevance to the registration, processing and consideration of planning applications for proposed development.

4.2.3 One of the key components of the practice guidance is the issue of design; it states that ‘good quality design is an integral part of sustainable development’. It adds that good design should respond in a practical and creative way to both the function and identity of a place. It should put land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long and short term.

4.2.4 The NPPG also offers further practical advice in the following areas, of relevance to the Proposed Development:

- Flood Risk and Coastal Change;
- Health and wellbeing;
- Natural Environment;
- Noise;
- Planning Obligations;
- Open space, sports and recreation facilities, public rights of way and local green spaces;
- Self-build and custom house-building;
- Strategic environmental assessment and sustainability appraisal;
- Travel plans, transport assessments and statements in decision-taking.

4.2.5 The NPPG sets out the definition of housing need as follows: ‘*The scale and mix of housing and the range of tenures likely to be needed in the housing market area over the plan period*’.

4.2.6 Guidance on the Community Infrastructure Levy was added to the website on 12 June 2014 to replace the previous standalone guidance. It sets out the parameters for establishing the charging schedule as well as clarifying the forms of CIL relief for social housing and self-build.

4.2.7 Reference is made to other pieces of guidance set out within the NPPG where relevant within this statement.

4.3 Core Strategy

- 4.3.1 The Barnsley Core Strategy was adopted in September 2011 and there are a number of policies within the document which are relevant to the proposed development.

CSP1: Climate Change

- 4.3.2 Policy CSP1 sets out how the LPA will deal with climate change and states development will be expected to reduce and mitigate the impact of growth on the environment and carbon emissions, ensure existing and new communities are resilient to climate change and increase the efficient use of resources through sustainable construction techniques and the use of renewable energy. The policy goes on to state the LPA will take action to adapt to climate change by giving preference to development of previously developed land in sustainable locations, locating and designing development to reduce the risk of flooding and promoting the use of sustainable drainage systems.

CSP3: Sustainable Drainage Systems (SuDS)

- 4.3.3 Policy CSP3 states all development will be expected to use Sustainable Drainage Systems (SuDS) and only in exceptional circumstances, where it can be demonstrated that all types of SuDS are impractical, will other drainage management systems be permitted.

CSP4: Flood Risk

- 4.3.4 Policy CSP4 requires site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3.

CSP5: Including Renewable Energy in Developments

- 4.3.5 Policy CSP5 deals with the requirements for including renewable energy in developments and states all development of 10 or more dwellings will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 20% for applications submitted after 2015.

CSP8: The Location of Growth

- 4.3.6 This Policy states that priority will be given to development in **Urban Barnsley** and the Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (Dearne Towns), Penistone and Royston. Principal Towns will be the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.

CSP9 and CSP10: The Number and Distribution of New Homes to be Built

- 4.3.7 Policy CSP9 deals with the number of new homes to be built and confirms the Council will seek to achieve the completion of at least 21,500 net additional homes during the period 2008 to 2026. Policy CSP10 confirms a minimum of 9800 (46%) of these dwellings should be located in **Urban**

Barnsley over the plan period. Figure 4.1 which is an extract from the Core Strategy shows that Dodworth is classified as being within Urban Barnsley.

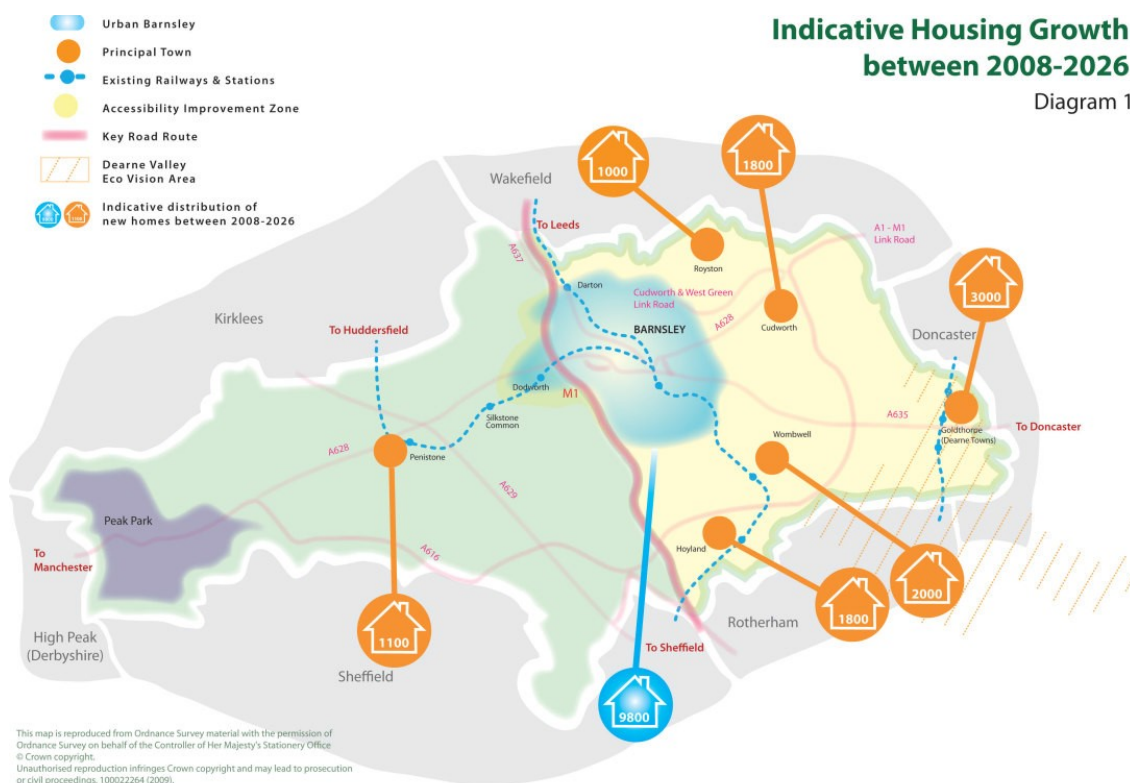


Fig 4.1: Plan taken from the Core Strategy showing the proposed distribution of new housing in the Metropolitan Borough of Barnsley

CSP14: Housing Mix and Efficient Use of Land

- 4.3.8 Policy CSP14 states that housing proposals will be expected to include a broad mix of house sizes, types and tenures to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population. A minimum of 40 dwellings per hectare should be achieved unless sustainable design or viability reasons dictate otherwise.

CSP15: Affordable Housing

- 4.3.9 Policy CSP15 states that development Housing developments of 15 or more dwellings will be expected to provide affordable housing.
- 4.3.10 **25% affordable housing will be expected in Penistone and the rural west, Darton, Barugh and Dodworth.** 15% affordable housing will be expected in all other parts of the borough. These percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable.

CSP25: New Development and Sustainable Travel

- 4.3.11 Policy CSP25 deals with new development and sustainable travel. New development will be expected to be located and designed to reduce the need to travel as well as being accessible to public transport and meet the needs of pedestrians and cyclists. The policy goes on to state that travel plans should be provided in accordance with national guidance.

CSP26: New Development and Highways Improvement

- 4.3.12 Policy CSP26 highlights that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

CSP29: Design

- 4.3.13 Policy CSP29 sets out design principles and states high quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley.
- 4.3.14 Developments should also contribute to place making and be of a high quality that contributes to a healthy, safe and sustainable environment as well as enabling all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people. The policy also states that residential developments of ten or more dwellings should score a minimum of a 'good' rating in the Building for Life Assessment.

CSP30: The Historic Environment

- 4.3.15 Policy CSP30 states that Development which affects the historic environment and Barnsley's heritage assets and their settings will be expected to protect archaeological remains of national or local importance.

CSP33: Green Infrastructure

- 4.3.16 Policy CSP33 addresses green infrastructure and states the network of green infrastructure will be secured by creating new open spaces as part of new development, and by using developer contributions to create and improve green infrastructure.

CSP36: Biodiversity and Geodiversity

- 4.3.17 Policy CSP36 addresses biodiversity and geodiversity and states development will be expected to conserve and enhance the biodiversity and geological features of the borough by protecting, maximising and conserving biodiversity and geodiversity opportunities in and around new developments.

CSP37: Landscape Character

- 4.3.18 Policy CSP37 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 (as defined by the Landscape Character Assessment of the Barnsley Borough, 2016 review).

CSP39: Contaminated and Unstable Land

- 4.3.19 Policy CSP39 sets out the need for planning applications of the type whereby future occupiers would be affected by contamination issues to be accompanied by an appropriately compiled Ground Investigation report.

CSP40: Pollution Control and Protection

- 4.3.20 Policy CSP40 states that developments will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.
- 4.3.21 New housing developments will not be permitted where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated.
- 4.3.22 It also states that developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

CSP41: Development in Air Quality Management Areas

- 4.3.23 Policy CSP41 states that development in air quality management areas will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), or that any such harmful effects can be mitigated against.

CSP42: Infrastructure and Planning Obligations

- 4.3.24 Policy CSP42 states that Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily. Contributions can either be made directly by the developer or secured through planning obligations.

Unitary Development Plan (December 2000)

- 4.3.25 Until the adoption of the new Local Plan, the saved policies and site allocations remain the basis upon which planning decision can be made, however it should be noted that the NPPF takes precedence over out-of-date or incomplete local development plans.
- 4.3.26 The site is allocated in it's entirety in the UDP under Policy GS10 as 'Safeguarded Land'.
- 4.3.27 In areas shown as safeguarded land on the proposals map existing uses will normally remain during the plan period and development will be restricted to that necessary for the operation of the existing uses. Otherwise planning permission for the permanent development of such land will only be granted following a review of the UDP which proposes that development on the land in question.
- 4.3.28 An extract from the UDP proposals map is shown overleaf in Figure 4.2:

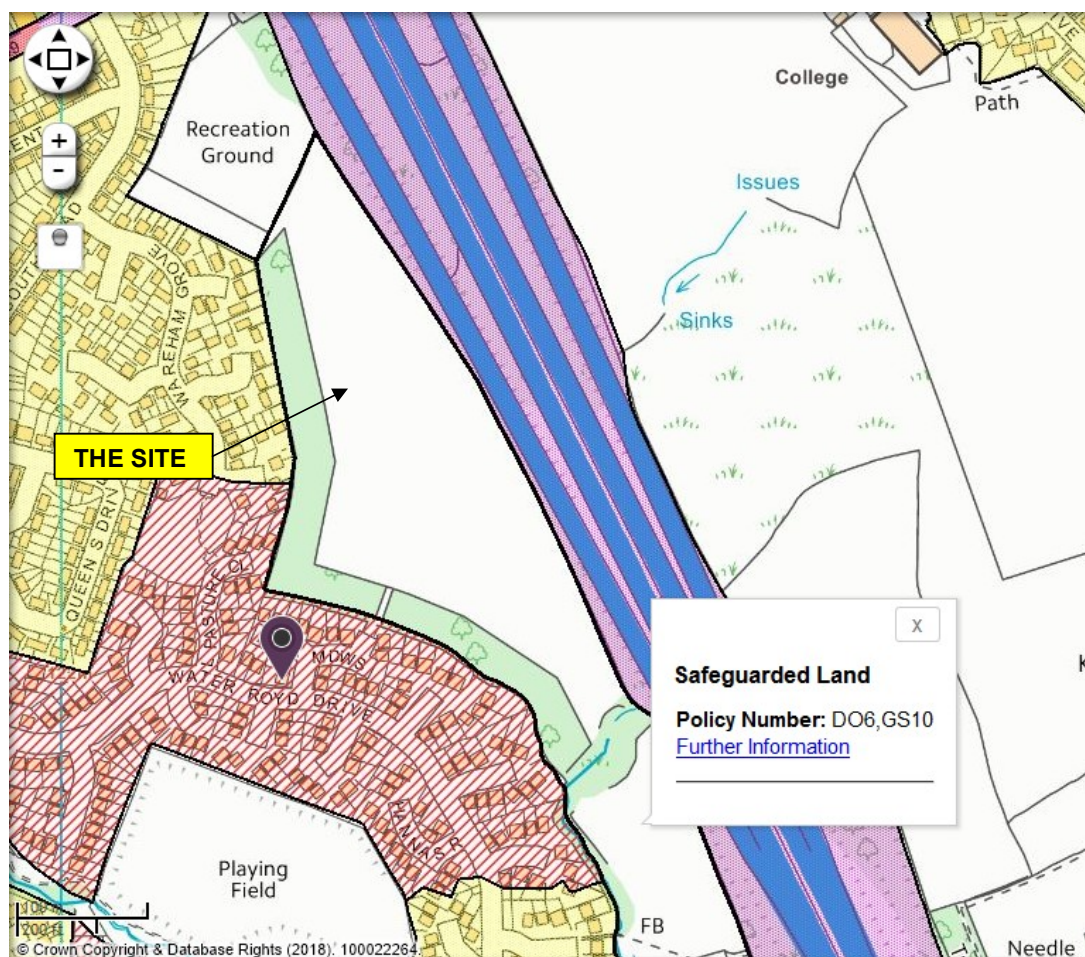


Fig 4.2: UDP Map Extract

- 4.3.29 The site is highlighted by the black line around the white centre. There are existing residential areas housing areas to the south and west of the site and a recreation ground to the north.
- 4.3.30 The existing tree belt within the site is depicted although there is a small gap leading from Bark Meadows, suggesting this would be a suitable point of access.

4.4 Emerging Local Plan

- 4.4.1 At the time of writing, Barnsley Metropolitan Borough Council are going through the Examination in Public process on their New Local Plan.
- 4.4.2 The New Local Plan will replace the Core Strategy and Unitary Development Plan once adopted, currently this is expected to happen at some point during 2018.
- 4.4.3 The Local Plan includes policies to deliver:
- Housing;
 - Retail, leisure and commercial development;

- Education, health, police and community facilities;
- Support for transport, minerals, waste, energy, telecoms, water supply and sewage treatment;
- Energy, including renewable sources;
- The protection and improvement of historic and countryside areas.

The application site is allocated for residential use in the emerging local plan under Policy H19: Land north of Keresforth Road, Dodworth (indicative number of dwellings = 231), as depicted in Figure 4.3.

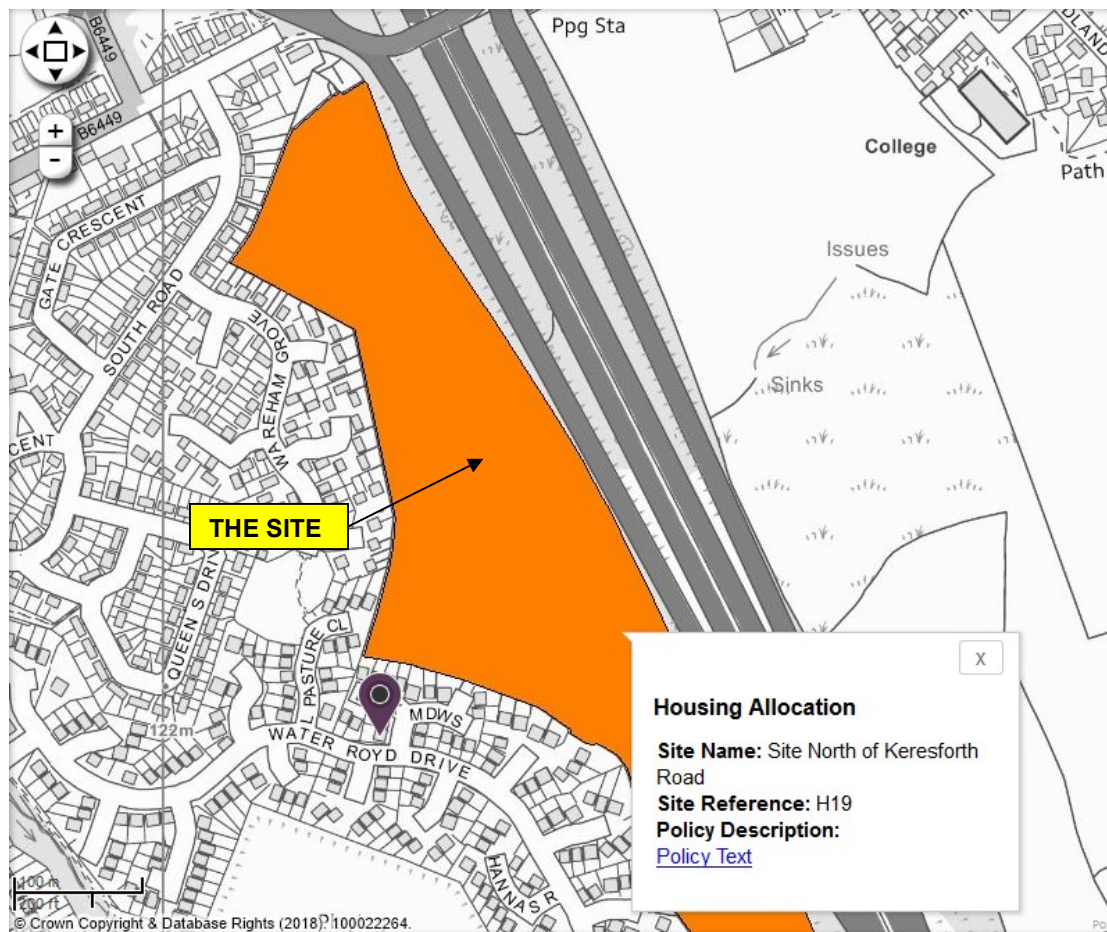


Fig 4.3: Local Plan Policies Map Extract

- 4.4.4 The site is depicted as a housing allocation by the orange hatching; note that the application site does not include all of the land within the allocation.
- 4.4.5 The accompanying policy text is as follows:
- ‘The development will be expected to:
- Retain woodland, stream habitat and woodlands;
 - Meet the requirements of Policy AQ1 Development in Air Quality Management Areas;

- Provide pedestrian links through the development to the footbridge across the M1 motorway;
- Provide appropriate vehicular access;
- Provide appropriate acoustic treatment to mitigate against traffic noise;
- Provide compensation for any loss of trees;
- 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:
 - (a) Information identifying the likely location and extent of the remains, and the nature of the remains.
 - (b) An assessment of the significance of the remains;
 - (c) Consideration of how the remains would be affected by the proposed development.'

4.4.6 Some other policies from the Local Plan which are relevant to the application site are as follows:

Policy AQ1: Development in Air Quality Management Areas (AQMAs)

4.4.7 Draft Policy AQ1 states that development development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation relative to the increased traffic emissions generated by the development.

Policy H7: Housing Mix and Efficient Use of Land

4.4.8 Draft Policy H7 of the emerging Local Plan states that Housing proposals will be expected to include a broad mix of house sizes, types and tenures to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population. Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs. A density of about 40 dwellings per hectare will be expected. Lower densities will be supported where it can be demonstrated that they are necessary for need, viability or sustainable design reasons.

Policy H8: Affordable Housing

4.4.9 Housing developments of 15 or more dwellings will be expected to provide affordable housing. **30% affordable housing will be expected in Penistone and Dodworth and Rural West**, 20% in Darton and Barugh; 10% in Bolton, Goldthorpe, Thurnscoe, Hoyland, Wombwell, Darfield, North Barnsley and Royston, South Barnsley and Worsbrough and Rural East. These percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable. The onus is one the developer to show that arrangements have been put in place to keep the new homes affordable.

4.5 Open Space Provision on New Housing Development SPD (March 2012)

- 4.5.1 The Open Space Provision on New Housing Development supplements Policy CSP35 of the Core Strategy and the ‘saved’ policies of the Unitary Development Plan. It will be used as a material consideration in the planning process to advise applicants and assess planning applications.
- 4.5.2 The document confirms that a minimum of 15% of the gross site area must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses.
- 4.5.3 The SPD sets out three types of green space which will be required and the relevant thresholds for each type of provision is set out below:

(a) Equipped Children’s Play Areas

Over 100 houses: Provision generally required on site. In some circumstances a financial contribution for off site facilities may be acceptable if a suitable site is located nearby.

(b) Informal Play Space and Informal Landscaped Areas

Over 40 houses: Provision should be made on site. In some circumstances a financial contribution to enhance informal space off site may be acceptable if any is located nearby.

(c) Formal Recreation (sports pitches, courts greens etc)

20-200 houses: Financial contribution required to enhance existing facilities or to provide additional provision if there is a shortfall in quantity or quality in the locality.

4.6 Trees and Hedgerows SPD (March 2012)

- 4.6.1 The Trees and Hedgerows SPD supplements Policy CSP36 (Biodiversity and Geodiversity) of the Core Strategy and sets out the required standards for protection and retention of existing trees and hedgerows during development.
- 4.6.2 There are various existing trees and hedgerows across the site, the majority of which are proposed to be retained so this will need to be considered.

4.7 Designing New Housing Development SPD (March 2012)

- 4.7.1 The Designing New Housing Development SPD supplements Policy CSP29 (Design) of the Core Strategy.
- 4.7.2 The SPD confirms the need for the layout and design of new housing to complement existing housing in the locality. The document sets out specific guidance on key design considerations including:
- Relationship with existing dwellings and space between proposed dwellings;
 - External space standards;
 - Internal space standards;
 - Character;

- Streets;
- Design of residential parking and garages;
- Front gardens;
- Walls and fences;
- Public rights of way;
- Drainage and Flood Risk;
- Recycling/waste provision;
- Signage and street furniture;
- Technical requirements;
- Removal of PD rights;
- Specific types of housing development;

4.8 Parking SPD (March 2012)

- 4.8.1 The Parking SPD supplements Policy CSP25 (New Development and Sustainable Travel) of the Core Strategy. It sets out the guideline parking standards for new development sites.
- 4.8.2 The maximum number of parking spaces for housing is set at 1 space for 1 and 2 bedroom dwellings and 2 spaces per 3+ bedroom dwelling. Residential parking bays should be designed in accordance with the criteria set out in the South Yorkshire Residential Design Guide (see below).
- 4.8.3 The SPD also sets out cycle parking standards and states that all new developments must include the relevant number of short and long stay cycle parking areas.

4.9 South Yorkshire Residential Design Guide (January 2011)

- 4.9.1 The South Yorkshire Residential Design Guide is intended to provide a clear and consistent approach to design in the development management process that will result in higher quality neighbourhoods and efficiency savings for developers. The guide is to be used by the four South Yorkshire local authorities to support their assessment of proposals. It incorporates both their planning and highway responsibilities.
- 4.9.2 The size of dwellings internally should meet the minimum internal space standards set out in Best Practice Guidance which are 62m² for 2 bed/3 person dwellings, 77m² for 3 bed/4 person dwellings and 93m² for 4 bed/5 person dwellings.
- 4.9.3 On-street parking should be designed as an integral part of the street space and used intelligently as part of the street scene. On-street parking must not present a barrier to inclusive access.
- 4.9.4 Off-street parking must be integrated within the overall scheme so that it does not visually dominate the street or shared private areas.

4.10 Planning Advice Note 33: Financial Contributions to School Places

- 4.10.1 Planning Advice Notes (PANs) are used to update the UDP where national planning policy has changed. PAN33 was prepared in March 2005 and sets out how the council will consider new housing developments against the availability of pupil places in local schools.
- 4.10.2 The advice note states that a financial contribution will be required for planning applications for housing developments of 20 or more dwellings and there is insufficient capacity in local schools.
- 4.10.3 The guide describes how the number of pupils generated by a housing development is estimated and how the financial contribution (if required) will be calculated.

5.0 Planning Case

5.1 Principle of Development

5.1.1 Policy CSP9 of the Core Strategy sets out the requirement for 21,500 new homes in the plan period 2008-2026 and Policy CSP10 states that Urban Barnsley will be expected to deliver 9800 (46%) new homes within the plan period. Dodworth is categorised as being within Urban Barnsley as depicted in Figure 4.1.

5.1.2 The application site is currently allocated as Safeguarded Land under the saved policy GS10 of the UDP. Within 6-8 years of the adoption of the UDP it was envisaged that a new Local Plan would be adopted, with safeguarded sites being one of the first options for new housing allocation. Whilst the saved policies of the UDP remain relevant in the absence of a new Local Plan being adopted, greater weight should be attached to the NPPF and the need for sustainable housing development.

5.1.3 Paragraph 47 of the NPPF requires Local Planning Authorities to, "...boost significantly the supply of housing." It states that evidence bases must ensure that Local Plans meet the full, objectively assessed need for market and affordable housing in the housing market area. It is incumbent on the Council to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements. To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. A consideration of this criteria in the context of the scheme proposals is set out below:

- Be Available – the site is available now and under the control of a major house builder. We are seeking to develop the site at the earliest opportunity.
- Be Suitable – the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities.
- Be Achievable – this site can deliver 146 new homes, early in the Plan period as a suitable residential allocation and can make a substantial contribution to meeting the housing requirements for Urban Barnsley.

It is therefore considered the scheme proposals therefore address the requirements of Paragraph 47 of the NPPF in terms of the site being deliverable.

5.1.4 The site is allocated for housing under Policy H19 in the emerging Local Plan. The Local Plan has been through various rounds of consultation before getting to the stage it is at now (Examination in Public), therefore it is clear that a principle of development of the site for residential use has been established and subject to extensive consultation.

5.1.5 It is therefore proposed that the principle of residential development on this site has been demonstrated and a housing scheme would be acceptable subject to further policy and technical considerations which, are addressed in the remaining parts of this chapter.

5.2 Affordable Housing

5.2.1 In accordance with Policy CSP15 of the Core Strategy and paragraph 173 of the NPPF, the amount of affordable housing proposed has been determined following an external viability appraisal.

5.2.2 The viability appraisal concludes that based on the reasonable 'benchmark' viability assumptions, the scheme would not be able to sustain a policy compliant level of affordable housing.

5.2.3 Through an analysis of anticipated build costs (including abnormal costs), benchmark land value and potential sales revenues, it is considered that the scheme would be able to support a level of Affordable Housing which is equivalent to 5% of the overall proposed number of dwellings.

5.2.4 In accordance with the Council's validation requirements, an Affordable Housing Statement is contained at **Appendix B**.

5.3 Design

5.3.1 In accordance with Core Strategy Policy CSP29, Paragraphs 56 and 58 of the NPPF and Planning Practice Guidance, the design of the scheme has sought to create a high quality development that responds to the surrounding area and to the needs of the borough and which is also visually attractive and can safely and securely be accessed by all end users.

5.3.2 146 dwellings are proposed comprising 2, 3 and 4 bedroom homes which are detached, semi-detached and terraced, each with dedicated off street parking and private gardens.

5.3.3 Policy CSP14 of the Core Strategy requires that new developments deliver housing at a minimum density of 40 dwellings per hectare (dph). Based on gross site area of 5.66ha and a development of 146 dwellings the density would be 25 dph. Removing the existing tree belt and proposed POS area, the net developable area becomes 3.5ha. Resultantly, the density of development becomes 41 dwellings per hectare which is above the minimum requirement set out in Policy CSP14 of the Core Strategy and Policy H7 in the emerging Local Plan.

5.3.4 The design of the development has sought to comply with the standards set out in the Local Development Framework Supplementary Planning Document 'Designing New Residential Development'. In accordance with the section regarding external space standards, back to back dimensions between facing habitable rooms are a minimum of 21m and the distance between proposed dwellings with habitable rooms to the rear which face non-habitable rooms of existing dwellings are a minimum of 12m. Given the proposed retention of the existing tree belt, the separation distances between existing and proposed dwellings would be well in excess of the standard.

- 5.3.5 The South Yorkshire Residential Design Guide (SYRDG) was consulted throughout the design process and the overarching principles were adhered to where achievable. Where possible the development has been designed to achieve the internal spacing standards set out in the Guide Technical Requirements section 4A.2, (p130-131). The design and layout of roads and footways are in general accordance with the principles of Manual for Streets.
- 5.3.6 A mixture of adoptable highways, shared surface streets and private driveways have been incorporated to ensure the development provides a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians within a landscaped setting.
- 5.3.7 Parking solutions have been designed in accordance with the Parking SPD and the relevant sections of the South Yorkshire Residential Design Guide. However, the layout ensures that the parking of cars will not be the dominant feature on the street scene.
- 5.3.8 It is considered the proposed development is in accordance with the NPPF and Core Strategy policies relating to design, as well as the relevant Supplementary Planning Documents.
- 5.3.9 Further details and analysis of the design principles that have been incorporated in the progression and evolution of the scheme proposals can be found in the accompanying Design and Access Statement.

5.4 Highways

- 5.4.1 This planning application is supported by a full Transport Assessment (TA) which describes the existing highway network in the vicinity of the site as well as setting out the full details on highways and access considerations, the scope of which was subject to early discussions were held with Barnsley MBC Highways department. The key principles are set out below.
- 5.4.2 Vehicular access to the site will be taken from a proposed extension of Bark Meadows, effectively forming a natural extension to the existing residential area.
- 5.4.3 Bark Meadows has a carriageway width of 5.5m, which is considered acceptable to serve a residential development of the scale proposed.
- 5.4.4 Adequate visibility is currently available at the junction between Bark Meadows and Water Royd Drive and a junction capacity assessment confirms that it will operate satisfactorily and is appropriate to serve the level of existing and proposed development (fewer than 175 dwellings in total).
- 5.4.5 It is established through the TA after a full assessment of trip generation and capacity analysis that the proposed development causes no capacity issues and can be accommodated safely within the existing highway network.

- 5.4.6 The site is accessible to a range of local amenities by walking, cycling and public transport as well as bus and rail services which provide a means of public transport to Barnsley town centre and beyond.
- 5.4.7 The Transport Assessment demonstrates that the development can be accessed in a safe manner and the impact of the scheme on nearby junctions is considered negligible. The TA concludes that there are no material highways or traffic reasons why planning permission should not be granted.
- 5.4.8 A separate Travel Plan has been prepared to accompany this application which details the proposed measures and monitoring targets that will further encourage sustainable travel.
- 5.4.9 In light of the above it is considered that the scheme proposals have been prepared in accordance with Core Strategy Policies CSP25, CSP26 and Paragraph 32 of the NPPF.

5.5 Public Open Space/Landscaping

- 5.5.1 This application is accompanied by a landscape masterplan, which is a visual representation of the overall landscaping proposals.
- 5.5.2 The key landscape principles are as follows:
- Retention and protection of the existing tree belt;
 - Formation of a planting buffer to soften edge of built development from the vantage point of the M1 motorway slip road;
 - Planting within plot frontages to break up hard lines of the buildings and create focal points within the development;
 - Wildflower meadows and native shrubs planted around attenuation basin in line with SuDs recommendations and Policy CSP3 of the Core Strategy;
 - Hedgerow planting to delineate plot boundaries and improve screening;
 - A mix of evergreen and deciduous shrubs to be planted in selected front gardens to soften the built form and provide a valuable food source for birds and invertebrates.
- 5.5.3 It is therefore considered that the proposals have been prepared in accordance with Policy CSP37 of the Core Strategy.

5.6 Flood Risk and Drainage

- 5.6.1 This planning application is supported by a Flood Risk Assessment and Drainage Strategy, which sets out the hierarchy principle of Sustainable Drainage Systems (SuDS).
- 5.6.2 Environment Agency maps confirm that the site is situated in Flood Zone 1.

- 5.6.3 Engagement with the Water Authority and Land Drainage Authority has been held to determine the scope of the Flood Risk Assessment and to establish an appropriate surface water and foul water drainage strategy.
- 5.6.4 The proposed site layout has been assessed as having an impermeable area of 2.3ha and therefore the proposed surface water system should be designed to accommodate a 1 in 30 year storm event without flooding.
- 5.6.5 The rate of discharge should be restricted a rate of no greater than 19.7 l/s which would require on-site storage of 903.4m³. This could be achieved by several methods including oversized pipes and underground tanks. On-site storage may need to increase to 1276.7m³ to accommodate the 1 in 100 year plus 30% climate change event.
- 5.6.6 Surface water can then be discharged at a controlled rate to the nearby watercourse, Dodworth Dike.
- 5.6.7 Yorkshire Water have confirmed that the foul sewer serving the site can be discharged to the existing 225mm diameter foul sewer located in Water Royd Drive recorded to the south west of the site
- 5.6.8 Subject to detailed level design, if the site is not able to drain by gravity connection, an adoptable foul water pumping station may be required to facilitate a connection to the public sewer network.
- 5.6.9 In light of the above it is considered that the scheme proposals have been prepared in accordance with Core Strategy Policies CSP1, CSP3 and CSP4. Further development of the drainage proposals will occur at detailed design stage.

5.7 Air Quality

- 5.7.1 This application is supported by an Air Quality Assessment.
- 5.7.2 The scheme proposals have the potential to cause air quality impacts as a result of fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the site during operation, as well as exposing future occupants to elevated pollution levels.
- 5.7.3 Potential construction phase impacts can be mitigated through good practice. It is considered that this can be controlled through the provision of a Construction Management Plan.
- 5.7.4 Potential operational phase impacts from vehicle exhaust emissions were assessed by predicting air quality conditions at sensitive locations using dispersion modelling with and without the development in place. A review of the dispersion modelling outputs revealed that predicted air quality impacts were not significant at any sensitive location.

- 5.7.5 The results of the assessment also demonstrated that predicted pollution levels were below the relevant air quality standards at all proposed residential unit locations. As such, the site is considered suitable for residential use.
- 5.7.6 Mitigation in the form of the provision of Electric Vehicle (EV) charging points for all feasible plots and a full Travel Plan are identified within the report.
- 5.7.7 It is therefore considered that the proposals are in accordance with Core Strategy Policies CSP40 and CSP41 as well as NPPF paragraph 124 and emerging Local Plan Policy AQ1.

5.8 Ecology

- 5.8.1 In accordance with Policy CSP 36 this planning application is accompanied by a Preliminary Ecology Appraisal which is based on a desk study of designated wildlife sites and records or protected or notable species, and an extended Phase 1 Habitat Survey carried out in December 2017.
- 5.8.2 The report notes the following key points:
- Habitats on the site are not considered to represent a significant constraint to the development;
 - The site is unlikely to support any protected or otherwise notable fauna or flora;
 - Areas of existing woodland should be protected from impacts of development and provides potential focus for enhancements;
 - A Construction Environmental Management Plan (CEMP) should be produced which outlines how impacts on the nearby beck and downstream habitats will be avoided.
- 5.8.3 It is therefore considered that the scheme proposals have been prepared in accordance with Core Strategy Policy CSP36.

5.9 Trees

- 5.9.1 This application is accompanied by a Tree Survey and Arboricultural Impact Assessment.
- 5.9.2 The tree survey revealed a total of 115 individual and groups of trees across the entire allocation site which have been categorised in accordance with their current condition, life expectancy and amenity value. Of these, 3 trees/groups were identified as retention Category A, 20 were identified as retention Category B and the remaining 92 were identified as retention Category C.
- 5.9.3 None of the trees within or in the vicinity of the site are subject to a Tree Preservation Order (TPO).
- 5.9.4 A number of the lower value trees within the site will be removed as part of the development proposals, however these will be replaced by suitable trees and planting throughout the site as shown on the landscaping proposals.

- 5.9.5 The Arboricultural Impact Assessment demonstrates that the development proposals will not have a negative impact on the retained tree belt, either during construction or in the long term.
- 5.9.6 Retained trees and the tree belt will be protected during construction with fencing in accordance with BS 5837:2012 and the identified Root Protection Zones will be respected.
- 5.9.7 It is therefore considered that the scheme proposals have been prepared in accordance with the Trees SPD and Policy CSP36 of the Core Strategy.

5.10 Ground Conditions

5.10.1 In accordance with Policy CSP39 of the Core Strategy, this application is accompanied by a Geotechnical and Geo-environmental Site Investigation report, the findings of which can be summarised as follows:

- The site is previously undeveloped, but does contain backfilled opencast coal workings;
- Topsoil was encountered across the site at an average thickness of around 0.3m;
- Two types of made ground were encountered, general made ground and opencast backfill;
- Piled foundations will be required for plots within the opencast backfill and hybrid piled-trench fill foundations for plots overlying the high walls;
- No elevated concentrations of contaminants were recorded within the topsoil, made ground or natural ground at the site.
- The on-site topsoil and natural ground is considered suitable for re-use within the residential development;
- No radon protection measures are required;
- Gas monitoring is ongoing but it would be prudent to allow for Amber 1 gas precautions for plots on or within 30m of the backfilled workings and where shallow coal workings are encountered.

5.10.2 It is considered that the requirement for a Remediation Strategy can be secured via a suitably worded planning condition.

5.10.3 It is therefore considered that the scheme proposals have been prepared in accordance with Policy CSP39 of the Core Strategy.

5.11 Archaeology

5.11.1 In accordance with the accompanying text of the emerging policy allocation, an archaeological desk based assessment has been undertaken.

5.11.2 The report establishes that there is low potential for archaeological remains within the proposed development site based on the known heritage assets close by. However, a lack of development on the site might facilitate the survival of earlier activity.

5.11.3 In the absence of any known archaeological interventions within the application site, evidence for earlier activity cannot be excluded and a geophysical survey is recommended in order to evaluate the site further.

5.11.4 It is therefore considered that the scheme proposals have been prepared in accordance with Policy CSP30 of the Core Strategy and the emerging policy allocation text.

5.12 Noise

5.12.1 This application is accompanied by a full Noise Impact Assessment.

5.12.2 The report states that although the M1 motorway and slip road represents a potential noise source for future occupants, a series of mitigation measures can be employed to overcome this issue and ensure the noise levels are not excessive and are compliant with BS8233 specification.

5.12.3 Potential mitigation measures include an acoustic fence or barrier, buffer planting, double glazing and alternative ventilation.

5.12.4 It is therefore considered that the proposals are in accordance with Core Strategy Policy CSP40 and NPPF paragraph 123.

5.13 Sustainability

5.13.1 This application is supported by an Energy Statement.

5.13.2 Policy CSP5 of the Core Strategy requires the inclusion of renewable technologies capable of offsetting 20% of the site's CO² emissions.

5.13.3 A fabric first approach will be employed that reduces the site's emission rate by 4.23%.

5.13.4 In order to achieve the required CO² reduction of 20% across the site, a number of plots will feature PV panels capable of generating 65,845.37kWh/year of electricity in total.

5.13.5 It is therefore considered that the proposals are in accordance with Policies CSP1 and CSP5 of the Core Strategy.

5.14 Community Involvement

5.14.1 Full details on the community consultation undertaken as part of the application can be found in the supporting Statement of Community Involvement (SCI).

5.14.2 A letter-drop exercise was undertaken in December 2017 with consultation forming the basis for the SCI. Local ward members were contacted just prior to the consultation letters being distributed.

5.14.3 Feedback from members of the public have been considered and incorporated during the evolution of the scheme proposals.

5.14.4 It is therefore considered the community consultation undertaken is in accordance with the aims of the Council's own Statement of Community Involvement as well as Paragraphs 188 and 190 of the NPPF and Planning Practice Guidance.

6.0 Planning Obligations

6.1 S.106 Heads of Terms

6.1.1 The S.106 package for this application has not been finalised, however, a draft version of the S.106 heads of Terms is contained at **Appendix C**.

6.2 Affordable Housing

6.2.1 In accordance with Policy CSP15 of the Core Strategy and the viability appraisal, it is considered that 5% of the dwellings on site will be allocated as affordable units. This equates to the provision of 7no. dwellings split across the following house-types:

- 3 x 2 bedroom terraced dwellings of 2 storeys in height (Plots 50-52);
- 4 x 3 bedroom terraced dwellings of 2.5 storeys in height (Plots 53-54 and 66-67).

6.2.2 In accordance with the Local Planning Authority's validation requirements for residential developments of 25 units or more, an Affordable Housing Statement is contained at **Appendix B**.

6.3 Public Open Space

6.3.1 There will be a dedicated area of Public Open Space of 0.77ha which represents approximately 15% of the total site area. It is estimated that a financial contribution of £222,093.43 will be required for improvements to off site equipped play areas and formal recreation.

6.4 Education

6.4.1 The suggested education contribution of £764,506.00 has been allowed for in full.

6.5 Sustainable Travel

6.5.1 A draft Travel Plan is provided which identifies a package of measures to be implemented, monitored and reviewed to encourage new occupiers of the development to use alternative means of transport as opposed to the use of private cars/private vehicles. The draft Travel Plan includes details of targets and arrangements for monitoring and reporting.

6.5.2 An amount equivalent to £450.00 per plot has been allowed for sustainable travel vouchers.

6.6 Summary

6.6.1 In light of the above, it is therefore considered that the planning application has been prepared in accordance with Policies CSP15 and CSP42 of the Core Strategy as well as paragraph 173 of the NPPF.

7.0 Conclusions

- 7.1.1 This Planning Statement has been prepared in support of a full planning application for the development of 146 dwellings at a site located to the north of Keresforth Road in Dodworth.
- 7.1.2 This statement has evaluated the development proposals in the context of currently adopted and emerging national and local planning policies and a number of key issues have been identified.
- 7.1.3 The site is allocated as Safeguarded Land in the UDP and as a site suitable for residential use in the emerging Local Plan.
- 7.1.4 Due regard has been had to relevant policies in the Core Strategy, UDP and emerging Local Plan as well as various pieces of supplementary planning guidance.
- 7.1.5 Various technical and design considerations have impacted upon the evolution of the scheme proposals.
- 7.1.6 The proposals have been formulated in full consultation with the local community and relevant stakeholders.
- 7.1.7 The proposals are sustainable and deliver net economic, social and environmental benefits in accordance with the NPPF and Development Plan.
- 7.1.8 The proposals will include a S.106 package to include affordable housing equivalent to 5% of the proposed dwellings on site, an amount of Public Open Space equivalent to approximately 15% of the gross site area as well as a series of financial contributions to be agreed.

Appendix A – Pre-application Response Letter



BARNSELY
Metropolitan Borough Council

**Planning & Building Control Service
Development Management
Westgate Plaza
PO Box 603, Barnsley, S70 9FE
Head of Service: Joe Jenkinson**

Persimmon Homes West
Yorkshire
3 Hepton Court
York Road
Leeds
LS9 6PW

My Ref: 2017/ENQ/00629
Your Ref:
Date: 27th February 2018
Enquiries to: Elaine Ward
Direct Dial: 01226 774731
E-Mail: elaineward@barnsley.gov.uk

For the attention of Paul Thornton, Planning Manager

Dear Sir

RE: Planning Enquiry : 2017/ENQ/00629
Proposal: Residential Development on land at Bark Meadows, Dodworth

I refer to the request made to the Council for pre-application advice relating to the above site. This letter provides advice and an assessment of the material planning considerations that would influence the outcome of any subsequent application.

A meeting was held on 25th January 2018 at Westgate Plaza Offices. Present for the Council were Elaine Ward, case officer, Andrew Burton, Team Leader, Barbara Wilson (Highways), Mark Anderson (Transportation Officer), Trevor Mayne (Biodiversity Officer), Nick King (Design Officer), James Gardham (Pollution Control Officer (noise)). For the client side were Paul Thornton, Sue Clegg, John England and Paul Irwin.

Site Description

The site is roughly triangular in shape approximately 5.66ha in size. Bounded to the east by the M1 motorway slip road leading to junction 37, which lies at a lower level than the site to the south and gradually rises to lie at an elevated position in relation to the site to the north.

To the north is an area of public open space and the motorway roundabout, to the west the site is bounded by a young to semi mature tree belt which lies within the site and provides screening the site from existing dwellings. Access is proposed to be provided by an existing field access which would then steeply incline upwards to reach the remainder of the site. This would be reached through existing residential

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estate roads and lead of Bark Meadows cul de sac. The site is currently covered in rough grass sward.

Proposal

I understand that it is proposed submit a planning application for residential development on the site, for up to 150 dwellings, although the plan presented showed 145 units of mixed styles including detached, semi detached and town houses of 2, 3 and 4 bed properties. Persimmon see the site as the first of two phases, the second phase adjoining the site to the south.

Planning Policy issues

The Development Plan for the Borough currently consists of the saved Unitary Development Plan policies and the Local Development Framework Core Strategy and the Joint Waste Plan. The Council has submitted our emerging Local Plan to the Secretary of State but we are at an early stage in the examination process. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although, in accordance with paragraph 216 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;

The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

The National Planning Policy Framework (NPPF) is also an important consideration. The NPPF states that a presumption in favour of sustainable development should be at the heart of every application decision. For planning application decision taking this means:-

- approving development proposals that accord with the development plan without delay
- where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:-
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
- specific policies in the Framework indicate development should be restricted.

The NPPF reiterates the long held principle that the planning system should be plan led and therefore applications for housing should normally be made on allocated sites and not those designated for an alternative use in order to be automatically considered acceptable in principle. Relevant paragraphs include:

Para 7 – 3 dimensions to sustainable development

Para 14 – Presumption in favour of sustainable development

Para 32 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'

Para 49 'Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites

Para's 58 & 60 – Design considerations

Para 123 – Noise

Unitary Development Plan

The proposal site forms part of an area allocated as Safeguarded Land in the saved policies of the Unitary Development Plan.

The Council cannot currently demonstrate a supply of specific, deliverable sites sufficient to meet the boroughs housing requirement. Recent Supreme Court rulings indicate that given that the council cannot currently demonstrate a five year supply of housing, it is considered that applications on safeguarded or ULTRU land, where it can be demonstrated that they are in a sustainable location, will now be determined in line with the NPPF Presumption in Favour of Sustainable Development (paragraph 14 of the NPPF), relevant development plan policies and any other material considerations. Further information regarding the proposed affordable housing and community uses would be required in order to be able to afford the appropriate weight.

In this instance it may be that there are other material considerations which could be weighed in the planning balance given that the site is located within Dodworth, which forms part of Urban Barnsley which is a focus for growth as set out in Core Strategy Policy CSP8 'The Location of Growth'. It will be for the applicant to demonstrate that the proposal is sustainable in line with the NPPF.

The Publication Draft Local Plan allocates the site for Residential Use, proposed Policy H19. This site forms the northern part of site H19 (Land north of Keresforth Road, Dodworth. Indicative number of dwellings 231) and the policy specifically identifies that development of the site should:

- retain woodland, stream habitat and hedgerows
- meet the requirement of Local Plan Policy AQ1 Development in Air Quality Management Areas
- provide pedestrian links through the development to the footbridge across the M1 motorway
- provide appropriate vehicular access
- provide appropriate acoustic treatment to mitigate against traffic noise
- provide compensation for any loss of trees
- archaeological remains may be present on the 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 of the remains, and the nature of the remains
 - an assessment of the significance of the remains
 - consideration of how the remains would be affected by the proposed development

Core Strategy Policy Requirements

1. General Design Principles

Based on the enquirers submitted 'Sketch Layout', the proposal does not incorporate the entire area of Safeguarded Land. Saved UDP Policy H7 Access to Undeveloped Land states that new residential development should safeguard access and service opportunities for adjacent land which is allocated for housing or protected under policy GS10 or GS11. Therefore, whilst it is recognised that the proposal reflects the majority of the proposed site H19 as set out in the emerging local plan (with the exception of the recreation ground to the north), any subsequent application would need to address this policy

CSP 14 Housing Mix and Efficient use of Land states a minimum density of 40 dwellings per hectare will be expected, rising to 45 dwellings per hectare within good public transport corridors.

Based on the stated site area of 5.66 Ha, a development of 150 dwellings would give the proposal a density of 26.5 dwellings per hectare. As the enquiry is for 'up to 150 dwellings', it is likely that the proposals density will be even lower. The applicant could need to justify why such a low density is appropriate.

Although you have only provided an indicative plan, you should be aware of the policy requirements in order to assess the number of dwellings which could be accommodated on the site. I have already forwarded the internal consultation responses to you.

The design of the development should comply with the standards set out in the Local Development Framework Supplementary Planning Document 'Designing New Residential Development':

https://www2.barnsley.gov.uk/media/Development%20-%20Planning%20and%20Transportation/Planning%20Policy/spg/Designing%20New%20Housing%20Development_v2.pdf

The size of the dwellings internally should meet the minimum internal space standards set out in the Best Practice Guidance in the South Yorkshire Residential Design Guide which are 62m² for 2 bed/3 person dwellings, 77m² for 3 bedroom/4 person dwellings and 93m² for 4 bedroom/5 person dwellings.

In terms of quality, the Council supports the Building for Life Partnership Scheme (2012) to include 12 questions. The Design and Access Statement should include your own scoring assessment as to how many positive scores would be achieved in order to justify the design of the scheme.

Nik King provided comments about the layout at the meeting, which included planting to frontages to those dwellings closest to the motorway to soften the outlook onto the acoustic barrier and sliproad. To the south of the site, he suggested turning the dwellings to face the trees and provide an area of open space which would provide an attractive entrance to the site and ensure the woodland belt is used. It would additionally remove the concerns about dwellings being too close to the trees in this location. Both myself and Trevor Mayne agreed with this suggestion. Nik did feel that the layout could be improved with some further thought. He also advised that the Building For Life standards require at 50% soft landscaping to frontages. He also raised a couple of areas where rear garden edges were unacceptable.

2. Parking provision – Standards in LDF Supplementary Planning Document 'Parking' are 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms:

https://www2.barnsley.gov.uk/media/Development%20-%20Planning%20and%20Transportation/Planning%20Policy/spg/Parking_v2.pdf

3. Public Open Space - In accordance with CSP35, CSP42 and the SPD Open Space Provision on New Housing Developments, all residential development over 20 units are expected to provide green space.

https://www2.barnsley.gov.uk/media/Development%20-%20Planning%20and%20Transportation/Planning%20Policy/spg/Open%20Space_v2.pdf

4. Green space –
Existing green space

As the land is identified on the Council's Green Space Register, as forming part of GS2198 Keresforth Road Green Space (Natural Area), Core Strategy Policy CSP35 is relevant. However, an assessment of the site indicates that the land does not appear to be currently functioning as green space in accordance with the definition in CSP35. In this instance policy CSP35 is not considered applicable and, as such, no compensation will be required.

Requirement for new green space

In accordance with CSP35, CSP42 and the SPD Open Space Provision on New Housing Developments, new developments that exceed 20 residential units are expected to contribute towards green space requirements. A minimum of 15% of the gross site area must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses. The SPD provides further details in terms of what contributes towards requirements and the type of green space we would generally seek dependent on scale of development and local needs.

The enquiry site is proposed as a Housing allocation (H19) in the emerging Local Plan which contains a site specific policy requiring the retention of the woodland and hedgerows and it is noted that the submission seeks to address this. However, the applicant should be aware that the retained area is not considered to be land available for development and, as such, will not count towards the 15% open space provision. In this instance the 15% open space requirement will be calculated on the basis of the developable site area, rather than the gross site area. However, it is acknowledged that the sketch plan submitted indicates the creation of a woodland trail through the retained land which could perhaps contribute towards the provision of on – site informal space. However, this would be in the context of a green space assessment which would be undertaken at application stage.

The indicative layout provided does not indicate any further green space provision on site. However, it is considered that the site affords little opportunity to accommodate a green space of sufficient size. In the context of the greenspace assessment, it is likely that an off-site contribution will be sought for children's play and formal recreation. Appendix 2 of the SPD sets out the contribution figures which will be applied. Given that the site adjoins GS195 South Road Playing Field and children's play area, any new

development would be expected to provide access to and front on to the existing recreation ground to ensure a positive relationship with it.

Please note that provision for the ongoing maintenance of the on-site open space (either by means of a management company or Park Services) will be required in line with the SPD.

5. Affordable Housing – The proposal is of a size where the provision of affordable housing will be expected, unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable. Provision should meet the definition of affordable housing in the NPPF and be 15% of the overall number of dwellings, which is required in this area of the Borough in order to comply with CSP15 'Affordable Housing'. A mix of tenure would be expected and a draft S106 agreement would be expected with an application, which would be made of 20% intermediate and 80% social rented. This would go up to a 30% provision once the Local Plan is adopted.
6. Education Contribution
This development will generate an additional 32 primary and 23 secondary pupils who will need to be accommodated in local schools. The forecasts indicate there is already a shortage of places in both phases of education in the local area and any additional pupils would add to this predicted shortage. Should the development be approved we would wish to request the following S106 contribution in order to provide the additional accommodation required:
Primary – 32 pupils at £13,755 per pupil = £440,160
Secondary – 23 pupils at £14,102 per pupil = £324,346
TOTAL = £764,506
7. Highways – New development will be expected to be designed and built to provide safe, secure and convenient access for all road users in accordance with CSP 26. I attach a copy of your plan received 13/02/18 which has been annotated by Barbara Wilson. She is currently assessing your tracking layouts. I will forward her comments to you upon receipt.
8. Public Rights of Way
The Council may seek funding for improvements to footpaths and bridleways in the area.
9. Ecology – The biodiversity officer has supplied some pre-application comments which have been forwarded to you. At the meeting additional comments were raised about access for mammals under the proposed acoustic fence and the requirement for biodiversity mitigation and enhancements which will be required with an application. The footpaths through the trees are acceptable in principle but would require mitigation. It is understood that a management scheme is proposed. Further detailed comments are attached. It was noted that the attenuation tanks in the southern POS would mean that area of the site was dual purpose, you may wish to give thought as to the type of grass to be grown there as it could provide additional biodiversity mitigation/enhancement. It was suggested that a hedgerow with the acoustic barrier may also mitigate/enhance biodiversity, though this should be managed under a maintenance plan.
10. Trees
The Forestry Officers comments have previously been sent to you. It was noted in the meeting that a covenant requires the tree belt to be kept in its

entirety. However, the existing proposed layout shows several dwellings to be erected immediately adjacent to the trees. As the tree belt is still relatively young the trees still have a lot of future growth and the dwellings should be moved away from the boundary in order to avoid pressure for their removal in the future. A full tree survey will be required to be submitted with an application and if any trees are impacted upon by the development then an arboricultural impact assessment will also be required. It was suggested in the meeting that a management scheme would be proposed as part of a planning application.

11. Drainage - All development shall be expected to control surface water run off using SuDS where viable to be in compliance with CSP3 'Sustainable Drainage Systems'. Comments have been forwarded to you.
12. Flood Risk – As the site is greater than 1ha in size a FRA will be required
13. Renewable energy - The development will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the developments carbon dioxide emissions by at least 15% from levels permissible by the 2010 Building Regulations in order to comply with CSP5 'Including Renewable Energy in Developments'.
14. Air Quality

Guidance can be found by following this link:

<https://www2.barnsley.gov.uk/services/environment-and-planning/pollution/air-quality>

As part of the site is in an Air Quality Management Area, Core Strategy Policy CSP41 Development in Air Quality Management Areas is applicable. This policy states that development in air quality management areas will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), or that any such harmful effects can be mitigated against.

We will only allow residential development in air quality management areas, where the developer provides an assessment that shows living conditions will be acceptable for future residents. Measures proposed include houses oriented to ensure rear gardens are behind the dwellings which lie closest to the motorway sliproad. I understand that Chris Shields, our Air Quality specialist is in correspondence with your consultant. I will send final comments upon receipt.

15. Noise – There are concerns about noise from the motorway. At the meeting a schematic was handed to James Gardham to consider. I am still awaiting his comments and will forward them to you on receipt. He also has concerns about disturbance due to noise and dust impacts during the construction phase, A noise/dust management plan should be submitted as part of your planning application. He confirmed that noise should be no more than 50dB in gardens, and internally, 35 dB during daytime hours and 30dB at night.

16. Sustainable Travel –The site has potential with regards to sustainable travel. There are bus corridors to the north and south providing services between Barnsley Interchange and Penistone. Dodworth Train Station is to the west of the site and on the Penistone Line. The TPT is also within easy reach due south.

The developers should be able to make a success of the travel plan due to the sustainable travel infrastructure already being in place. As the travel plan is one of the key mitigations to tackling air quality issues you should be quite ambitious with targets for modal shift with well detailed measures backed up with proper funding. 10% modal shift was suggested but due to air quality impacts additional measures would be required.

Community Consultation

You will probably be aware that the site is politically sensitive so early community consultation is encouraged prior to the submission of the application. You are also urged to carry out consultation with local Ward Members. The site is in the Dodworth Ward where the councillors are currently:-

cllrphilipbirkinshaw@barnsley.gov.uk

cllrjackcarr@barnsley.gov.uk

cllr-richardriggs@barnsley.gov.uk

Validation requirements

The standard list of national planning application requirements would be expected for a full planning application.

<https://www.barnsley.gov.uk/media/Development%20-%20Planning%20and%20Transportation/Development%20Control/Table%20-%20National%20Requirements.pdf>

In addition please provide the following reports from our list of local requirements:-

1. Application Forms and Certificates
2. Application Fee
3. Application plans
4. Design and Access Statement
5. Planning Statement
6. Affordable Housing Pro-forma
7. Statement of Community Involvement
8. Ecological Reports
9. Arboricultural report
10. Landscape report
11. Transport Assessment
12. Travel Plan
13. Utilities Statement
14. Air Quality Assessment
15. Noise Report
16. Flood Risk and Drainage Report
17. Geotechnical report
18. Archaeology report
19. Health Impact Assessment

Please note that any survey or report submitted must be less than 2 years old unless they are accompanied with an addenda which has reviewed the original survey or

report and updated findings and mitigation proposals to satisfy current requirements where appropriate.

I am hopeful that this should cover everything that will be required. However the council reserves the right to request additional information should that be considered necessary or be identified through the consultation process. It may also be possible to look to combine some of the documents where appropriate. Validation will depend upon receipt of all relevant forms, fees, plans and documents

These comments will be treated as a material consideration in relation to any planning application submitted in the next 2 years for a scheme that reflects the advice provided in this letter. However, please note that the views and opinions in this letter do not constitute a formal response or decision of the Council in relation to any future planning application.

Yours sincerely

For and on behalf of:
Joe Jenkinson BA (Hons) MSc
Head of Planning and Building Control
www.barnsley.gov.uk/developmentmanagement

Appendix B – Affordable Housing Statement

Land North of Keresforth Road, Dodworth Affordable Housing Statement

Persimmon Homes (West Yorkshire) Ltd

11th April, 2018

3 Hepton Court
York Road
Leeds
LS9 6PW
Tel: 0113 240 9726

Document Control

Project: Keresforth Road, Dodworth: Affordable Housing Statement

Document Reference: KRD-AH-180411

File Origin: <\\psn-wyor-fs01.psn.persimmonhomes.net\Shared\Technical\A - Site Files\Prospective Sites\Bark Meadows, Dodworth\Planning\Affordable Housing Statement>

Document Inputs:

Written by:

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Checked by:

Planning Manager	Paul Thornton MRTPI	Signed:	
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Issue	Date	Status
1	10-04-2018	1 st Draft
2	11-04-2018	Final Version

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1.0 Introduction

- 1.1.1 This Affordable Housing Statement has been prepared in support of a full planning application for residential development comprising 146 dwellings on land north of Keresforth Road in Dodworth, which is in the metropolitan borough of Barnsley.
- 1.1.2 The site is located approximately 0.7km to the east of Dodworth village centre and 2.6km to the south west of Barnsley Town centre (point to point measurements). The site is located in close proximity to the M1 motorway which provides direct links to the cities of Sheffield (29km to the south) and Leeds (45km to the north).
- 1.1.3 This document evaluates the need for Affordable Housing in the context of relevant national and local planning policy and provides details of the Affordable Housing offer being made by Persimmon Homes as part of this planning application and associated S.106 agreement.
- 1.1.4 This statement has been prepared in accordance with Barnsley Metropolitan Borough Council's validation requirement for developers to prepare an Affordable Housing Statement for residential schemes of 25 or more units.

2.0 Planning Policy Framework

2.1 National Planning Policy

- 2.1.1 NPPF paragraph 50 states that local authorities should: *“where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.”*
- 2.1.2 The NPPF also states that local authorities must have an up to date evidence base upon which to support their policies.
- 2.1.3 Paragraph 173 states that, to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

2.2 Local Planning Policy

Core Strategy Policy CSP15: Affordable Housing

- 2.2.1 Policy CSP15 states that development Housing developments of 15 or more dwellings will be expected to provide affordable housing.
- 2.2.2 **25% affordable housing will be expected in Penistone and the rural west, Darton, Barugh and Dodworth.** 15% affordable housing will be expected in all other parts of the borough. These percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable

Core Strategy Policy CSP42: Infrastructure and Planning Obligations

- 2.2.3 Policy CSP42 states that Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily. Contributions can either be made directly by the developer or secured through planning obligations.

3.0 Affordable Housing Offer

3.1.1 The Keresforth Road, Dodworth development is mainly targeted at first time buyers and is proposed to offer a range of 2, 3 and 4 bedroom homes. The open market asking prices will be aligned with existing market conditions although there will be scope to accommodate government backed schemes in the sales and marketing such as Help to Buy to increase affordability.

3.1.2 In accordance with Policies CSP15 of the Core Strategy and Paragraph 173 of the NPPF, a viability assessment has been produced that concludes that in order to provide competitive returns, the development will be able to sustain an affordable housing provision on site which equates to 7no. dwellings or 5% of the overall development.

3.1.3 This proposed affordable housing provision can be broken down as follows

- Alnwick - Plots 50-52 (Affordable Rent)
- Bickleigh – Plots 53-54 (Affordable Rent)
- Bickleigh – Plots 66-67 (Shared Ownership)

This is in accordance with the Council's preferred tenure split which is 80/20 in favour of Affordable Rent over Shared Ownership.

3.1.4 A full explanation of the reasoning behind this reduced offer is contained in the accompany Viability Assessment.

3.1.5 The affordable dwellings will be delivered in accordance with a series of covenants as part of a S.106 agreement that will be drafted and agreed between the council and current landowners. The agreement will include clauses that ensure the affordable housing units are retained as such in perpetuity.

4.0 Conclusion

- 4.1.1 This Affordable Housing Statement has evaluated local and national planning policy in relation to the allocation and delivery of affordable housing units for new residential developments of this size.
- 4.1.2 It has been written in support of a full planning application for 146 dwellings.
- 4.1.3 The affordable housing offer put forward as part of this development is policy compliant and reflects the current status of the housing sub-market area.
- 4.1.4 The obligations in relation to the delivery of affordable housing on this site are subject to the engrossment of a satisfactory S.106 agreement.

Appendix C – S.106 Heads of Terms

Keresforth Road, Dodworth: S.106 – Heads of Terms (Draft)

Based on submitted layout KRD-2017-001E

Affordable Housing

Policy requirement

36 dwellings (25%) – Policy CSP15 of Core Strategy

Offer

7 dwellings (5%) – in accordance with viability assessment

- Alnwick - Plots 50-52 (Affordable Rent)
- Bickleigh – Plots 53-54 (Affordable Rent)
- Bickleigh – Plots 66-67 (Shared Ownership)

Public Open Space

Informal Play Space and Informal Landscaped Areas

0.77ha of open space will be provided on site (15% of gross site area).

Equipped Children's Play Areas

A contribution towards the provision of equipped play for the amount of **£84,235.20** has been allowed for.

Formal Recreation (Sports pitches, courts, greens etc)

A contribution towards the provision of formal recreation facilities for the amount of **£137,858.23** has been allowed for.

Total off-site contribution = **£222,093.43**

Education

A contribution towards education provision for the amount of **£764,506** has been allowed for.

Sustainable Travel

A draft Travel Plan has been prepared designed to encourage a modal shift towards more sustainable means of transport.

A Sustainable travel fund equivalent to £450 per dwelling will be provided. Based on the current layout this equates to **£65,700** (146 x £450).

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