



## Planning Statement

Land at Dodworth Road,  
Barnsley

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## 1.0 INTRODUCTION

- 1.1 This report accompanies and supports the planning application submitted by Pegasus Planning Group on behalf of Bellway Homes PLC for residential development on land at the former Polar Ford site, Dodworth Rd, Barnsley.
- 1.2 Following a description of the site and the surrounding area, consideration is given to the development proposed on the application site. The report assesses the proposal in light of relevant planning policy. Particular attention is paid to Government guidance relating to housing development as set out in Planning Policy Statement 3 (PPS3); the content of the Unitary Development Plan and emerging Barnsley Local Development Framework (the LDF).
- 1.3 This planning statement is accompanied by a Design and Access Statement, detailed drawings and plans, and assessments of ground conditions, flood risk and drainage, air quality and transport. Collectively these submissions shall demonstrate the suitability of the proposals; set out compliance with the Development Plan for the area and assess the other material considerations relevant to the proposals that also justify the scheme.
- 1.4 The application follows pre-application discussions and meetings with local authority planning officer, Keiron Dunn and affordable housing officer, Lloyd Downer (ref. 2010/ENQ/00399) and follows consultation with Barnsley's Design Advisory Panel.

## 2.0 APPLICATION SITE

- 2.1 The application site is located within the main urban area of Barnsley, approximately 1km west of the town centre and to the immediate north of the A628 Dodworth Road. The site is allocated for mixed use in the adopted UDP.
- 2.2 The 1.7ha site was formerly used for commercial and domestic vehicle sales and repair (Polar Ford).



- 2.3 The commercial buildings that remain on the site are located to the north west of the site to the rear of 227 Dodworth Road. The remainder of the site comprises open hardstanding.
- 2.4 The site has an extensive frontage to Dodworth Road, the main arterial route connecting the M1 to Barnsley town centre from which vehicular access to the site is gained. The northern boundary of the site is defined by the Barnsley-Huddersfield (Penistone Line) railway line. The wider context is predominately residential in character, having a mix of housing types and sizes. Pogmoor Recreation Ground is located to the west of the site.
- 2.5 The topography of the site is generally level. To the northern boundary the land levels drop to the railway line beyond. In the west of the site, north of the rear curtilage of

properties at 229-247 Dodworth Road, a bund has been created to screen the activities associated with the previous use of the site from neighbours.

- 2.6 Other than trees to the north and west boundaries and upon the bunding, there is little vegetation of any note within the site.

### **3.0 PROPOSED DEVELOPMENT**

3.1 The proposed scheme represents a high quality residential development of a site that lies within the urban area of Barnsley. Detailed consideration has been given to the proposed development of this site by Bellway Homes PLC. The result of this process, informed by the various environmental assessments, is the scheme masterplan which provides for a comprehensive development of the site that will make a positive and lasting impact upon the character and sustainability of Barnsley.

3.2 The application proposals relate to the following elements:

- 7no. two bedroom dwellings;
- 17no. three bedroom dwellings;
- 35no. four bedroom dwellings;
- Informal open space; and
- Associated hard and soft landscaping, parking and turning areas, highways and public footpaths.

3.3 The details submitted upon the planning drawings and accompanying Design and Access Statement show the nature and pattern of the proposed development and provides for the rationale behind the design approach.

## 4.0 PLANNING POLICY AND GUIDANCE

### *Planning Policy Statement 1: Delivering Sustainable Development*

- 4.1 PPS1 sets out the Government's high level policy objectives for planning. The Government envisages that the planning system should facilitate and promote sustainable and inclusive patterns of development by contributing to sustainable economic development and by ensuring high quality development through good and inclusive design together with the efficient use of resources. This is to be actively sought by ensuring that new development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.
- 4.2 The promotion of accessible public transport facilities is endorsed by PPS1 and complements the need to encourage more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings.
- 4.3 Paragraph 18 advises that the condition of our surroundings has a direct impact on the quality of life and that the conservation and improvement of the natural and built environment brings social and economic benefit for local communities. New development should be encouraged by Local Planning Authorities where it can help mitigate the effects of declining environmental quality through positive policies on issues such as design, conservation and the provision of public space.
- 4.4 Paragraph 23 states that there is a need to ensure that everyone has the opportunity of a decent home, particularly in locations that reduce the need to travel. This approach should take account of the range of effects of development in terms of economic benefits and social well being. Effects should be properly identified and assessed through the sustainability appraisal process, taking account of the current quality of the environment in the area and any existing environmental issues relevant to the plan.
- 4.5 New development should take the opportunity to improve the character and quality of an area and the way it functions. This can be achieved by promoting integrated developments which avoid segregation and have well planned public open spaces.

- 4.6 Paragraph 33 states that “good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.” Paragraph 34 goes on to say that “planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.”
- 4.7 Paragraph 35 states that although visual appearance and the architecture of an individual building is an obvious factor in achieving these objectives, securing high quality and inclusive design goes beyond aesthetic considerations. Consequently good design should include consideration of the connection between people’s homes and their place of work and careful integration into the existing urban form.

***Planning Policy Statement 3: Housing***

- 4.8 The document sets out how housing within sustainable communities will be delivered at regional and local levels.
- 4.9 Paragraph 10 sets out the housing policy objectives, stating that the planning system should deliver high quality, a mix of housing and sufficient quality of housing in suitable locations, as well as a flexible and responsive supply of land.
- 4.10 The provision of an appropriate quantity of affordable housing in new developments is a key objective of PPS3. To achieve this objective, the Government is seeking (paragraph 9):
- To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need;
  - To improve affordability across the housing market, including by increasing the supply of housing.
- 4.11 Paragraphs 27 to 29 provide additional guidance in respect of affordable housing provision. Regional Spatial Strategies should set out the regional approach to

addressing affordable housing needs. At the local level the emerging LDF should set an overall target for the amount of affordable housing to be provided, this target should:

*“reflect an assessment of the likely economic viability of land for housing within the area, taking account of risks to delivery and drawing on informed assessments of the likely levels of finance available for affordable housing, including public subsidy and the level of developer contribution that can reasonably be secured.”*

- 4.12 Paragraph 45 emphasises that using land efficiently is a key consideration in planning for housing.
- 4.13 The Government's objective is to ensure that the planning system delivers a flexible, responsive supply of land. Reflecting the principles of 'Plan, Monitor, Manage', Local Planning Authorities and Regional Planning Bodies should develop policies and implementation strategies to ensure that sufficient, suitable land is available to achieve their housing and previously-developed land delivery objectives.
- 4.14 Paragraph 53 advises that at the local level, Local Planning Authorities should set out in Local Development Documents their policies and strategies for delivering the level of housing provision, including identifying broad location and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption, taking account of the level of housing provision set out in the RSS.
- 4.15 Paragraph 54 advises that drawing on information from the Strategic Housing Land Availability Assessment and/or other relevant evidence, Local Planning Authorities should identify sufficient specific deliverable sites to deliver housing in the first five years of the plan period. To be considered deliverable, sites should, at the point of adoption of the relevant Local Development Document:
- Be Available – the site is available now;
  - Be Suitable – the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities; and
  - Be Achievable – there is a reasonable prospect that housing will be delivered on the site within five years.
- 4.16 Paragraph 55 states that Local Planning Authorities should also:

- Identify a further supply of specific, developable sites for years 6-10 and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated.
- Linked to above, identify those strategic sites which are critical to the delivery of the housing strategy over the plan period.
- Show broad locations on a key diagram and locations of specific sites on a proposals map.
- Illustrate the expected rate of housing delivery through a housing trajectory for the plan period.

4.17 The content of paragraphs 56 and 57 relates to the content of paragraph 54, in that for a site to be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available for, and could be developed at the point envisaged.

4.18 Once identified, the supply of land should be managed in a way that ensures that a continuous five year supply of deliverable sites is maintained i.e. at least enough sites to deliver the housing requirements over the next five years of the housing trajectory.

4.19 There is therefore considerable emphasis in Government policy on the delivery of housing and continuity of supply and for local planning authorities to ensure that it there is at least a 15 year supply of housing.

4.20 The housing supply of the local authority is discussed in detail in subsequent sections of this statement.

4.21 Paragraph 64 advises that it will also be acceptable for actual housing delivery to occur within a 'tolerance' range relative to the housing requirement, a range of between 10 – 20% is given. This confirms that the housing requirement, as expressed by the RSS in this case is not to be treated as a rigid figure that does not allow for housing proposals to come forward where justification exists.

4.22 Paragraph 71 advises that planning applications for housing should be considered favourably where local planning authorities cannot demonstrate an up-to-date five year supply of deliverable sites. It is also noted within paragraph 72 that LPAs should not refuse applications solely on the grounds of prematurity.

***Advice produced by DCLG: Demonstrating a 5 Year Supply of Deliverable Sites  
(April 2007)***

4.23 This paper sets out advice to Government Offices and the Planning Inspectorate in considering whether Local Planning Authorities are able to demonstrate a 5-year supply of specific sites which are deliverable in the terms of paragraph 54 of PPS3. This applies both to initial assessments as well as those carried out as the 5-year land supply is regularly reviewed and rolled forward, as required by PPS3.

4.24 The guidance states that where an Local Planning Authority can demonstrate an up-to-date 5 year supply of deliverable sites, they should:

*“Consider planning applications having regard to PPS3 (in particular paragraph 69), Development Plan policies and other material considerations. In areas with significant demand and need for housing, Local Planning Authorities should not necessarily treat the 5-year housing provision as a ceiling which cannot be exceeded.”*

4.25 This matter is assessed in more detail in subsequent sections of this statement.

***Planning Policy Guidance Note 13: Transport***

4.26 The guidance states, at paragraph 3, that land use planning has a key role in delivering the Government's integrated transport strategy and by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

4.27 In order to achieve these objectives, paragraph 6 highlights amongst others that local authorities should actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres. In parallel however, the guidance states that local authorities should: “Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other sources.”

- 4.28 In terms of parking, paragraph 49 highlights that the availability of car parking has a major influence on the means of transport people choose for their journeys. It continues at paragraph 51 and advise that local authorities should not require developers to provide more parking spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on street parking controls.
- 4.29 Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car.
- 4.30 The above is supported by Paragraph 78 of PPG13, which advises that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.
- 4.31 A detailed assessment of the proposal to the above guidance is provided in later sections of this statement.

***Planning Policy Statement 23: Planning and Pollution Control***

- 4.32 This statement advises on the role planning should play in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution.
- 4.33 Any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to an impact on health, is capable of being a material planning consideration, in so far as it arises or may arise from any land use.
- 4.34 Paragraph 11 states that where new housing is proposed close to a source of potential pollution, the risk of pollution from the normal operation of the process or the potential impacts and the extent to which the proposals address such risks will influence whether or not development should proceed. The generation of additional

pollution from road traffic, the demand on natural resources and the discharges to the environment associated with any proposed development should also be considered.

#### ***Planning Policy Guidance 24: Noise***

- 4.35 Planning Policy Guidance 24 (PPG24) outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise.
- 4.36 Local planning authorities should consider carefully in each case whether proposals for new noise-sensitive development would be incompatible with existing activities. When determining planning applications for development which will be exposed to an existing noise source, local planning authorities should consider both the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future.
- 4.37 A number of measures can be introduced to control the source of, or limit exposure to, noise. Such measures should be proportionate and reasonable.

#### ***Planning Policy Statement 25: Development and Flood Risk***

- 4.38 This guidance sets out the importance the Government attaches to the management and reduction of flood risk in the land use planning process, promoting a precautionary approach and taking into account climate change. A Flood Risk Assessment and Drainage Assessment have been undertaken in accordance with PPS25 and are included as part of this application.

#### **The Development Plan**

##### ***The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026***

- 4.39 The Regional Spatial Strategy for the region was revoked on 6th July 2010 following the recent election of the Coalition Government. As such, the RSS no longer forms part of the statutory development plan for the purposes of determination of this application.

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***Barnsley Unitary Development Plan***

- 4.40 Adopted in 2000, this document represents an assessment of land use policies and forms the site-specific element of the overall development plan. The Secretary of State issued a Direction in respect of which policies from the Unitary Development Plan were to be saved. Those policies in the UDP which were not listed in the Direction expired on 28<sup>th</sup> September 2007.
- 4.41 The proposals map of the adopted Local Plan identify that the site is within the urban area of Barnsley. The site is identified as a mixed use allocation (BA7/4).
- 4.42 Policy H2 states that the Council will ensure that sufficient land is available to meet identified housing need and ensure that a five year supply is available at all times during the plan period.
- 4.43 Policy H5 promotes diverse dwelling types, sizes, densities and designs to meet the full range of housing need. In particular, the council will encourage, in appropriate locations throughout the Borough:
- a) housing for key workers
  - b) affordable housing and housing for rent
  - c) housing for the elderly and those with disabilities
  - d) homes intended for single person households.
- 4.44 Policy H6 requires all developments which comprise or include the provision of twenty or more new dwelling units to incorporate, as an integral part of the development, a minimum of 15% of the gross site area as open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing thereon and the adjoining land uses. Where it is impossible to make such provision on land either within or immediately adjacent to the site in a satisfactory and acceptable manner, or where the council deem it appropriate, suitable off-site open space facilities, remote from the development land, may be acceptable either as new facilities or as an extension to those existing. Where off-site facilities are acceptable, the council will seek to enter into an agreement under 106 of the act with the developer to ensure that a financial contribution is secured towards the capital costs of the provision and its future maintenance.

- 4.45 Policy ED4 provides assessment criteria for proposals for economic development adjoining or close to housing, specifically in regard to the potential impact on residential amenity in terms of air pollutions, noise and visual intrusion.
- 4.46 Policy GS15 seeks to safeguard important habitats and species from any activities which would cause disturbance, pollution or other damage.
- 4.47 Policy GS22 states that the council will seek the retention and management of existing hedgerows, woodlands and trees both individually and in groups. Policy GS23 continues that the council will actively support the development of extensive new woodland and hedgerow planting and its appropriate management for landscape, ecological, recreation and ultimately economic benefit.
- 4.48 Policy GS36 notes that in considering proposals for development and in implementing other policies and proposals in the plan the council will seek to ensure that a minimum standard of 2.43 hectares of outdoor sport/recreation space per 1,000 population is achieved throughout the plan area.
- 4.49 Policy BE5 identifies that schemes to enhance the environmental quality of existing housing, commercial and industrial areas will be encouraged.
- 4.50 Policy BE6 seeks to achieve good design standards for all types of development. Proposals for development will be assessed using the following design criteria:
- a) the quality of layout, and suitability of scale of the development
  - b) the use, quality, design and landscape treatment of open land within the site and the area around buildings
  - c) the standard of detailed design and facing materials of proposed buildings
  - d) the suitability of the whole development for its proposed context and its relationship with adjoining land uses.
- 4.51 Policy ES1 states that proposals for development which are likely to result in harm to the environment through excessive levels of pollution arising either within the site to be developed or occasioned elsewhere by the proposed development will not be permitted. Proposals for sensitive land uses will resisted where subject to excessive levels of air, noise or other pollution.

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- 4.52 Policy ES7 relates to land contamination, where development is proposed on land which the council has only a suspicion that it might be contaminated, or there is evidence that it might be only slightly contaminated, planning permission may be granted subject to conditions requiring that development should not start until an *investigation to establish the nature and extent of any contamination and an assessment of the measures necessary to remove or treat the contamination has been carried out and to ensure that any remedial measures are undertaken.*
- 4.53 Policy T2 states that development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking.
- 4.54 Policy T14 requires development proposals to include measures to facilitate access to, and where appropriate, by public transport services.
- 4.55 Policy T22 requires new development to provide no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon highway safety; the local environment including the amenity of local residents and adjoining land uses; the vitality and viability of Barnsley town centre and other shopping and commercial centres.
- 4.56 Policy T27 encourages and supports walking as a mode of transport, and the design and layout of all developments will be required to take account of the needs of pedestrians.
- 4.57 Policy UTL2 states that development will not be permitted which increases the demand for off-site service infrastructure for water supply, sewerage or sewage treatment unless adequate capacity exists or can be provided in time to serve the development. Where improvements in infrastructure are required planning permission *will be granted subject to conditions, or a planning obligation will be required.*
- 4.58 Part 2 of the UDP concerns site specific proposals for the urban area of Barnsley. Policy BA7 states that in mixed use areas shown on the proposals map, the following

uses will be acceptable subject to compliance with the other relevant policies the plan:

- a. business (b1)
- b. storage and distribution (b8)
- c. supply and hire of contractor's plant, machinery and equipment and other specialised trade suppliers
- d. car dealers, garden centres and other specialised display premises and premises for fitting tyres, exhausts and other vehicle parts.

4.59 Specifically in regard to allocation BA7/4, the UDP states that *"in view of the mixed nature of uses in these premises (motor sales, repair, parts sales and storage) they are identified separately as a mixed use area. Residential amenity and appearance from the main road, railway and nearby open spaces will be important in considering any new development or changes of use"*.

### **Supplementary Planning Guidance**

#### Planning Advice Note 30 – Sustainable Location of Housing Sites (PAN30)

4.61 This consultation draft advice note, published in June 2010, sets out a sustainability checklist with the objective of focusing new development within main settlements in the Borough to ensure that new development takes place in sustainable locations. The advice note was prepared in the context of the spatial priorities of the RSS (now revoked) and emerging Local Development Framework.

#### Affordable Housing in New Residential Developments (PAN34)

4.62 Planning Advice Note 30 concerns the provision of affordable housing in new residential developments. Sites of 25 or more homes or on sites of more than 0.6ha within a town or village of 3,000 people or more must provide at least 15% of the total number of homes proposed. The affordable element will be secured through planning conditions and legal agreements.

4.63 The affordable units to be provided should be to an equally high standard of design and construction as the other housing units on the site.

- 4.64 The types of affordable units to be provided will be determined by local need but will be either housing for affordable rent, shared ownership housing or discounted market housing. Developers are encouraged to involve a Registered Social Landlord partner.
- 4.65 The basis of the Advice Note is draft policy H7 of the emerging Core Strategy which is yet to be adopted as part of the development plan, nor has it been examined in public.

#### Financial Contributions to School Places (PAN30)

- 4.66 Planning Advice Note 30 identifies the financial contributions necessary to provide the physical spaces needed to accommodate new pupil places at the local school that would serve the new housing development.

#### Open Space Provision on New Housing Developments

- 4.67 This guidance document published in 2003 supplements UDP policies H6 and GS36 and sets out the open space requirements and financial contributions necessary from housing development.
- 4.68 In addition to the Supplementary Planning Guidance and Planning Advice Notes mentioned above, Barnsley Metropolitan Borough Council have also published detailed guidance in relation to the design and layout of new housing developments, and the design of landscaping and parking. Regard has been has to the content of this guidance in the evolution of the scheme design.

#### **Local Development Framework**

- 4.69 Following the introduction of the Planning and Compulsory Planning Act (2004), a new development plan system was introduced. District councils, unitary authorities and national park authorities will produce Local Development Frameworks that outline the spatial planning strategy for the local area.
- 4.70 Local Development Frameworks will be made up of a suite of Development Plan Documents (DPDs). These Development Plan Documents must include, as a minimum, the following documents:

- Core Strategy - outlines the general spatial vision and objectives for the delivery of the Local Development Framework
- Site Specific Allocations – identifies land for specific uses
- Proposals Map – illustrates all site-specific policies

4.71 In addition to the above, further Development Plan Documents may be produced as necessary. These include Area Action Plans for specific locations subject to conservation or significant change, thematic DPDs on topics such as housing or employment and generic development control policies DPDs.

4.72 DPDs should be subject to rigorous procedures of community involvement, consultation and independent examination. Once adopted, development control decisions must be made in accordance with the DPDs unless material considerations indicate otherwise. Until such time as the Barnsley's Development Plan Documents have advanced to adoption, the development plan for development control decisions will be the saved policies of the UDP. For the purposes of the determination of this application limited weight can be attached to the content of the emerging draft Core Strategy or other DPDs.

## 5.0 ASSESSMENT OF DEVELOPMENT POTENTIAL

- 5.1 It is considered that the main issues to consider in the determination of this application are the matters of the general principle of development and sustainability; *affordable housing; appearance and visual impact; highways and transport, and other related matters.* These are explored in further detail below.

### **Principle of Development**

- 5.2 The former occupier of the site, Polar Ford, relocated to alternative premises within the Borough in March 2009. Since this time the site has been vacant. The proposed redevelopment shall bring back into use this derelict site through the creation of opportunities for home ownership and the provision of high quality housing for those who cannot afford market housing in accordance with UDP Policy H5.
- 5.3 The application site is a mixed use allocation (BA7/4) and was allocated as such due to the sui-generis nature of the car dealership/vehicle repair centre use that previously occupied the site.
- 5.3 The justification to UDP Policy BA7 identifies that proposals affecting mixed use allocations shall be subject to other Plan policies including Policy ED4 which establishes that whilst residential development would not normally be acceptable in mixed use allocations, exceptions exist where, through comprehensive development, a significant self-contained area can be created separate from commercial and industrial uses. In this instance a comprehensive, self-contained residential redevelopment is proposed.
- 5.4 In accordance with the policy objectives for allocation BA7/4 the residential use of the site will fit more appropriately within the existing residential context, and shall improve the appearance of the site from the highway, railway and nearby open spaces.
- 5.4 On the basis of the above mentioned matters the principle of development is considered acceptable in policy terms. This has been confirmed by the local planning authority in pre-application advice issued in June 2010 (ref. 2010/ENQ/00399).

## ***Sustainability***

- 5.5 The application site comprises a previously developed site within the main urban area of Barnsley. A key objective of PPS3 is that Local Planning Authorities should continue to make effective use of land by re-using land that has previously developed for residential use, taking into consideration sustainability issues.
- 5.6 Barnsley Metropolitan Borough Council have recently published a consultation draft *advisory document on the sequential approach to residential development – Planning Advice Note 30*. The purpose of the guidance is to focus new development in sustainable locations within the main settlements of the borough.
- 5.7 In order to establish whether a site is sustainably located, the advice note sets out a checklist to be completed as part of residential planning applications. A minimum total score of 21 is required to demonstrate that a site is sustainable. Included below is a summary of the sustainability checklist for the former Polar Ford site, Dodworth Road. The full assessment is provided at Appendix 2 of this statement.

*Table 1: Sustainability Checklist*

	Score
Step 1: Key RSS Location & Site Requirements	20
Step 2: Land Use & Urban Form	11
Step 3: Access to local services and public transport	16
<b>Total</b>	<b>47</b>

- 5.8 The site is located adjacent to the A628 Dodworth Road, the main arterial route between Barnsley town centre and the M1. This route is identified in the South Yorkshire Local Transport Plan 2 (LTP2) as part of the core public transport network with a *medium frequency bus service*. There are a minimum of 5 services per hour into Barnsley town centre and vice versa. All the proposed residential dwellings on the site would be within 350m of an existing bus stop on this key route. The shops and services, employment opportunities and leisure and cultural facilities in Barnsley town centre are accessible within an 8 minute bus journey time.

- 5.9 In accordance with the criteria set out in draft PAN30, the application site is extremely sustainably located in relation to the core public transport network in the Borough. Bus services are frequent therefore no public transport intervention would be necessary.
- 5.10 Alongside well-serviced public transport routes, close pedestrian linkages provide opportunities to meet sustainable development objectives in providing the possibility to reduce the use of the private car for future residents. PPG13 envisages that journeys under 2 kilometres represent the greatest potential to replace short car trips. The services and facilities within the designated town centre of Barnsley are within 2km walking distance and the following essential services as defined by PAN30 are within 800m walking distance of the centre of the application site:
- Primary School;
  - Doctor's Surgery;
  - Local Convenience Store; and
  - Public Open Space
- 5.11 On the basis of the above mentioned matters, and verified by the fact that the site meets and exceeds the requirements of draft PAN30, it is considered that the proposals represent a highly sustainable pattern of development.
- 5.12 It is considered that the broad principle of development is established. The following sections of the statement will consider the deliverability of the site in relation to the provisions of the development plan and national planning policy and guidance.

### **Affordable Housing**

- 5.13 The provision of affordable housing to an appropriate quantity in new developments is a key objective of national planning policy. PPS3 seeks to widen opportunities for home ownership, ensure high quality housing for those who cannot afford market housing and improve affordability across the housing market, including by increasing the supply of housing.
- 5.14 The amount and mix of affordable housing has been subject to pre-application discussions with the local authority's planning and housing departments in order to

secure affordable housing in accordance with the identified housing need for the area.

- 5.15 The potential introduction of 14 affordable units is a significant material consideration in the determination of this application. The affordable units will introduce a mix of shared ownership and social rented properties which, in accordance with PPS3, will create an inclusive community where people have the opportunity of a decent home in a community where they want to live, at a price that they can afford.
- 5.16 An affordable housing statement which explains the mechanisms for the delivery of the affordable element of residential development at Dodworth Road is included at Appendix 1.

### **Design and Appearance**

- 5.17 A Design and Access Statement is submitted with this application to explain the design approach behind the proposed development. This document should be referred to in respect of design issues.
- 5.18 As part of the applicant's commitment to pre-application engagement, draft proposals of the scheme were presented to Barnsley's Design Panel in June 2010 to demonstrate the aims of the scheme; the scheme evolution; the general design concepts and the relationship of the scheme to the surrounding area.
- 5.19 The Panel's recommendations were used as the basis for improvements to the draft scheme and it is considered that the resultant final design as submitted can be supported for planning approval in design terms.
- 5.20 In accordance with UDP design policy BE6 and Barnsley Metropolitan Borough Council's SPG on 'The Design and Layout of New Residential Development', the proposals incorporate high quality dwelling units which efficiently use the land at a density of 35 dwellings per hectare.
- 5.21 The proposals incorporate a mix in house types and sizes to add visual interest. Variety is created through scale, plot widths and roof line, groupings of buildings and their relationship to each other. High quality materials including brick, concrete tiles

and render will be used to define the scheme and contextualise it within the existing residential grain, making a positive local impact.

- 5.22 Careful consideration has been given in relation to providing visual and pedestrian links with adjacent sites to allow permeability without compromising security or privacy for residents and neighbouring properties.
- 5.23 In accordance with current Government policy, the scheme seeks to ensure that sustainability principles are incorporated into the design of the scheme. The proposed house types are being designed to meet current Building Regulations and lifetime home standards. Measures to reduce on-site resource use and 'future-proof' the development shall be incorporated, such as recycling and composting.

#### **Trees, Landscaping and Open Space**

- 5.24 A tree report is submitted with the application which surveys the trees within the site which are principally contained to boundaries to the north, west and south west of the site. The majority of trees will be retained and incorporated into the scheme design to improve design quality and assist the successful integration of development into its landscape setting.
- 5.25 The proposed development incorporates an area of public open space, which is comprised of a landscaped green for informal recreation and play. This element of the scheme also permits the opportunity for a central feature that will cater for a high standard of development and layout at its periphery deriving from this central core of the site. This area benefits from passive surveillance from the properties overlooking the space.
- 5.26 Adjacent to the west of the site is Pogmoor Recreation Ground, an extensive outdoor area providing opportunities for children's play and informal and formal recreation. Upon the advice of the Design Panel, a footpath link is proposed to connect the site to Pogmoor Recreation Ground allowing safe and legible access to the recreational facilities nearby.
- 5.27 In accordance with UDP policy H6 and supplementary planning guidance PAN20, it is assumed that an appropriate level of commuted sum will be negotiated with the Council in respect of the open space provision.

- 5.28 A comprehensive landscaping scheme is submitted with the application. The landscaping scheme incorporates elements of hard and soft landscaping, which will assist in the creation of a high quality development that will provide a good balance between built development, layout and landscaping.

### **Residential Amenity**

- 5.29 The layout of the proposed scheme has sought to minimise any impacts upon the residential amenity that could be enjoyed by residents of neighbouring properties and of future residents of the proposed dwellings.
- 5.30 The scheme incorporates generous and useable amenity space for each property. It is felt that an appropriate balance between achieving a suitable density of development, whilst respecting the amenity of existing and potential occupiers has been achieved to a high standard.

### **Transport, Highways and Parking**

- 5.31 A Transport Assessment and Travel Plan have been prepared which demonstrates that the impact of the proposed development on the transport network is acceptable.
- 5.32 The trips predicted to be generated by the 59 new dwellings are relatively low and are less than those likely to have been generated by the previous use of the site. They are at a level considered to be indiscernible from normal daily variations in traffic on the local road network and as the demand for travel generated can be satisfactorily accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network.
- 5.33 The proposed development is highly accessible by sustainable modes of travel, particularly walking and cycling, and is well related to the established public transport network. Bus stops on both the eastbound and westbound carriage of Dodworth Road are located within 100m of the application site. The implementation of the Travel Plan will ensure that sustainable modes of transport such as the local bus network are promoted to occupiers of the new development, for example through the provision of a household Travel Mastercards.

- 5.34 A clear and legible highway layout is proposed with nodal points radiating from the existing vehicular access onto Dodworth Road. The existing right hand holding lane on Dodworth Road will be utilised to ensure that right turning vehicles are able to stand clear of through traffic and not impede flowing traffic.
- 5.35 Home Zone principles have been utilised to manage traffic flow, promote pedestrian priority and make the development more child-friendly. Public and private spaces are clearly distinguished with safe pedestrian routes into and out of the site.
- 5.36 Each dwelling is afforded off-street parking for private vehicles in accordance with UDP Policy T22.

### **Flood Risk and Drainage**

- 5.37 The application site is located within Flood Zone 1 as defined on the Environment Agency's online flood maps.
- 5.38 A Flood Risk and Drainage Assessment is submitted with the application which concludes that the proposals are not at risk of flood and the development will not increase the risk of flooding elsewhere. It is thus considered that the proposals are acceptable from a flood risk point of view.
- 5.39 The FRA proposes that surface water is discharged to the outfall at Dodworth Road. Attenuation will be incorporated to ensure that that the previous run-off rates will not be exceeded and to allow for some betterment in surface water runoff. Foul water shall be discharged to the main sewer to the rear of the site.

### **Air Quality**

- 5.40 PPS23 identifies that any consideration of the quality of air and potential impacts arising from development, possibly leading to an impact on health, is capable of being a material planning consideration, in so far as it arises or may arise from any land use.
- 5.41 As the site is located, in part, within Barnsley MBC Area Quality Management Area No.23 an air quality assessment is submitted with the planning application. This

assessment concludes that the proposed development will have a neutral effect with respect to local air quality.

### **Noise**

- 5.42 A noise assessment prepared by Hepworth Acoustics is submitted with the planning application which demonstrates that subject to the suggested mitigation measures, there shall be no adverse impact on residents of road and rail traffic noise.

### **Education**

- 5.43 PAN33 identifies that the availability of pupil places in local schools is a material consideration in the determination of applications for residential development.
- 5.44 Pre-application advise issued by the Local Planning Authority in June 2010 (ref. 2010/ENQ/00338) states that "there will be sufficient spaces within a two mile radius to accommodate the additional pupils that the site would generate." Consequently no Section 106 contribution towards education is applicable in this instance.

## 6.0 CONCLUSIONS

- 6.1 This statement has demonstrated that the proposed development in this particular instance is in accordance with the provisions of the complete content of the development plan and national and local policy guidance.
- 6.2 On the basis of the matters raised within this statement, it is considered that these proposals in this location are acceptable and it is respectfully requested that the application is approved.

## A1 APPENDIX 1: AFFORDABLE HOUSING STATEMENT

A1.1 The proposed scheme at Dodworth Road, Barnsley incorporates 14 affordable residential units. The following table provides key information on the affordable units:

House Type	No. of units	Approx. floor area	No. of beds
Greenwich	5	60 sq.m	2
Milton	7	66 sq.m	3
Darwin	2	76 sq.m	3

A1.2 The dwelling sizes are suitable for a range of general households in need identified as suitable by Barnsley Metropolitan Borough Council's affordable housing officer, from single persons and couples to parents/lone parents with children. All the proposed units have private garden areas and off-street parking. The affordable units are tenure blind i.e. they are the same specification of homes used elsewhere on a site and are therefore indistinguishable from market housing.

### Tenure

A1.3 PPS3 defines affordable housing as including social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. In accordance with the guidance and definitions set out in PPS3 the proposed development will include both social rented and intermediate affordable housing to meet the differing needs of eligible households. Advice issued by the Local Planning Authority has indicated that an 80% / 20% split of social rented / intermediate tenures may be acceptable, however this matter shall be subject to further discussions with the local authority and Registered Social Landlord partner, to be secured by planning agreement.

### Nomination Rights and Eligibility

A1.6 The affordable properties will be provided in accordance with the nominations and eligibility criteria of the relevant Registered Social Landlord and/or local authority.

## **Perpetuity**

- A1.7 The definition of affordable housing in PPS3 states that it should include the provision for the affordable home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision. Matters in relation to perpetuity will be addressed through the Section 106 agreement.

## A2 APPENDIX 2: SUSTAINABILITY CHECKLIST

A2.1 The following tables provide a detailed assessment of the application site against the checklist criteria set out in Barnsley Metropolitan Borough Council's Planning Advice Note 30: Sustainable Location of Housing Sites.

### Step 1: Key RSS Locational and Site Requirements

Step 1a – Settlement Hierarchy		Application Site
a. The site is located within Barnsley sub regional town	10	x
b. The site is located within a principal town, Grimethorpe or Royston	6	
c. The site is located in one of the other settlements	2	
d. The site is not located within any of the settlements covered by a), b) or c) above	0	
Step 1b – Reuse of land		Application Site
a. The site is brownfield (It is occupied by a permanent structure (excluding agriculture or forestry) or has been cleared but any evidence of structures or activities has not yet blended into the landscape)	10	x
b. The site is a brownfield/greenfield mix with more than 70% of its area brownfield	6	
c. The site is a brownfield/greenfield mix with less than 70% of its area brownfield	2	
d. The site is greenfield	0	
<b>Sub-total</b>		<b>20</b>

### Step 2: Land Use & Urban Form

Step 2a – Location within Settlement		Application Site
a. The site is entirely within the built up area	10	x
b. The site is on the edge of the settlement but not projecting into the countryside	6	
c. The site is on the edge of the settlement and projecting into the countryside	2	
d. The site is wholly outside or is unrelated to any settlement	0	
Step 2b – Current UDP Notation		Application Site
a. The site is a UDP Housing Proposal	10	
b. The site is allocated as: <ul style="list-style-type: none"> <li>• UDP housing policy area</li> <li>• Employment proposal</li> <li>• Employment policy area</li> </ul>	1	x

<ul style="list-style-type: none"> <li>• Area of Investigation for Potential Employment development</li> <li>• Urban greenspace</li> <li>• Urban greenspace proposal</li> <li>• Allotments</li> </ul>		
<p>c. The site is within or partly within the UDP greenbelt or is allocated as:</p> <ul style="list-style-type: none"> <li>• Safeguarded land</li> <li>• Urban land to remain undeveloped</li> <li>• Site for travellers</li> <li>• Minerals planning permission</li> <li>• Minerals consultation area</li> <li>• Minerals area of search</li> <li>• Washlands</li> <li>• Nature conservation site</li> <li>• Site of Special Scientific Interest</li> <li>• Old Moor Wetlands Centre</li> </ul>	0	
<b>Sub-total</b>		<b>11</b>

**Step 3: Access to Local Services and Public Transport Accessibility**

Step 3a – Public Transport Accessibility		Application Site
a. The site is graded as green as it falls completely within the CPTN buffer and requires minimal (if any) public transport intervention	10	X
b. The site has been graded as 6 amber as it bridges over the CPTN buffer or its centre point is outside the 333 metre weighted buffer but within the 400 metre buffer (plus 20% and actual straight line walking distance). The 400 metre buffer represents a 'cushion' that will capture the sites that are just outside the CPTN. Amber sites reflect the need that transport interventions need to be considered as the site has a degree of restriction to public transport use.	6	
c. The site has been graded as red as it falls completely outside the CPTN buffer. This means that development on the site is not desirable as the site has very limited access to public transport as it is outside of the specified walking catchment area.	0	
Step 3b – Access to Local Services		Application Site
a. The centre of the site is within 800m of all essential facilities plus five from the list of other services	10	
b. The centre of the site is within 800m of all essential facilities	6	X
c. The centre of the site is within 800m of three or less of the essential facilities	2	

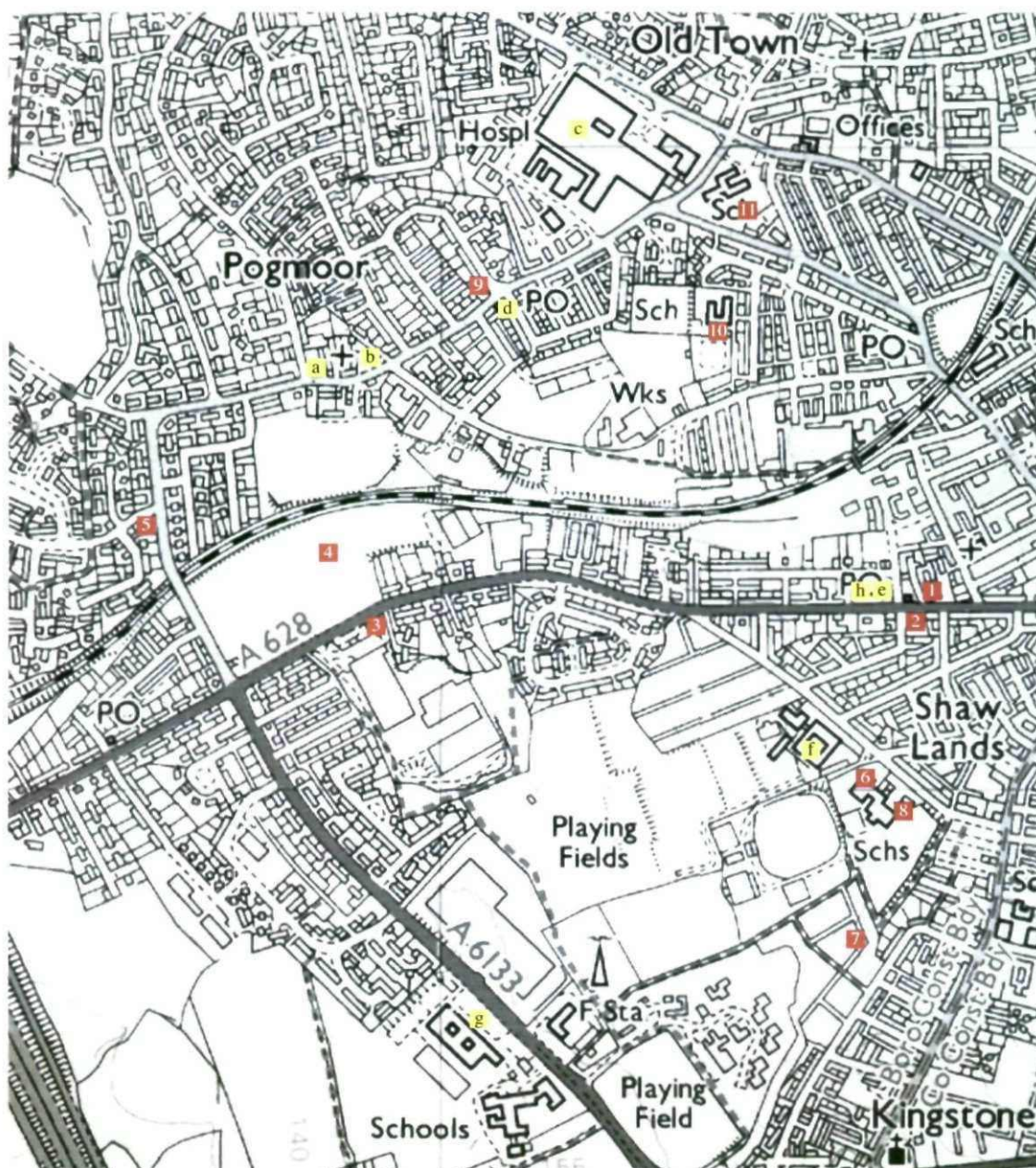
d. The centre of the site is beyond 800m of three or less essential facilities	0	
	<b>Sub-total</b>	<b>16</b>

A2.2 The A628 (Dodworth Road) is a Key Route in LTP2 with frequent services into the centre of Barnsley. The centre of the application site is within 80m of this key transport corridor. There are two existing bus stops on the eastbound carriageway within approximately 100m of the site entrance and a bus stop on the westbound carriageway within approximately 65m of the site entrance. All properties within the proposed development will be within, at maximum 350m walking distance of the nearest bus stop.

A2.3 Plan A.1, below, identifies the following 'Essential' and 'Other' facilities close to the application site.

<b>Essential Facilities</b>	<b>'Other' Facilities</b>
1 Dodworth Rd Surgery, 91 Dodworth Rd	a Tom Triddlehoyle PH, Pogmoor Rd
2 Costcutter, 98 Dodworth Rd	b Jet Garage, Pogmoor Rd
3 Shell Select Shop, Dodworth Rd	c Barnsley General District Hospital
4 Pogmoor Recreation Ground	d Post Office, 66 Pogmoor Rd
5 Pogmoor News, Pogmoor Rd	e Tripharm Pharmacy, Dodworth Rd
6 Holy Rood Primary School, Shaw Ln	f Holgate School & Sports College
7 Joseph Locke Primary School, Shaw Ln	g Kingstone School
8 Shawlands Primary School, Shaw St	h The Cranberry PH, Dodworth Rd
9 Costcutter, Pogmoor Lane	
10 St Mary's C of E School, Stocks Ln	
11 Summer Ln Primary School, Summer Ln	

Plan A.1 Essential and 'Other' Services



A2.4 Of the facilities identified above, all essential facility types are within 800m walking distance of the centre of the application site.

Facility/Service	Address	Walking distance from centre of site
Primary School	Holy Rood Primary School, Shaw Lane	792m
Doctors Surgery	Dodworth Road Surgery, 91 Dodworth Rd	773m
Public open space	Pogmoor Recreation Ground, Pogmoor Road	140m
Local convenience store	Shell Select Shop, Dodworth Road Pogmoor News, Pogmoor Road Costcutter, 98 Dodworth Road	293m 525m 745m

## Summary

A2.5 The overall score shall determine whether the site can be considered potentially sustainable. The following table shows the overall score for the application site:

	Score
Step 1: Key RSS Location & Site Requirements	20
Step 2: Land Use & Urban Form	11
Step 3: Access to local services and public transport	16
<b>Total</b>	<b>47</b>

A2.6 PAN30 concludes that sites with an overall total score of 21 or above shall be considered as being sustainably located and therefore having met the requirements of the advice note. With an overall score of 47, the application site has been assessed as a sustainably located housing site consistent with the priorities of the Development Plan and emerging LDF.