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Dear Paul Justice- Saul Homes

RE: Pre-application enquiry at the Land to the south of Doncaster Road, Darfield

Introduction

This pre-application enquiry seeks advice regarding a hybrid proposal for residential development. The site is allocated as housing allocation reference HS78 as defined in the adopted Local Plan.

The application site area extends beyond the housing allocation boundary and includes part of the safeguarded land/Green Belt land to the south to provide an attenuation basin, and a small triangular parcel of land within the woodland to the west, which also lies within Green Belt. The overall application site area extends to circa 18ha.

This pre-application proposal has been submitted as a joint venture between two residential developers- Keepmoat Homes & Saul Homes.

Site Description and Characteristics

The site is located to the west of the Darfield settlement, with Doncaster Road/Barnsley Road bordering the site to the north. The site falls away southwards, with Doncaster Road at the highest level. The site is an unusual shape, wrapping around a central woodland belt and then extending southwards, to the woodland adjacent to Alba Close. A cluster of detached dwellings are positioned to the north-west of the site.

Residential houses/gardens adjoin the eastern boundary of the site. The vast majority of the adjacent properties are 1970s style detached bungalows, though some have extended into the roofspace/erected dormers.

The settlement to the north-east consists of low density detached bungalows with spacious gardens and greenery along the frontages and on corner plots. The green verges along Upperwood Road contribute to the spacious character.

To the south- east, the settlement has a slightly higher density, whereby the properties are positioned closer together and have smaller gardens. Nevertheless, these properties are still bungalows and the corner and end plots replicate the green and spacious character

established at the settlement to the north. An area of public open space is positioned between the two estates on Upperwood Road, with protected trees defining the edge of the pre-application site.

The site currently consists of agricultural fields, separated by established hedgerows. A belt of large trees runs through the central part of the site, creating a physical barrier between the two development areas. A watercourse runs along the western and southern boundary of the site. An existing PROW (Path No: 3) runs from Doncaster Road along the edge of the woodland and southwards through the centre of the site.

The majority of the site lies within Flood Zone 1 (low flooding risk) though the most southern part (where the attenuation basin is proposed) lies within Flood Zone 2.

Planning History

B/88/1752/DA - Erection of dwelling and formation of horticultural nursery, REFUSED, 15/6/1989

The Proposal

The proposed development includes the erection of circa 467 dwellings across two areas/phases. 'Area 1' includes the northern and eastern part of the site and would deliver 267 dwellings (93 Saul Homes/ 174 Keepmoat Homes). Permission for Area 1 would be sought in full, with an indicative housing mix provided to support this enquiry.

A proposed layout for Area 1 has been submitted which demonstrates the split between the two developers. A development parcels outlined in red are to be developed by Keepmoat Homes and the parcels in blue are Saul Homes/Saul Construction. The housing mix across the site includes a mixture of 2-4 bedrooms terrace; semi-detached and detached houses proposed along with some 1bedroom flats and 2bedroom bungalows.

Within Area 1, 17 affordable units have been proposed, albeit these are all within the Keepmoat Homes development parcels. This falls below the 10% affordable housing requirement as per Local Plan Policy H7.

Area 2 includes the southern field, to the south and west of the woodland. Permission for this phase would be sought in outline, with only access details submitted. At this stage, the proposed layout includes only parameter blocks to indicate where the dwellings would be sited.

An attenuation basin is proposed at the very southern part of the development, to the west of the houses on Alba Close, which is understood to be the lowest point of the site. This land falls outside of the residential allocation and instead is partly washed over by Green Belt and partly falls within Safeguarded Land (Land North of Pitt Street).

A registered PROW (Path No: 3) runs from Alba Close and around the north of the field to meet Path No: 3 and then southwards towards Netherwood Road (Path No: 6). A Green Way (Littlefield Lane Wombwell) and bridleway also cut through the southern part of proposed attenuation site. An informal pathway appears to have been formed through the centre of the field (see extract below).



Although the attenuation basin would be accessed via proposed Area 2, the development would form part of the full application, due its requirement for the satisfactory drainage of Area 1.

The applicant has confirmed that due to the proposed position of the attenuation basin, there be no vehicular access between the HS78 site and the safeguarded land to the south, apart of the retention of the existing PROW/pedestrian link.

The entire development would be accessed via two vehicular entrance points along the northern boundary. A central spine road would then stretch southwards to serve Area 2 and provide access to the attenuation basin. Pedestrian links into the existing settlement would be provided along the eastern boundary along with pathways through the small pockets of open space.

The largest area of public open space would be on the eastern part of Area 2, adjacent to the protected trees.

Planning Policy Considerations

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

National Planning Policy Framework (NPPF December 2023)

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development, with paragraph 7 stating that the purpose of the planning

system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. The document sets out the three overarching objectives to achieving sustainable design, which are interdependent: an economic, social and environmental objective.

The following sections of the NPPF are relevant to this pre-application proposal:

Section 5 - Delivering a Sufficient Supply of Homes
Section 8 – Promoting Healthy and Safe Communities
Section 11- Making Effective Use of Land
Section 12- Achieving Well-designed and Beautiful Places
Section 13- Protecting Green Belt Land

Barnsley Local Plan- 2019

The following Local Plan policies are relevant to this pre-application proposal:

Policy SD1: Presumption in favour of sustainable development
Policy SD2: General Development
Policy H1: The number of new houses to be built
Policy H2: The distribution of new homes
Policy H6: Housing Mix and Efficient Use of Land
Policy H7: Affordable Housing
Policy T3: New Development and Sustainable Travel
Policy T4: New Development and Transport Safety
Policy D1: High Quality Design and Place Making
Policy CC1: Climate Change
Policy CC2: Sustainable Design and Construction
Policy POLL1: Pollution Control and Protection
Policy I1: Infrastructure and Planning Obligations
Policy BIO1: Biodiversity and Geodiversity
Policy I2: Educational and Community Facilities
Policy GI1: Green Infrastructure
Policy GB1: Protection of Green Belt
Policy GB6: Safeguarded Land

Supplementary Planning Documents

The Council have adopted SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight. The following SPDs are relevant to this proposal:

Design of Housing Developments, July 2023
Residential Amenity and the Siting of Buildings, May 2019
Open Space provision on new housing developments, May 2019
Affordable Housing, July 2022
Biodiversity and Geodiversity, May 2019
Planning Obligations, November 2019
Sustainable Travel, July 2022
Section 278 Agreements, November 2019
Section 38 Agreements, November 2019
Parking, November 2019
Sustainable construction and climate change, July 2023



Assessment of the Proposal

Principle of Development

The majority of the pre-application site falls within a 'housing allocation' (ref: HS78) as defined in the adopted Local Plan.

Local Plan Policy H1 states that at least 21,546 new homes are to be built during the plan period (2014 – 2033).

Local Plan Policy H2 states that 1370 new houses are to be developed within the Wombwell area.

Paragraph 9.2 builds upon the policy requirements, stating that the supply of new housing sites is made up of Local Plan allocations and sites that already have planning permission. Paragraph 9.5 refers to the site specific policies.

Site Specific Policy - Site HS78: Land to the south of Doncaster Road, Darfield Indicative number of dwellings 441, states:

The development will be expected to:

- Retain and improve hedgerows running along the east and west boundaries;
- Retain and protect the small areas of woodland along the eastern boundary.
- The area of woodland/scrub and unimproved neutral grassland to the west of the site should be excluded from development;
- Provide appropriate access; and
- Provide off site road safety enhancements.

In summary, the principle of residential development at the allocation site is therefore acceptable, subject to according with other local plan policies and national policies, along with the relevant SPD guidance, with particular regard to the site-specific policy.

In terms of developing the land outside of the allocation site, including the land to the west and south, further assessment of this included below.

Planning Policy Comments

It is noted that the enquiry site includes two areas of land outside of the allocation and instead falls within designated Green Belt. The first area on the western boundary extends into an area of woodland and is proposed as greenspace. It is for the applicant to justify why this area of Green Belt is to be included in the application site boundary. The development of this area for open space should not be included in the required 15% onsite open space provision and would need to be additional to this.

The second area outside of the allocation is on the southern boundary and is proposed as the attenuation area, which will form part of the drainage strategy for the wider site.

It is not clear why the attenuation basin has been positioned outside of the housing allocation and instead encroaches into the Green Belt/adjacent safeguarded land. The applicant will need make the case for this development in the Green Belt and further explain why this cannot be accommodated within the allocation boundary. It also needs to be demonstrated that there would be no impact upon the existing PROW which follows the edge of this field.

There would also need to be a clear argument why the proposed attenuation basin is positioned on land safeguarded for future development, rather than within the allocation site.

Whilst the principle of residential development is considered to be acceptable, the submission proposal includes the development of houses on areas of land which the allocation policy indicates should not be developed. These areas are shown on the ecology surveys as having significant ecological value, and therefore these features would need to be retained (addressed further in the ecology comments). The allocation policy also indicates that the existing hedgerows on the east and west boundaries should be retained and improved which should be explicitly demonstrated.

The indicative number of dwellings on the allocation is set out in the local plan policy as 441 dwellings. This has taken into account the areas of the site, including woodland, scrub and unimproved neutral grassland which the policy indicates should be excluded from the development/developable area. The excluded areas amount to a little over 3ha.

As the allocation is 17.9ha, the remaining developable area is 14.7ha. Policy H6 indicates that a density of 40 dwellings will be expected in the Principal Towns (and Darfield is within Wombwell principal town). We apply a density multiplier of 0.75 on sites such as this allocation (in order to acknowledge the requirement for roads, open space and other infrastructure) to reach the indicative housing number. It follows that $14.7\text{ha} \times 40 \times 0.75 = 441$.

The suitability of the proposed housing mix and compliance with Local Plan Policy H6 and Policy H7 will require detailed advice from Strategic Housing.

Utilities

The Local Planning Authority are aware that the presence of utilities/services may impact the layout of this development and particularly the siting of residential dwellinghouses and gardens. The applicant is therefore strongly encouraged to carry out a search via 'Line Search Before U Dig' which will provide the relevant utility asset maps. Details on how to carry out this search can be found at the following website:

<https://lsbud.co.uk/>

A copy of the search results and asset maps should be submitted with any future planning application.

Strategic Housing

The site is located within two affordable housing sub-market areas; South Barnsley and Worsbrough and Hoyland, Wombwell and Darfield which therefore requires at least 10% affordable housing provision (as per Local Plan Policy H7).

An indicative affordable housing provision has been provided for the Keepmoat part of the development, which would deliver 17 affordable units. Based on the full Area 1



development, at least 27 affordable properties would be required to accord with Policy H7 (10% of 267).

Currently none of the proposed affordable units are M4(3) standard. The SHMA indicates demand for affordable level-access accommodation in this area and if the applicant is unable to provide this type of accommodation, justification as to why no level access or M4(3) affordable accommodation is proposed on the scheme would be required.

The overall market development is weighted towards 3-bed provision (59%), with 20% 4-beds. The Council would expect the affordable provision to include some 4-bed units in order to create a tenure blind development.

Table 1 of the First Homes Technical Note provides a recommended tenure split ([First Homes planning policy \(barnsley.gov.uk\)](#)). Strategic Housing would be happy to review a proposed site layout plan which shows the disbursement of affordable units, with the different tenures identified. This will allow the Council to ensure that there is not unacceptable clustering of a particular affordable housing tenures.

Highways/Access

NPPF Paragraph 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

Local Plan Policy T3 states new developments will be expected to be located and designed to reduce the need to travel, be accessible to public transportation, meet the needs of pedestrians and cyclists and provide the minimum levels of parking. Applications must be supported by a transport statement/assessment and a travel plan.

Local Plan Policy T4 states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

General comments regarding the technical requirements and design of residential streets are included at Appendix 1. The Highways DC Officer has provided site specific comments as follows:

The proposed layout includes vertical deflections planned within the site at both access points, positioned at crossing points, however this deflection is very close to the junctions and it is suggested that these are removed. Furthermore, with regards to vertical deflection, is the site intended to accommodate a bus route? If so, vertical deflections should be avoided where possible.

If the site is not intended to accommodate a bus route, there are concerns regarding the distance between the development and existing bus stops. It should be noted that bus stops should be accessible within a maximum walking distance of 400m. This should be measured via appropriate walking routes and residents within the southern part of the site should be taken into consideration (which is proposed at outline) whom will need to navigate their way through the development to reach the closest bus stops. The Highways DC Officer has raised concerns regarding the lack of footway along the site frontage on Doncaster Road, with residents having restricted means to access the existing bus stops to the east of the site.

The pre-application submission provides a layout plan which includes the proposed new access. It is advised that a design checklist be provided to ensure that all aspects of the design are in accordance with the requirements as set out within CD123 of DMRB. The current layout proposes a priority junction with a ghost right turn pocket and pedestrian refuge islands. It should be noted in the first instance, that it will be necessary to provide crossing points that can accommodate cyclists given that there is both a 3m shared footway cycleway proposed within the development, and a shared footway/cycleway on the opposite side of the carriageway along Doncaster Road. As such, pedestrian refuge islands should be a minimum width of 3m with the appropriate lining offset thereafter. This will undoubtedly have an impact on the proposal and will result in the ghost right turn pocket requiring some widening.

Given the proposed number of dwellings, Active Travel England will be a statutory consultee as part of the part of the planning process for any application that is forthcoming for the site and it should be noted that ATE will make comments and recommendations in line with LTM120 which will be reviewed holistically between the authority and ATE. The applicant should be mindful of the importance of active travel.

Transport Assessment Comments:

There is reference with the scoping document of a Transport Assessment which was undertaken in 2019. It should be noted that whilst this document may exist, the scope of which was not agreed with the authorities Highways department.

It is noted that a stage 1 RSA has been undertaken and included as part of the TA scope. However this Road Safety Audit was undertaken without BMBC having the opportunity to review the brief or for BMBC. As the overseeing organisation there should have been the opportunity to review the brief and for a member of our Traffic team be invited to attend the RSA as a representative of the authority in accordance with GG119.

The modelling undertaken should include any committed development in the area. It will be necessary to ensure that all junctions with 30 two-way trips or more be included in the modelling for the TA.

Urban Design

Local Plan Policy D1 states that development is expected to be of high-quality design that should respect take advantage of and reinforce the distinctive, local character and features. Developments should contribute to place making; be of high quality; complement and enhance the character and setting of distinctive places and transform environments which lack distinctiveness. Proposals should provide an inclusive environment; clear connections and ensure ease of movement for all users whilst making use of high quality materials and architectural quality.

The Residential Amenity SPD and The Design of Housing Development SPD set out the relevant requirements in terms of separation distances; positioning of buildings and space standards to achieve adequate levels of residential amenity for both existing and future



residents. These SPDs should be reviewed in detail to ensure that all requirements are achieved, which includes:

- A separation distance of at least 21m must be provided between back-to-back habitable room windows to ensure that there is no harmful overlooking;
- First floor level windows should be at least 10m from shared boundaries;
- The internal layout of the properties must achieve the internal space standards included in the South Yorkshire Residential Design Guide;
- 3 bedroom dwellings must have at least 60sqm private outdoor amenity space;

The external finished materials would be expected to reflect those used at the adjacent development, so that this smaller development appears in-keeping with the wider area.

The Council's Urban Design Officer has reviewed the pre-application submission and provided the following comments:

The principal sources of guidance are:

- SPD Design of Housing Development (2023)
- SPD Parking (2019)
- SPD Open Space Provision on New Housing Development (2019)
- SPD Affordable Housing (2022)
- South Yorkshire Residential Design Guide (2011)
- National Design Guide (2021)
- Building for A Healthy Life (2020)

Number of Dwellings

The planning policy for site HS78 gives an indicative number of dwellings of 441. The proposal is for a total of 467 plots. It is suggested that any forthcoming outline application for the housing shows the plot boundaries and parking arrangements of all the housing units (including 'area 2') so an indication can be made by the council as to whether the site can contain the number of dwellings proposed whilst meeting the requirements of the SPD 'Design of Housing Development' (2023) and the SPD 'Parking' (2019). Clearly the number of dwellings affects the economics of the development and so gaining some comfort on the housing figure from the council at an early stage is beneficial both for the applicant and the council.

Hierarchy of Roads

In terms of connectivity, the proposal includes a hierarchy of roads, with a line of trees on a highway verge running on one side of the main spine roads, reaching well into the centre of the development. In terms of the NPPF requirement for new streets to be tree lined, in area 1 most streets look to be well covered, however there is a block to the west of the main

spine road (plots 53 to 93) that require tree planting, especially to help in reducing the visual impact of parking. The highway verge running from the western entrance of the development is shown as continuously grassed, however it is believed that this will need be crossed by drives from the adjacent dwellings. This needs to be clarified.

Connectivity (Vehicle and Pedestrian)

There is a good number of road loops, with the development not being over dominated by cul-de-sacs. I note the pedestrian connections towards the existing residential development to the east and the set-back footpath running parallel to Doncaster Road. I also note the considerable distance of footpath provided running from the north-western corner of the site, running south and then east towards the adjacent existing residential development.

However, I would suggest that a road connection could be considered running east/west between areas 1 and 2 (roughly where the rear boundaries of plots 70-73 are shown). As currently shown, cars from the northern end of area 2 currently would have to travel quite a distance south before turning back north to reach Doncaster Road.

Location of Public Open Space

The SPD 'Design of Housing Development' asks for open space to be located towards the centre of development (rather than towards the edges of a development). This has the advantage of making it accessible for all the dwellings of the development, well overlooked and visible from dwellings and it also helps to create a focal point of the development, enhancing the character of the development.

The proposed gateway location for the triangle of public open space by Doncaster Road creating an entrance feature to the development, the open space running parallel to Doncaster Road and the open space & tree planting on the boundary to the green belt to the west of the site is appreciated. It is also recognised that the existing landscaping or constraints has influenced the layout of the remaining open space (an opportunities and constraints plan provided within any design and access statement would help with this understanding).

However, the vast bulk of the open space is shown in Area 2, (which is assumed to be the later stage of the development), located away from the centre of the development as a whole. The open space located towards the southern end of the site is split up by several roads, leading to the creation of 'pockets' of segregated open spaces, which are less practicable for the purposes of recreational use. It is suggested that the bulk of this open space is more focussed toward the centre of the overall development.

Overdominance of Front of Dwelling Parking

All the paths at the front of the housing to the access roads need be shown on any plans- for some dwellings they are, for some dwellings they aren't. For those that aren't there is a question mark as to whether the soft landscaping shown separating car parking will be further reduced in width.

For area 1 a plan is attached (Appendix 2) showing areas where there is an overdominance of front of dwelling parking, and therefore does not meet the guidance contained in the SPD 'Design of Housing Development.' This states, in section 11.4: *'The maximum number of front of dwelling parking spaces acceptable in a row is four. These should be used sparingly in a development and be separated from other parking spaces by a considerable width of soft landscaping, i.e. more than the width of a parking space.'* The point of this specified width of soft landscaping is to allow enough space for tree planting or at least significant shrub planting to break up the line of parking. The proposal currently includes 17 stretches of overdominance of front of dwelling parking in area 1.



In terms of parking standards, the SPD 'Parking' recommends one space for 2 bedroom dwellings, whilst the proposal is showing two spaces.

Visitor Parking

There is no visitor parking shown in area 1. The SPD 'Parking' requires 1 visitor space per 4 dwellings subject to layout. Flexibility for visitor parking will be considered on a site by site basis.' From past experience it is better to consider visitor parking at an early stage of the design and discuss this with highways at an early stage rather than be forced to retrofit it at a later date, as the latter can compromise the design quality of the development.

Internal Spacing Standards

From the information provided in appendix 1 of the pre-application supporting statement the overall internal areas of the proposed dwellings meet the minimum space standards set in the SPD 'Design of Housing Development' section 5.

External Spacing Standards

External spacing standards are set in the SPD 'Design of Housing Development' in section 4.

Quad House Types

The Urban Design Officer is not supportive of the one bedroom 'quad' house types, (plots 145-148, 157-160 and 161-164) within the red line boundary of Area 1 on the Consultation Masterplan drawing.

Quarter house one bedroom dwellings give a poor quality of internal and external residential amenity. With regards to internal residential amenity they can be rather claustrophobic inside and they do not give sufficient cross-flow air ventilation. Externally they have no 'defined'/ secure amenity space, reducing the occupant's amenity and making the dwellings more prone to burglary where windows and doors are not facing other properties. Furthermore, there is no defined storage space for wheelie bins (Barnsley currently has four wheelie bins per property). Therefore, there is a risk that the wheelie bins will be permanently stored by the roadside.

Plots 157 to 164 especially feel like they have been 'parachuted' in, isolated from neighbouring properties and more prone to external antisocial behaviour and burglary.

Appendix 3 includes examples of alternative formats of providing one bedroom dwellings, one a current planning application in Barnsley and one as built in Sheffield, so it is strongly suggested that these alternative formats are considered.

Additional information to be provided with an application:

- Building for a Healthy Life Assessment
- Typical Street Scenes
- Cross Sections (as the site slopes)
- An Opportunities and Constraints Plan, within the design and access statement, (to help explain the reasoning behind the proposed layout).

Education

The planning statement refers to two areas for this significant housing development, with 267 plots on Phase 1 and an indicative 200 plots for Phase 2. Based on the proposed housing numbers, the required contribution levels for both Primary and Secondary for each phase of works are included below.

12 plots from the calculations for the 1st phase of works have been omitted, to reflect the proposed 12x 1 bedroom developments. The 2nd Phase contribution levels are also subject to change depending on the number of 1 bedroom plots included.

Number of Dwellings	Pupils per 100 houses	Pupil Yield	Cost per Place	Total Amount
Primary				
255	21	54	16,000	864,000
200	21	42	16,000	672,000
Secondary				
255	15	39	16,000	624,000
200	15	30	16,000	480,000

Biodiversity/ Ecology

Biodiversity & Geodiversity Local Plan policy BIO1 and the SPDs Biodiversity & Geodiversity and Trees & Hedgerows should be complied with. The HS78 allocated site was subject to ecological surveys undertaken on behalf of BMBC prior to allocation. Copies of the survey reports can be provided and the applicant's ecologist should make reference to in their assessments.

The proposals site is located within a Site of Special Scientific Interest (SSSI) Impact Risk Zone of the Dearne Valley Wetlands SSSI. Consultation is required with Natural England within this Impact Risk Zone for any residential development of 100 or more houses outside existing settlements/urban areas. As the proposals occur adjacent to an existing settlement and the allocation is for approximately 400 houses, it is prudent to consult Natural England on any future application.

A Preliminary Ecological Appraisal (PEA) report has been submitted with the pre-application enquiry. This has been reviewed, and includes a baseline assessment of habitats on site (including condition assessments to inform a Biodiversity Net Gain assessment) and considers the potential of the site for protected species, which is welcomed. A number of additional surveys have been recommended within the report, including an updated survey of habitats undertaken within the optimal season, invasive species survey, eDNA survey for great crested newts, potential further survey for roosting bats depending on proposals, bat transect surveys and breeding bird surveys. These are all welcomed, but further reference to recommended survey guidance methodologies are required, as some of those stated within



the PEA deviate from the guidance. Refer to the Bat Conservation Trust (BCT) guidelines (2023) and the Bird Survey Guidelines webpage (<https://birdsurveyguidelines.org/>). Breeding bird surveys should commence from late March. Further consideration should also be given to assessment for water vole and otter within adjacent watercourses and the potential for reptiles within suitable habitat on site.

The PEA includes data obtained from the Barnsley Biological Record Centre. An updated data search should be undertaken, if there are any significant delays to an application being made. An application should also be informed by data obtained from the South Yorkshire Bat Group and South Yorkshire Badger Group.

If the baseline surveys, as set out above indicate that proposals could result in an impact upon ecological features of value, an Ecological Impact Assessment (EclA) should support the planning application. The EclA, if required, should follow the CIEEM guidelines (2018).

From consulting the governments MAGIC website, it is noted that woodland which occurs to the west of the site is classed as priority deciduous woodland. Ecology surveys undertaken on behalf of BMBC prior to the site was allocated, identified this area of woodland habitat, along with the small area of woodland to the east of the site as being of value, with ancient woodland indicator flora recorded. The masterplan submitted indicates that these habitats will be largely retained, though there does appear to be some loss of woodland habitat to the west. This is not in line with site policy which states that the area of woodland/scrub and unimproved neutral grassland to the west of the site should be excluded from development. The site policy also requires the retention of the woodland to the east and to retain and improve hedgerows to east and western boundaries. The proposals should reflect the requirements of the site policy within the Local Plan.

An application will be subject to the General Biodiversity Gain Condition (GBGC) and a minimum level of information will be required with the application, as per the statutory guidance. This will include the pre-development value of the onsite habitat on the date of application using the statutory biodiversity metric. Reference should be made to the CIEEM document Biodiversity Net Gain Report and Audit Templates (2021) in regards to what information should be included in support of the metric calculation. Ideally the supporting information and metric would also indicate how the 10% net gain will be achieved by using any landscape masterplans and consideration of off-site mitigation requirements, if necessary, this being in line with the local validation checklist.

Watercourses occur to the site boundaries. Reference to section 7 of the Statutory Biodiversity Metric User Guide should be made to determine the type of watercourse these habitats represent and whether a river condition assessment (RCA) undertaken by an accredited surveyor is required. If an RCA survey is required to support the metric, evidence of accreditation should be provided alongside the BNG information.

The proposals site is located within the Dearne Valley Green Heart Nature Improvement Area, and this should be taken into consideration when assigning strategic significance of habitats within the biodiversity metric.

The mitigation hierarchy and biodiversity gain hierarchy should be applied on site, avoiding or minimising the damage to any existing habitats of value. Proposed landscaping would aim to enhance biodiversity and assist in achieving a net gain and further measures to enhance opportunities for species such as breeding birds, bats, hedgehogs, etc. should be implemented as part of the proposals.

Trees

Having looked at the tree survey and the indicative masterplan in the main trees appear to have been considered as part of the proposal. There are some areas of concern however, there are a group of trees (G14) in the northeast corner which will be heavily impacted upon and largely removed. Likewise G113 which is largely scrub woodland is also to be removed. This appears to be almost a pioneer woodland and although the specimens in it are in the main category C it is considered that through natural succession this could become of greater value in the future. The protected trees in general appear as though they will be retained and it is imperative that these remain unaffected by any proposals, likewise it is expected that any impacts on trees are kept to an absolute minimum and that trees are retained wherever possible.

The tree survey must therefore be used to inform the final proposed layout put forward so as to avoid impacts on trees as far as possible. Where trees are implicated in the proposed scheme then an arboricultural impact assessment will be required to deal with these. Similarly, the trees on site will need to be protected and as such an arboricultural method statement will be required to specify any direct protection along with any specialist construction techniques which may be required. Ideally this would be provided at the application stage when the final layout is agreed, however if agreeable to all parties it could be provided as part of a pre-commencement condition.

Conservation

The Conservation Officer has reviewed the proposal and confirms there are no objections in regard to conservation. The relative proximity to the listed milestone circa 70m north of the site close to the junction of Barnsley Road is noted. The policy for Local Plan site ref: HS79 to the north east requires measures for the protection and retention of the listed milepost and its immediate setting on the short link road 150m east of the junction with Barnsley Road. However, during Local Plan preparation it was considered that this site was sufficiently separated from the milestone (mainly due to Strawbridges Garden centre) and the risk of harm to the setting was minimal compared to HS79.

No additional information required on this basis.

Drainage

The Council has records of 2 watercourses, forming the eastern and western boundary of the site indicated on the attached plan. Part of the site appears in Flood Zone 2 and Surface Water Flooding on the Environment Agency Flooding maps.

There should be no increase in surface water runoff from the new development.

Any balancing facility should be designed to accommodate a 1 in 30-year flow from the site below ground and a 1 in 100-year flow retained within the site (including an allowance of 30% for climate change), without causing any flooding to buildings.

There are alternatives to conventional storage for the control of surface water run-off that are favored by the authority where ground conditions are suitable. Sustainable Urban Drainage techniques (SUD's) tackle surface water run-off problems at source using features



such as soakaways, permeable pavements, grassed swales, infiltration trenches, ponds and wetlands to attenuate flood peak flows, produce water quality improvements and environmental enhancements.

The authority seeks to promote the use of SUD's techniques to this site and the authority expects the developer of the site to submit detailed investigations such that the use of SUD's has been fully explored.

As the Site area is greater than 1 Ha then a flood risk assessment in accordance with NPPF is required to be submitted with any planning application

Pollution Control

No overall objection to the proposal subject to conditions being attached to any future planning permission relating to the submission of a noise impact assessment; appropriate ventilation; submission of construction Environmental Management Plan and construction hours.

South Yorkshire Mining Advisory Service

According to the records no part of this land under study lies within a DHRA (development high risk area), although some potential will be present for shallow coal in certain areas. Given the scale of development, the applicant should submit an overarching geo-environmental assessment which would cover the coal mining legacy issues along with other geotechnical parameters for consideration.

Should any further Phase 2 works be advised for then associated conditions would be required upon granting a future permission.

Environmental Impact Assessment (EIA)

As part of this pre-application, the local planning authority have undertaken an informal EIA screening. Based upon the submission documents, initial indicators would suggest that the development falls within Schedule 2 – 10 (b) (ii) development of more than 150 dwellings, as set out in The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

The applicant is therefore advised to submit a formal screening opinion to determine whether the development would be subject to a full EIA prior to submitting a formal planning application.

Summary and Conclusions

To conclude, the principle of the proposed development is acceptable. The site is allocated within the adopted Local Plan for housing and therefore residential development is acceptable in principle.

However, development outside of the allocation boundary is not acceptable in principle and further justification to demonstrate why additional land has been included within the proposal is required. Generally, development within the Green Belt is discouraged except in very special circumstances, and the encroachment upon the adjoining land for open space and drainage purposes should be resisted.

Based upon the proposed housing mix, the development would be contrary to Local Plan Policy H7 by failing to achieve the required affordable housing provision. It is noted that the applicant has suggested submitting a viability appraisal at planning application stage. However, given that this is an allocated site which has been initially assessed at examination stage, there is considered to be limited abnormal costs which would justify a reduced affordable housing provision.

The proposed planning layout needs to be revisited in regard to highways considerations to ensure that the comments above are addressed. The layout should also be amended to reflect the comments provided by the Forestry Officer and Ecologist.

Any favourable planning permission would be subject to the signing of a S106 Agreement which would secure a financial contribution towards education as well as any other off-site contributions such as sustainable travel.

Prior to submitting a formal planning application, it is encouraged that an EIA screening opinion is requested given that the proposal meets the threshold/criteria of schedule 2.

Should you wish to submit an application, the following documents/plans would be required to validate the application:

- Application Forms
- Planning Fee
- Planning Statement
- Affordable Housing Statement
- Location and Site Plans
- Proposed Floorplans and Elevations for house types
- Design and Access Statement
- Biodiversity Net Gain report/metric
- Tree Survey/ Arboricultural Impact Assessment
- Transport Assessment
- Highways plans
- Preliminary Ecological Appraisal (PEA) & relevant species surveys
- Flood Risk Assessment
- Drainage strategy and plans
- Geo-environmental assessment/ contaminated land assessment
- Energy/sustainability statement
- Health Impact Assessment
- Landscape and Visual Impact Assessment
- Planning & Community Consultation Statement
- Environmental Statement (subject to outcome of screening opinion)

Further information regarding full planning applications can be found at the following website:



BARNSLEY
Metropolitan Borough Council

**Growth and Sustainability
Regeneration and Culture
Planning and Building Control**

<https://www.planningportal.co.uk/planning/planning-applications/consent-types/full-planning-consent>

This advice is the informal opinion of the Case Officer and is not binding on the Council, who would ultimately determine any future planning application.

Jessica Duffield

Senior Planning Officer (Inner Area Team)

For and on behalf of
Development Management
Garry Hildersley
Head of Service for Planning, Policy and Building Control
www.barnsley.gov.uk/developmentmanagement

Appendix 1: Highways Design Guidance

The design of residential streets within the development shall follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide (SYRDG). This can be accessed at:

<https://www.barnsley.gov.uk/media/4657/eb131-south-yorkshire-residential-guide.pdf>.

Please note Section 4 – Technical Requirements – 4B Site and Parking Geometry particularly (but not exclusively)

B1.1 Street Types

B1.2.1 Design Speed – Residential Streets

B.1.3 Forward Visibility

B1.6.5/B1.6.6 Emergency Vehicle Access

B.2.1.5 Minimum carriageway / vehicle track space width

B.3.7 Turning Areas – Note Cul-de-sacs longer than 20m require a turning area suitable for the turning requirements of a refuse vehicle

B.4 Speed Restraint – Individual speed controlling features for following design speeds are required at the following spacings; 20mph – 70 metres, Less than 20mph – 40 metres

Autotracking Requirements:

- Refuse Vehicle – 11m rear steer (For information the refuse vehicles currently in use in Barnsley has a wheelie Bin Lifting facility and measures 10.3m x 2.5m.)
- Car – Large Car (2006)
- Track tests are to be carried out in accordance with the requirements contained within the South Yorkshire Residential Design Guide sections 4b.2.1.28-29 and 4B.3.3.9-4B.3.3.12. Layout including turning areas to be “tracked” using design vehicles identified above. Carriageway widening on curves may be required based on the following criteria:
 - Two cars passing on the curve
 - Refuse Vehicle using the entire carriageway

Parking Requirements:

The minimum level of parking should be in line with the parking standards contained within the Councils Parking SPD. These being:

1-2 bed units; 1 allocated spaces per dwelling,

3+ bed units; 2 allocated spaces per dwelling.

1 visitor space per 4 dwellings subject to layout. Flexibility for visitor parking will be considered on a site by site basis

1 EV charging point per dwelling and covered cycle storage for those properties without a garage.

For garages to be classed as a parking space they must have internal measurements of 3m x 6m (single) or 6m x 6m (double).

The site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, providing links to existing networks.

Shared private drives will require a refuse collection area positioned close to the adoptable carriageway to ensure efficient roadside waste collection. The refuse collection area should be sufficient to house the maximum number of bins on a recycling day for all properties served.

Any boundary, fence, hedge or building shall be set back a minimum of 2m at the end of cul-de-sacs to avoid damage resulting from the overhang of manoeuvring vehicles.



On streets with design speeds of 20mph and below, forward visibilities below those given in table 7.1 of MfS will be permissible but a minimum of 15m will always apply. Visibility curves may be required to demonstrate compliance with this.

Streets principally serving residential developments are to be designed to achieve vehicle speeds of no more than 20mph. Shared space streets should be designed to achieve vehicle speeds of around 10mph and always below 15mph. For streets with design speeds of 20mph, speed controlling measures should generally be provided at 70m intervals. Less than 20mph design speed will generally require speed reducing features at 40m intervals. Typical features utilised for speed controlling measures are identified in section 4B .4.1.3 of the SYRDG.

Given the topography of the site, gradients should be provided as part of the site layout. Ideally it is preferable to have a level approach, however where topography prevent this a maximum gradient of 1:12 is permissible on an individual slope of less than 5 metres or 1:15 if it's between 5 and 10 metres. It should be noted that adequate measures shall be designed to avoid the discharge of surface water from the site onto the public highway.

In accordance with the recently adopted Sustainable Travel SPD, there is a requirement for the applicant to provide a contribution towards sustainable transport and active travel measures.

Contributions will be sought on developments of 10 dwellings or more. The following formula will be used to determine the level of contribution:

Number of residential units x person trip rate x £figure to be determined x reduction factor

For residential schemes the proposed scheme cost is £101.26 per trip. It is proposed to round this figure to £100 per trip (Scheme costs divided by total number of trips. (14,824,908 / 146410 = 101.26))

The £100 per trip figure will then be applied to individual residential schemes of 10 dwellings or over.

Where applicable this will be reduced, depending on location.

In line with the above a contribution, the sum of which to be determined, will be required from the applicant that will be used to help finance and deliver the programme of public transport improvements and enhancements identified in the Infrastructure Delivery Plan, the updated Barnsley Rail Vision, and other relevant documents.

Appendix 2: Overdominance of Frontage Parking



OVERDOMINANCE OF
FRONT OF DWELLING PARKING.

- continuous strips of front of dwelling parking are not acceptable.

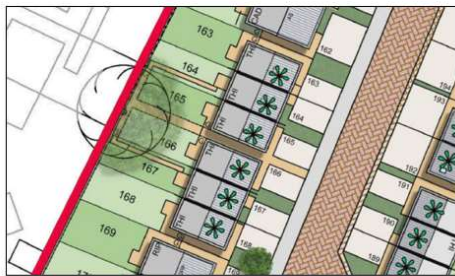
- the maximum number of front of dwelling parking spaces in a row is four. These should be used sparingly in a development and be separated from other parking spaces by a considerable width of parking, i.e. more than the width of a parking space. (SPD 'Design of Housing Development' (2015)).

✗ denotes where this width of landscaping separation is not occurring, leading to overdominance of front of dwelling parking.



Appendix 3: Alternative 1 bedroom Housetypes

2021/1642 - Residential development of 198 dwellings and associated works



This app <https://planningexplorer.barnsley.gov.uk/Home/ApplicationDetails?planningApplicationNumber=2021%2F1642#documents> 198 dwellings of which 35 are 1 bedroom dwellings.



Example of one bedroom properties, in a semi-detached arrangement (shown below a total of 4 properties, each on one floor only, with 4 separate entrances located towards the centre of the front elevation).

54/ 54A/ 56/ 56A Sicey Ave, Firth Park, Sheffield, S5 6NN

(info taken from https://www.rightmove.co.uk/properties/135853022/#?channel=RES_BUY except for the google map at the end of the document).



Above: street view, (a location plan is shown on the final page)



Total floor area 49.8 sq.m. (530 sq.ft.) approx

(NB: whilst the overall dimension meets the requirements of the South Yorkshire Residential Design Guide, (given on page 130 of the guide), some of the individual room sizes are undersized).



Above: there are three blocks of semi-detached one-bedroom properties (giving a total of 12 dwellings) on this part of Sicey Ave, (numbers 54, 54A, 56, 56A, 58, 58A, 60, 60A, 62, 62A, 64 & 64A)