Nathaniel Lichfield & Partners
Planning. Design. Economics.

Summary Document

Revision A: September 2013

Land at Dearne Hall Road, Barnsley

Commercial Estates Projects and Hallam Land Management

21235

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Contents

1.0	**Introduction**	**1**
2.0	**The Site and its Surroundings**	**3**
	The Planning Application	5
	Design and Landscape	6
3.0	**Policy Context**	**7**
	Planning	7
	Economic	7
	Community Involvement	8
4.0	**Technical Assessments**	**9**
	Ecological Assessment	9
	Ground Conditions	9
	Transport Assessment and Travel Plan	10
	Archaeological / Cultural Heritage	10
	Flood Risk Assessment	11
	Air Quality Impact Assessment	12
	Trees, Hedges and Woodland	12
	Noise	12
5.0	**Summary of Application**	**14**

1.0 Introduction

1.1 This document provides a summary of the planning application for residential development of the land at Dearne Hall Road, Barnsley as required by the '*Development Management Policy Annex: Information requirements and validation for planning applications*' (2010).

1.2 The Statement should be read alongside the following documents, also prepared to accompany the application:

- Covering Letter, Application Forms and Certificates;
- The following drawings, prepared by NLP;
  - i Site Location Plan
  - ii Land Uses Plan
- Proposed Junction Arrangement Plans, prepared by Bryan G Hall;
- Planning, Affordable Housing and Sustainability Statement, prepared by Nathaniel Lichfield & Partners (NLP) (Revision A, September 2013);
- Statement of Community Involvement, prepared by NLP;
- Design and Access Statement (Revision C, September 2013), prepared by NLP;
- Ecology Report, prepared by Baker Shepherd Gillespie;
- Geoenvironmental Desktop Study, including coal mining risk assessments and contaminated land assessment prepared by Sirius ;
- Transport Assessment (September 2013), prepared by Bryan G Hall;
- Travel Plan (September 2013), prepared by Bryan G Hall;
- Archaeological Desk Based Assessment, prepared by NAA;
- Geophysical Survey Report, prepared by GSB;
- Flood Risk Assessment (September 2013), including SUDs and drainage strategy, prepared by Weetwood;
- Air Quality Assessment, prepared by URS;
- Noise Assessment, prepared by Cole Jarman;
- Tree Survey, prepared by JCA; and
- S.106 Heads of Terms and contact details for legal representative.

1.3 The above submissions were prepared having regard to the Council's Validation requirements, as set out in a 'Pre-application Enquiry Letter' from the Council to NLP sent on the 15th March 2012.

Revision A

1.4 Revision A of this document has been prepared at the request of Planning Officers at Barnsley Council, following the proposal by the applicants to amend the proposed density of the residential development.

1.5 It was originally envisaged that the site would deliver approximately 150 dwellings. However, in order to respond to feedback received from the market and the Design Panel Review and to provide greater clarity on the form of development that could come forward, we have now prepared an Illustrative Masterplan. Through the preparation of the Masterplan it has become clear that there is scope, having regarding the character of the surrounding area, for a slightly higher density residential scheme on the site. The Illustrative Masterplan, shown in the Design and Access Statement, demonstrates that a scheme for approximately 175 dwellings (net density of 34 dwellings per hectare) would be appropriate for the site.

1.6 Revision A of this document, therefore updates the Summary Statement, where necessary, to reflect the proposed amended density.

2.0 The Site and its Surroundings

2.1 The proposed development site is located at Dearne Hall Road and is approximately 10ha in area.

2.2 The boundaries of the site can be defined as follows:

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

2.3 The site includes two properties (1 & 3 Claycliffe Road) and a large field, which is partly used for agricultural purposes with the remaining land undeveloped.

2.4 The land is mostly greenfield, but also contains brownfield features, including former cooling ponds and railway embankments/cuttings. An electricity pylon is located in the north east of the site and a power line runs across the site north to south.

2.5 A pond is located in the north east corner of the site. The site is bounded by residential development to the north west, with industrial development to the south, a railway embankment to the east and a disused railway embankment to the southeast.

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

2.7 The surrounding area provides a mix of complimentary land uses including residential areas, leisure uses, employment opportunities and shops and services.

Figure 2.1 Site location



Source: Design and Access Statement

The Planning Application

2.1 The accompanying application is submitted in outline form with all matters reserved except access.

2.2 The description of development is:

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

2.3 Outline planning permission is sought for the following proposed development:

- Approximately 175 **dwellings** providing a mix of housing types, including affordable housing of a type and quantum assessed as viable;
- A **green infrastructure network**;
- Two **access** points into the site. The access to the north of the site will be from Dearne Hall Road. The access in the south-west of the site will involve creating a larger roundabout at the junction of Barnsley Road, Claycliffe Road and Barugh Lane; and
- A **link road** will connect the two junctions and will ease traffic congestion in the surrounding area.

2.4 The planning application proposals have evolved following pre-application engagement with Council officers and the local community of Braugh. The accompanying Statement of Community Involvement provides details of this engagement.

Design and Landscape

2.5 The proposed development has been designed taking account of the opportunities and constraints identified through a detailed analysis of the surrounding area. The key elements of the proposed design can be summarised as follows:

- The Land Uses Plan provides detail of the proposed open space and developable areas. It is proposed that the development will deliver a range of house types in keeping with the surrounding built context.
- A 'Manual for Streets approach' of slower, more integrated roads where the focus is on pedestrians and cyclists rather than vehicle speeds will provide better integration and promote safer, sustainable transport.
- As the principal route, the access road will provide the setting for the development as experienced by most visitors and residents. From the link road a secondary road will provide a hierarchy of spaces connecting through and into the residential areas.
- Green corridors along the edge of the site provide the optimum resource for amenity, wildlife and drainage and link the spaces along the southern and northern boundaries providing an extended wildlife habitat.

2.6 The Land Uses Plan defines the:

- Access points;
- Areas of open space; and
- Areas of housing development.

3.0 Policy Context

Planning

3.1 The following points summarise the findings of the Planning Statement;

1 The site is in a sustainable location within the urban area of Low Barugh and within walking distance of public transport and a number of key shops and services;

2 The site lies within the area defined as Urban Barnsley. It is allocated on the Proposals Map as 'Urban Land to Remain Undeveloped' (ULRU), Policy BA11 of the Unitary Development Plan (UDP);

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

4 The Development Sites and Policies DPD Consultation Draft (2012), identifies the application site as a proposed housing allocation site.

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

6 The proposals comply with the NPPF, by delivering a well designed high quality housing scheme on a site which is suitable and available for such a development;

7 The proposals will deliver a wide range of socio-economic benefits; and

8 The illustrative Masterplan and design principles have been formulated so as to have an acceptable impact on the local environment. This is demonstrated by the technical documents which accompany the application as summarised in section 4.

3.2 It is considered that the application proposals are in accordance with up to date policies in the Development Plan, national policies as set out by the NPPF.

Economic

3.3 An economic assessment of the proposals demonstrates that the development will:

1 Support approximately 35 direct full time equivalent (FTE) jobs in construction throughout the duration of the anticipated 4 year build programme;

2 Generate approximately a further 15 FTE 'spin-off' jobs in the supply chain and related services;

3 Deliver a temporary uplift in Gross Value Added of circa £875,000;

4 Attract new economically active households to the local area, resulting in circa £730,000 of net additional expenditure per annum in the local economy. This could be expected to create around 7 new FTE jobs in retail and leisure within Barnsley;

5 Result in New Homes Bonus payments totalling approximately £1.2m (depending on the exact mix of homes); and

6 Deliver an uplift in Council Tax revenues in excess of £185,000 per annum (depending on the exact mix of homes).

Community Involvement

3.4 It has been demonstrated that a comprehensive programme of pre-application consultation has been undertaken by the applicant and the Council to meet national and local consultation requirements. This is detailed in the Statement of Community Involvement.

3.5 A total of 123 questionnaire responses were received collectively from the public exhibition and leaflet distribution.

3.6 The results of the questionnaire show that 27% of respondents either supported the emerging proposals or did not have a view. Of those respondents who did not support the emerging plans (73%), the Statement of Community Involvement has addressed each concern raised, amending the plans where appropriate to address any outstanding issues.

3.7 The community, including Ward Councillors, has been actively involved in shaping the proposals and care has been taken with regard to the preparation of the scheme which reflects the aspirations of all stakeholders and residents. Where appropriate, the applicant has amended the scheme to reflect community views and issues raised during the consultation process.

4.0 Technical Assessments

Ecological Assessment

4.1 An Ecology Baseline Survey Report, prepared by BSG, has been submitted with the planning application. A desk study was carried out in April 2012 to determine the presence of any protected species records or designated statutory or non-statutory sites of conservation value (such as Sites of Special Scientific Interest or Local Wildlife Sites) within a 1.5km radius of the centre of the site.

4.2 The Report confirms that:

- There are no statutory designated sites located within 1.5km of the site and three non-statutory Natural Herirage Sites, the nearest of which (Daking Brook) is situated 120m to the northwest. There are not anticipated to be adverse impacts on this or any other designated sites.
- The survey area predominantly consists of arable fields with a small network of wetland habitats (two ponds, swamp habitat and marshy grassland) and woodland within the eastern part of the site.
- It is anticipated that the development will involve the loss of 7.0ha of arable habitat which is considered to be of low intrinsic ecological value.
- Great Crested Newts have been recorded on the site. The development will not directly affect the great crested newt breeding pond but is likely to result in the loss of some smaller ponds and terrestrial habitat. As compensation for the loss of aquatic and terrestrial habitat, similar habitats will be created within the eastern part of the site, in close proximity to the existing Great Crested newt breeding pond (Pond A); and
- No other protected species were recorded within the application site boundary.

4.3 The proposed mitigation measures have been identified in this document to ensure that the impact of the proposed development in ecological terms is acceptable.

Ground Conditions

4.4 A Geotechnical / Geoenvironmental Desk Study has been undertaken by Sirius for the land at Low Barugh and submitted with the application.

4.5 The majority of the site was found to be underlain by reworked topsoil, over clay and weathered bedrock (mudstone and sandstone).

4.6 Two coal seams were encountered within site. The shallowest seam was encountered at 6-7m below ground level (bgl) in the western part of the site and the deepest was located within the eastern part at 18.8-19.8m.

4.7 No significant visual/olfactory evidence of contamination was noted as part of the previous Sirius ground investigation.

4.8 The study confirms that it may be necessary to carry out further scheme specific ground investigations for various development packages once the layout and details of these are known. This would be post determination of the outline application.

Transport Assessment and Travel Plan

4.9 A Transport Assessment and Travel Plan prepared by Bryan G Hall, has assessed the issues associated with the proposed development, and in particular, the access and likely impact on the surrounding transport network. These documents were updated in September 2013 to reflect the proposed amended density of the development.

4.10 The Transport Assessment concludes that:

- The development is in a sustainable location with access to local shops and services on foot and by bike;
- Vehicular access to the Low Barugh site will be achieved by way of an amended roundabout junction to the south at the existing junction between Barnsley Road and Claycliffe Road and a recognised junction with Dearne Hall Road at the northern side of the site;
- The two accesses will be connected by a link road with a single carriageway (two-way) with footway or shared cycleway/footway catering for pedestrian and cycle movements on either side with verge areas to create an attractive route through the site; and
- The proposals will promote the use of public transport, cycling and walking and therefore encourage sustainable travel, minimising the demand for car travel onto the local highway network.

4.11 The Travel Plan concludes that there are a number of measures which can be undertaken at the site to promote the use of sustainable modes of transport. These include measures to promote walking, cycling and public transport.

4.12 The proposals, including the proposed mitigation measures, will have an acceptable impact on the local highway network. The two junctions will be linked through the site by a link road, which will form access into the site providing an alternative route for vehicles using Dearne Hall Road. This will not significantly increase the risk of accidents for pedestrians or road users and promote sustainable transport. Thereby reducing any reliance on private cars in the development.

Archaeological / Cultural Heritage

4.13 An Archaeological Desk-based Assessment was undertaken by NAA including a geophysical survey prepared by GSB and describes any known heritage

assets within the study area and assesses the potential for encountering previously unrecorded remains.

4.14 The assessment found that the proposed development site lies within an agricultural field which contains cropmark evidence of a possible Iron Age or Romano-British enclosure. The northern end of the site contains the infilled remains of an early 19th century canal, including at least two locks, and a mill race. The site is bounded to the south and east by the course of a former branch railway dating to 1850. There is also some potential for unrecorded remains to be encountered.

4.15 Given the extent of recorded archaeology within the proposed development area, it is recommended that an archaeological evaluation is undertaken post determination of the outline application. This could include targeted trial trenching, the results of which will be required in order to better assess the significance of the impact of the proposals upon heritage assets and the development of an appropriate mitigation strategy. This approach would be in accordance with national and local planning policy.

Flood Risk Assessment

4.16 A Flood Risk Assessment (FRA) was carried out by Weetwood to assess the extent to which the site was at risk of flooding and the potential for the proposed development to increase the risk of flooding elsewhere. This document was updated to address issues raised by Barnsley Council's Hydrology Officer and to reflect the amendments to the proposed density of the development.

4.17 The River Dearne and Cawthorne Dike are situated approximately 100m to the north of the site.

4.18 The study confirms that the majority of the site lies within Flood Zone 1 (less than a 1 in 1,000 year probability of flooding). A small portion land to the north east of the site is located in Floor Zone 2, however, no development is proposed in this area. As such, the site satisfies the requirements of the Sequential Test.

4.19 Access and egress to the site will be provided via Barnsley Road following development. This route is shown to be located within Flood Zone 1 and will therefore provide dry access and egress to the site. A new access point is proposed to the north east of the site. According to the EA flood map, some inundation may be expected during the 1 in 1000 year event; however if this occurs, alternate access/egress can continue to be provided via Barnsley Road.

4.20 The Assessment concludes that the site can be satisfactorily drained in terms of both surface water and sewage. A scheme for the provision and implementation of a surface water regulation system following the principles set out in this FRA should be submitted to and approved in writing by the local planning authority, prior to the commencement of development.

Air Quality Impact Assessment

4.21 URS Infrastructure & Environment Limited (URS) have been instructed to assess the impact on local air quality of the proposed development.

4.22 General construction activities have the potential to generate dust emissions as a result of demolition, construction, earth works and trackout of material. For the proposed development, the concentrations of any airbourne particulate matter generated by these activities would be controlled using on site management practices to the extent that the proposed development should give rise to effects of minor significance on dust deposition rates at the nearest sensitive receptors.

4.23 Changes to road traffic flows and subsequent changes to the predicted annual mean concentrations of NO_2 (Nitrogen Dioxide) in the vicinity of the proposed development would result in an effect of minor significance in a small area close to the proposed compact roundabout and spine road. Elsewhere within the study area there would be a negligible effect in local air quality.

4.24 Overall the report shows that the impact of the proposed development on local air quality is considered to be acceptable given local and national air quality policy guidance.

Trees, Hedges and Woodland

4.25 A Tree Report, including a tree survey, has been prepared by JCA Limited. This report identifies:

- The trees surveyed were generally found to be in good or fair condition;
- That there is no Tree Preservation Order in force and that the site is not within a Conservation Area; and
- Several trees have been recommended for removal for arboricultural reasons.

4.26 The Report confirms that the site is currently occupied by arable land. To the west and north-western boundary is a residential area containing occasional garden trees. The industrial area to the south has trees bordering the site which act as a good visibility buffer.

4.27 All development work carried out in close proximity to trees must be conducted in a manner sympathetic to their needs. The protection of the retained trees can be achieved by installing a temporary barrier to protect root systems.

4.28 It is expected that there will be no adverse short or long term effects to trees within and bordering the site.

Noise

4.29 A noise impact assessment has been conducted by Cole Jarman to assess the potential for local noise sources to affect prospective resident's amenity.

4.30 The assessment found that:

- To the south east of the site is an electricity substation;
- To the south is an industrial area which includes a distribution centre, MOT garage and car sales yard; and
- To the west of the site are residential dwellings located on the A637.

4.31 The report has shown that based on the proposed residential areas suitable internal noise levels can be achieved in all of the proposed residential dwellings using a mixture of typical thermal double glazing and Rw 45 glazing with acoustically treated trickle ventilation to reduce the requirements to open windows.

4.32 With the specified glazing and trickle vents installed, noise levels within the proposed residences will be controlled to within suitable levels on all parts of the proposed development area on the site.

4.33 It is considered that the external areas, (such as gardens) of all dwellings can achieve satisfactory noise levels. This can be achieved through the detailed layout of buildings, fencing and garden areas.

4.34 This report has shown that the site is suitable for development for residential use in relation to the existing noise levels at the site.

5.0 Summary of Application

5.1 The key conclusions from this application are summarised below:

The Site

- The application site is located at Dearne Hall Road in Barnsley. The land is mostly greenfield, but contains brownfield features, including former cooling ponds and railway embankments/cuttings. An electricity pylon is located in the north east of the site and a power line runs across the site in a north-south direction.

The Proposals

- The proposals include;
  - A residential development of approximately 175 dwellings;
  - A mix of housing types and sizes, reflecting the surrounding residential character of the area and housing need;
  - A green infrastructure network; and
  - Two access points into the site.

Planning Context

- The Core Strategy states that priority will be given to development in Urban Barnsley;
- The site is currently allocated as ULRU by the UDP (2000) however, this policy is considered out of date and due to the overriding need for housing, the site should be developed for this use;
- The Land Uses Plan and design principles have been formulated so as to have an acceptable impact on the local environment;
- The proposals will have significant economic benefits to Low Barugh; and
- The proposals have evolved through significant levels of Council and community consultation.

Technical Studies

5.2 The following technical issues have been assessed and it has been demonstrated that, subject to mitigation, the proposals at Low Barugh will have an acceptable impact on the natural environment, human health and surrounding infrastructure;

- Ecology;
- Ground Conditions;
- Transport Assessment;
- Travel Plan;
- Archaeological Desk Based Assessment;

- Geophysical Survey Report;
- Flood Risk Assesment;
- Air Quality Assessment;
- Noise Assessment; and
- Tree Survey.

Conclusion

5.3 This Application has demonstrated that the proposals are fully in accordance with the Development Plan and the National Planning Policy Framework. In the absence of any technical or policy constraints, and given the significant socio-economic benefits arising from the development, it is considered that permission should be granted for the proposals.

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