



Planning Statement

Application for the change of use of the Site and the erection of 8 dwellings, together with associated access, parking, and landscaping works.

Goldthorpe Hotel, Doncaster Road

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Client:

Levine Investments Ltd

Project:

Goldthorpe Hotel, Hamilton Road, Goldthorpe

Report Title / Version:

Planning Statement

nineteen47 Reference:

n3612

Date:

August 2026

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Section 1 | Introduction

- 1.1 nineteen47 Ltd. is instructed by Levine Investments Ltd to prepare and submit an application for the change of use and redevelopment of the Site ["the Application"] to Barnsley Metropolitan Borough Council ["the LPA"] for the erection of 8no. dwellings along with associated landscaping, access and parking ["the Proposed Development" or "the Proposal"] on the former Goldthorpe Hotel Site, Hamilton Road, Goldthorpe [the "Application Site" or "the Site"].
- 1.2 The Site is located within the Settlement Limits of Goldthorpe, approximately 650m east of the centre of the town, as shown on the adopted Barnsley Local Plan's Proposals Map. The Site represents previously developed brownfield land with its former use as the Goldthorpe Hotel being subject to demolition under Section 215 of the Town and Country Planning Act in 2024. The land has been fenced for security and has sat in a redundant state since.
- 1.3 This statement should be read and considered in conjunction with the plans, drawings and documents submitted as part of the application. The list of supporting application documentation includes the following:
 - Location Plan
 - Layout Plan
 - Housetypes, including Side and Front Elevations (existing and proposed)
 - Cross Sections and Visuals
 - Design and Access Statement
 - Coal Mining Risk Assessment
 - Planning Statement (this Statement)
 - Surface Water Management Plan
- 1.4 The Application is submitted following a pre-application submission dated 24th February 2025.
- 1.5 This Statement is structured as follows:
 - Section 2 provides an overview of the Site and its surroundings;
 - Section 3 provides an overview of the Proposed Development;
 - Section 4 outlines the relevant Planning Policy Context;
 - Section 5 assesses the proposals within a planning context;
 - Section 6 draws together conclusions.

Section 2 | Site Context

- 2.1 The Application is supported by a Design and Access Statement which provides a detailed description of the Site and its context, although a short summary is provided below.
- 2.2 The Site comprises brownfield land fronting Doncaster Road. It is the Site of the former Goldthorpe Hotel. The Site has now been cleared, and open hardstanding is present on the Site. The Site measures approximately 0.13 hectares.
- 2.3 The Site is broadly rectangular in shape and is bounded by a working men's club to the north, with residential development beyond. To the east lies an educational testing centre, with further residential properties beyond. Residential development also lies to the south and west of the Site. Goldthorpe Primary School is located along Doncaster Road approximately 150m to the west.



Figure 2.1 : Aerial image of the Application Site

- 2.4 The Site benefits from existing access from Hamilton Road. The proposed development would also be accessed via Hamilton Road.
- 2.5 The Site is generally flat, consisting of existing hardstanding formerly used for rear car parking associated with the Goldthorpe Hotel.
- 2.6 The Site is located within Flood Zone 1 and, as such, does not require a Flood Risk Assessment ["FRA"]. There are no recorded flooding incidents associated with the Site.

- 2.7 The Site is not located within a Conservation Area. A Grade II Listed Building (the Church of St John and St Mary Magdalene) is located approximately 300m to the west of the Site.
- 2.8 There are no ecological designations or constraints affecting the Site. There are no trees present within the Site.
- 2.9 To the west of the Site is the town centre of Goldthorpe. Goldthorpe is a former coal mining village and benefits from a range of local shops and services, including a food supermarket which provide residents with access to day-to-day amenities.
- 2.10 The wider area is characterised by residential use with a mixture of housing types and tenures, including new residential development to the south. There is a children's play area and school within walking distance of the Site.
- 2.11 Doncaster Road is served by a local bus route (X19), providing connections between Barnsley Town Centre and Doncaster City Centre. Approximately 1 km to the west of the Site, within the centre of Goldthorpe, is Goldthorpe Railway Station, which offers regular services to Sheffield and Leeds. As such, the Site is considered to be in a sustainable location and is well connected to the wider area.

Planning History

- 2.12 The LPA's Public Access records confirm relevant planning applications / decisions relating to the Site as set out in Table 2.1.

Application Reference	Description	Decision / Date
2011/1252	Conversion of former public house into 10 no apartments	Approved – 19/12/2011
2019/1572	Conversion of former public house into 10 no flats	Refused – 03/04/2020
APP/R4408/W/20/3254532	Appeal against the refusal of planning application 2019/1572	Dismissed – 15/12/2020
2021/1656	Conversion of former public house into 10 no. flats	Withdrawn

Table 2.1: Planning History

- 2.13 Of the applications listed above, particular attention is drawn to Application ref: 2019/1572.
- 2.14 This application sought permission for the conversion of the former public house (Goldthorpe Hotel) into 10no. flats. The application was refused on the grounds that it failed to provide a broad mix of residential types and tenures and did not adequately reflect identified market and community needs in the area.
- 2.15 Furthermore, the proposal was considered to result in a detrimental impact on the privacy of neighbouring properties, specifically No. 135 Barnsley Road, by virtue of a side elevation window serving habitable rooms within Flats 1 and 9.
- 2.16 An appeal was lodged against the decision (Ref: APP/R4408/W/20/3254532); however, this was dismissed. The Inspector identified concerns relating to the impact of the proposed development on the character and appearance of the area, as well as the living conditions of neighbouring occupiers, resulting in a conflict with the development plan as a whole.

Section 3 | Proposed Development

- 3.1 This Application seeks full planning permission for the erection of 8no. dwellings along with associated landscaping, access and parking at the former Goldthorpe Hotel, Hamilton Road, Goldthorpe.
- 3.2 The Proposed Layout of the Site is show below as Figure 3.1.

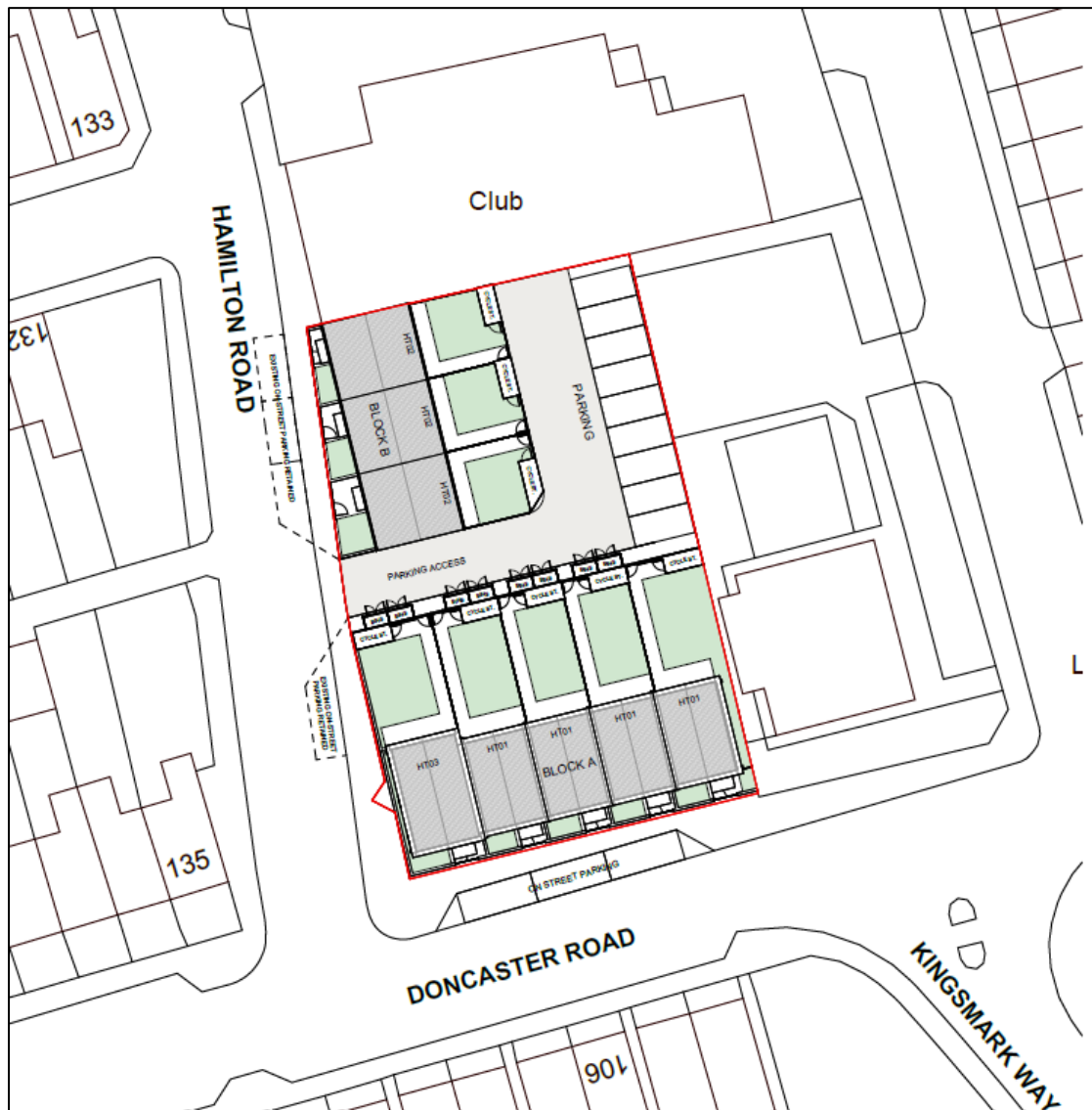


Figure 3.1: Proposed Layout Plan for the Site

- 3.3 The Layout Plan shows how the Site is proposed to be developed for housing along with the associated access, parking and private amenity space. The Application is supported by a Design and Access Statement which provides a detailed description of the proposal, although these are summarised below.
- Access
 - Design and Layout
 - Drainage

- Housing Mix
- Parking Provisions

Access

- 3.4 The Site benefits from an established access arrangement, with vehicular access taken from Hamilton Road. The proposed development utilises this access point to serve the Site, ensuring there is no conflict with existing junction arrangements, and a strong built frontage can be maintained along Doncaster Road which is the primary route into Goldthorpe.
- 3.5 The internal arrangement has been designed to provide clear circulation, allowing vehicles to move safely through the Site to the rear parking bays. Vehicles will be able to manoeuvre using a forward-facing gear. By directing vehicles away from the principal Doncaster Road frontage, the scheme preserves the character and continuity of the street scene, which is typically free from prominent vehicular access points.
- 3.6 In addition, the Site is located within a highly sustainable area, benefiting from access to local services, public transport routes, and the Railway Station within walking distance. This reduces reliance on the private car and supports sustainable travel patterns, consistent with national and local planning policy objectives.

Design and Layout

- 3.7 The proposed development has evolved through pre-application discussions with the LPA, with amendments made to the design and layout to respond positively to officer comments and ensure the scheme integrates appropriately with its surroundings.
- 3.8 The proposed development has been carefully designed to respond positively to the established character and appearance of the surrounding area, which is predominantly characterised by traditional terraced housing and a strong urban form. The scheme comprises two terraces arranged around a central access drive, reflecting the prevailing pattern of development found along Doncaster Road and the surrounding residential streets. The principal terrace (Block A) is positioned along the Doncaster Road frontage, providing active frontage and reinforcing the established building line. This arrangement helps to maintain the rhythm and enclosure of the street scene whilst making efficient use of a previously developed and underutilised Site.
- 3.9 The layout has been designed to create a clear hierarchy between public and private spaces. Five three-storey dwellings within Block A address Doncaster Road, providing natural surveillance of the public realm and contributing positively to the visual appearance of the area. A secondary terrace (Block B) is positioned towards the western boundary of the Site, where it integrates with the surrounding built form and respects neighbouring development.
- 3.10 The proposed garden sizes generally accord with the guideline standards set out within the Design of Housing Development SPD, with only a limited number of plots falling marginally below the recommended provision. Paragraph 2.7 of the SPD recognises that standards may be relaxed where mitigating circumstances exist and where the development would result in wider benefits to the community and environment. In this instance, the proposal secures the redevelopment of a vacant brownfield site in a sustainable location whilst providing usable and functional private amenity space for future occupiers.
- 3.11 Vehicle parking is accommodated to the rear of the Doncaster Road frontage, ensuring that parked vehicles do not dominate the principal streetscape. The parking area is conveniently

accessed from Hamilton Road and is overlooked by the proposed dwellings, providing opportunities for natural surveillance and contributing to a safe and secure environment. Secure cycle storage is incorporated within the development to encourage sustainable travel choices.

- 3.12 The proposed layout makes efficient use of a brownfield site whilst maintaining appropriate separation distances, access arrangements and private amenity provision. The development replaces a vacant and derelict parcel of land with a high-quality residential scheme that will enhance the appearance of the Site, strengthen the urban character of Doncaster Road and deliver a sustainable form of development within an established residential area.

Drainage

- 3.13 At the time of submission, a detailed Surface Water Management Plan is being prepared to support the application. The document will assess the existing drainage characteristics of the Site and establish an appropriate strategy for the management of surface water arising from the proposed development.
- 3.14 The Site is located within Flood Zone 1 and comprises previously developed land. The proposed development will be required to demonstrate that surface water can be managed appropriately and that the development will not increase flood risk either on-site or elsewhere.
- 3.15 The Surface Water Management Plan will be submitted in support of the application and will provide full details of the proposed surface water drainage strategy, including discharge arrangements, attenuation measures and any associated drainage infrastructure required to serve the development. Once submitted, the document will demonstrate compliance with relevant local and national planning policies relating to flood risk and drainage.

Housing Mix

- 3.16 The proposed development will deliver a range of family housing types, comprising eight dwellings including a mix of three-bedroom and four-bedroom homes. Specifically, the scheme provides 7no. three-bedroom dwellings and 1no. larger four-bedroom dwelling, accommodating a range of household sizes and needs. The proposed dwellings are generously proportioned and meet nationally described space standards, ensuring a high-quality residential environment for future occupants.
- 3.17 The housing mix has been carefully considered in response to the Site's sustainable and highly accessible location within Goldthorpe, whilst also reflecting the predominantly family-oriented character of the surrounding residential area. The provision of larger family homes, each with private gardens and dedicated parking, will contribute to the delivery of much-needed housing choice within the local area and reflects the demand for family housing in this location.
- 3.18 The development will make effective use of this previously developed brownfield site by delivering a high-density residential scheme that accords with the established terraced character of the area. The proposal will support additional housing supply and will also diversify local housing provision through the delivery of modern, high-quality family accommodation in a sustainable location close to services, facilities and public transport connections.
- 3.19 The 5no. dwellings along Doncaster Road are all M4(2) compliant.

Parking Provisions

- 3.20 The proposed parking provision has been designed having regard to the Council's parking standards, whilst recognising the constraints and characteristics of this previously developed site and its sustainable location. The development provides 9 on-site parking spaces, all of which can be accessed and exited in a forward gear, ensuring safe vehicle manoeuvring within the Site.
- 3.21 Furthermore, established on-street parking is available along Hamilton Road and forms part of the existing parking environment. Given the Site's location within the urban area of Goldthorpe, with convenient access to local services, facilities and public transport, the proposed level of parking is considered sufficient to meet the anticipated demand arising from the development.
- 3.22 Furthermore, secure cycle parking is provided within each rear amenity space through the provision of individual garden sheds, in accordance with the Council's adopted standards. This supports and encourages opportunities for sustainable travel by future occupiers.

Section 4 | Planning Policy Context

- 4.2 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.3 The Development Plan for the purposes of determining this Application consists of the Barnsley Local Plan (adopted January 2019) ["the Local Plan"].
- 4.4 In addition to the Development Plan, applications should have regard to the National Planning Policy Framework (2024) ["the NPPF" or "the Framework"] and National Planning Practice Guidance ["the PPG"], which are material considerations in any decision.
- 4.5 Other material considerations in this case include Barnsley's Supplementary Planning Documents and National Planning Guidance.

Development Plan

Barnsley Local Plan 2014 – 2033 (adopted March 2019)

- 4.6 The Development Plan policies that are considered to be relevant to the determination of the application are listed below.
- 4.7 Table 4.1 sets out the planning policies considered to be relevant to this Application. These policies are considered further in section 5 of this Statement.

Policy No.	Topic	Comments
SD1	Presumption in favour of Sustainable Development	The LPA will take a positive approach to development proposals reflecting the presumption in favour of sustainable development. The LPA will work proactively with applicants to identify solutions that secure development which improves the economic, social and environmental conditions of the area.
GD1	General Development	Proposals will be approved where they accord with the criteria set out in Policy GD1. In particular, development must not give rise to any significant adverse impact on the living conditions or residential amenity of existing or future occupiers, must be compatible with neighbouring land

		uses, and must provide safe and adequate access to the site.
LG2	The Location of Growth	Policy LG2 identifies the priority locations for development within the Barnsley District. Goldthorpe is identified as a Principal Town, which is a secondary priority for new development.
H1	The Number of New Homes to be Built	This policy outlines the LPA's housing target across the plan period.
H2	The Distribution of New Homes	The LPA's housing target is distributed across settlements within the district. Goldthorpe is located within the Dearne Towns.
H4	Residential Development on Small Non-allocated Sites	Proposals for residential development on sites below 0.4 hectares will be allowed where the proposal complies with other relevant policies in the Plan.
H6	Housing Mix and Efficient Use of Land	Policy H6 states that housing proposal will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. The policy advises that a density of 40 dwellings per hectare net is expected in the Principal Towns.
T3	New Development and Sustainable Travel	Policy T3 outlines the LPA's expectations for the location of new development and its impact on sustainable travel. It requires proposals to make appropriate provision for parking and to ensure accessibility by a range of transport modes, including public transport, walking and cycling.
T4	New Development and Transport Safety	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.
D1	High Quality Design and Place Making	Policy D1 provides the LPA's design principles, outlining the expectation of new developments.
HE1	The Historic Environment	The LPA will positively encourage developments which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment.
CC1	Climate Change	The LPA will seek to reduce the causes of and adapt to the future impacts of climate change.
CC2	Sustainable Design and Construction	Developments will be expected to minimise resource and energy consumption through the inclusion of sustainable design and construction features (where this is technically feasible and viable).

Poll1	Pollution Control and Protection	Developments will be expected to demonstrate that they are not likely to result, directly or indirectly, an increase in all forms of pollution and surface and ground water levels.
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Table 4.1: Relevant Local Plan policies

National Planning Policy Framework (2024)

- 4.8 Paragraph 231 of the NPPF makes it clear that the policies contained within it are material considerations to a particular decision or determination.
- 4.9 Section 2 seeks to achieve sustainable development, with Paragraph 7 of the NPPF stating that the purpose of the planning system is to contribute to the achievement of sustainable development. Further to this, Paragraph 8 details that there are three overarching objectives to achieving sustainable development which are interdependent. These objectives are:
- a) *an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
 - b) *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
 - c) *an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*
- 4.10 Paragraph 9 provides that these objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 4.11 Paragraph 10 states that at the heart of the NPPF is a presumption in favour of sustainable development, with Paragraph 11 detailing that, for decision-taking, this means:
- c) *approving development proposals that accord with an up-to-date development plan without delay; or*
 - d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*

- ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.*

- 4.12 Section 4 relates to decision-making, with Paragraph 39 stating that local planning authorities should approach decisions on proposed development in a positive and creative way and that decision-makers at every level should seek to approve applications for sustainable development where possible.
- 4.13 Regarding the determination of planning applications, Paragraph 48 reaffirms the statutory requirement for decisions to be made in accordance with the development plan, unless material considerations indicate otherwise.
- 4.14 Section 5 of the NPPF relates to delivering a sufficient supply of homes. Paragraph 73 confirms that small and medium-sized sites make an important contribution to meeting housing requirements and requires local planning authorities to identify land to accommodate at least 10% of their housing requirement on sites no larger than one hectare.
- 4.15 Section 8 of the Framework promotes healthy and safe communities, and requires the planning system to promote social interaction, create places which are safe and accessible, and enable and support healthy lifestyles.
- 4.16 Paragraph 129 states that planning decisions should support development which makes efficient use of land, taking into account the identified need for housing, local market conditions and viability, the availability and capacity of infrastructure and services (both existing and proposed), the desirability of maintaining an area's character and setting, and the importance of securing well-designed, attractive and healthy places.
- 4.17 Section 12 refers to achieving well-designed places and notes that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. In this respect, Paragraph 131 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 4.18 Paragraph 135 of Section 12 states that planning decisions ensure that developments:
 - a) *"Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development"*
 - b) *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping*
 - c) *Are sympathetic to local character and history, including the surrounding built environment and landscaping setting, while not preventing or discouraging appropriate innovation or change (such as increase densities)*
 - d) *Establish or maintain a strong sense of places, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.*

- e) *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."*

National Planning Policy Guidance

- 4.19 The over-arching policies of the Framework are supplemented by further guidance provided in the Planning Practice Guidance ["the PPG"], a web-based resource which provides enhanced clarity on the interpretation of policies. The PPG is updated as required by the Ministry of Housing, Communities and Local Government (MHCLG) to reflect updates to national policy and legislation.
- 4.20 The PPG provides advice and guidance on a range of matters relevant to determination of the Application, including design, heritage, the supply of housing and the determination of planning applications.

National Design Guide

- 4.21 The National Design Guide ["the NDG"] sets out the characteristics of well-designed places and demonstrates what good design means in practice through a range of guiding principles. The NDG forms part of the PPG and is to be read alongside separate guidance with the PPG on the design process and associated tools. Good design is set out in the National Design Guide under the following 10 characteristics:
- Context,
 - Identity,
 - Built form,
 - Movement,
 - Nature,
 - Public spaces,
 - Uses,
 - Home and Buildings,
 - Resources; and
 - Lifespan.

Other Material Considerations

Design of Housing Development SPD (Adopted May 2019)

- 4.22 Sets out guidelines against which housing proposals will be assessed. The guidelines should ensure that development that would have an unacceptable impact will be avoided. The document sets out guidance on various matters including space between dwellings, external and internal space standards, character, streets, parking, boundary treatments and landscape design.

Parking SPD (Adopted November 2019)

- 4.23 This document establishes the Local Authority's guidance on parking standards to be achieved for housing developments. It advises that a minimum of 1 parking space will be required for 1 and 2 bedroomed dwellings and 2 spaces for dwellings with 3 bedrooms or more. In addition, 1 visitor space is sought per 4 dwellings. Cycle parking should be provided at 1 secure space per dwelling in a garage of suitable size or other secure covered area within the plot.

Section 5 | Planning Assessment

- 5.1 On the basis of the policy framework set out in Section 4 of this Statement and in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Proposed Development is considered below within the context of the Development Plan and national planning policy and guidance including the NPPF and PPG; along with other material considerations.
- 5.2 The Proposed Development will be considered in respect of the following key issues, before undertaking a planning balance exercise to weigh its benefits against any residual adverse impacts:
- The General Principle of Development;
 - Design and Layout;
 - Sustainable Location;
 - Impact on Residential Amenity;
 - Transport and Highways;
 - Flood Risk and Drainage;
 - Ecology; and
 - Utilities.

Principle of Development

- 5.3 The statutory Development Plan for the area comprises the Barnsley Local Plan, adopted January 2019. The Site is shown as being located within the 'Settlement Boundary' of Goldthorpe.
- 5.4 Policy SD1 of the Local Plan confirms that the LPA will take a positive approach when considering development proposals and will apply a presumption in favour of sustainable development. Development proposals will be supported where they do not result in significant adverse effects on living conditions or residential amenity, are compatible with neighbouring land uses, and incorporate landscaping to provide a high-quality setting for buildings. Development should also minimise impacts on the environment, be served by appropriate vehicular and pedestrian connections, and demonstrate that drainage and boundary treatments have been appropriately considered as part of the overall design.
- 5.5 Policy LG2: The Location of Growth advises on the areas where significantly more growth is to be directed. As a Principal Town, the Local Plan advises that within the settlement boundary of Goldthorpe development will be permitted, indicated in the Settlement Hierarchy.
- 5.6 The Local Plan advises that Barnsley's six Principal Towns should be the focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live and should be enhanced. It further states that the importance of the principal and local centres and their contribution to the growth agenda is recognised through the Principal Towns programme established in 2016. Goldthorpe Town Centre is recognised as the main shopping and service centre for the Dearne Towns.
- 5.7 Policy H1 sets out the number of new homes to be built over the plan period to 2033 and Policy H2 sets out the approximate distribution of new homes, including 14% of the housing (2891 homes) being positioned in the Dearne Towns, which includes Goldthorpe.

- 5.8 Policy H4 states that residential development on site's below 0.4 hectares will be supported, provided the proposal complies with other relevant policies in the Plan. The application Site extends to approximately 0.13 hectares and therefore falls within the scope of this policy.
- 5.9 Pre-application advice for the proposed development was sought in June 2025. The Council's response indicated support for the scheme in principle, subject to the recommendations and guidance provided by the LPA and consultees being appropriately addressed. The development has therefore been prepared in accordance with this advice.
- 5.10 As identified in Section 2 of this Statement, planning permission was granted in 2011 for the conversion of the former hotel/public house into 10 residential flats. Whilst the former building has subsequently been demolished, the permission demonstrates the Local Planning Authority's acceptance of the principle of residential development on the Site. As such, the proposed development of 8 no. dwellings represents an appropriate form of redevelopment and is consistent with the established planning position of the Site.
- 5.11 The LPA currently demonstrates a 5-year housing land supply of only 2.90 years, which falls significantly below the 5-year requirement set out in the NPPF. Accordingly, the presumption in favour of sustainable development is engaged and should be afforded substantial weight in the determination of the application. This position is evidenced within the Council's Five-Year Deliverable Housing Land Supply Report (April 2024 – March 2029), published in October 2025.
- 5.12 Overall, the proposal represents a sustainable and policy-compliant form of development that will bring a vacant and prominent brownfield site back into productive use. The scheme will contribute towards local housing delivery in a highly accessible location, whilst supporting the continued regeneration of Goldthorpe as a Principal Town. Having regard to the Site's location within the settlement boundary, the positive comments received during pre-application discussions, and the LPA's current housing land supply position, the principle of residential development is strongly supported and should be afforded significant weight in the determination of this application.

Design and Layout

- 5.13 Local Plan Policy D1: High-Quality Design and Place Making sets out a series of design principles that development proposals are expected to follow in order to reinforce local distinctiveness and respond positively to the character and appearance of the surrounding area. The policy seeks high-quality layouts and design solutions that contribute positively to placemaking and create safe, accessible and legible environments. In addition, Policy GD1 requires new development to respect its surroundings and safeguard the amenity of existing and future occupiers from unacceptable adverse impacts, whilst incorporating high-quality landscaping that enhances the setting of buildings.
- 5.14 Paragraph 13.5 of the Local Plan states that development proposals should have regard to a range of recognised design guidance and standards, including Building for a Healthy Life, Secured by Design, Manual for Streets and the South Yorkshire Residential Design Guide.
- 5.15 Furthermore, the LPA's Design of Housing Development SPD is a material consideration in the determination of this application. The SPD reinforces the objectives of Policies D1 and GD1 and provides detailed guidance to ensure residential development achieves a high standard of design and amenity. Amongst other matters, the SPD includes advice relating to site layout, dwelling design, residential amenity, private outdoor space, local character, street design, and the provision and design of parking and garages.

- 5.16 A Design and Access Statement has been prepared by Coda Architecture in support of the application. The Statement sets out the design and accessibility principles underpinning the proposed development and assesses the Site within the context of its surroundings. It demonstrates how the proposal has evolved in response to local character and site-specific constraints, resulting in a high-quality, inclusive and well-integrated residential scheme.
- 5.17 The proposed development represents the sustainable redevelopment of a brownfield site within Goldthorpe. The layout has been carefully designed to maintain an active frontage along Doncaster Road and Hamilton Road, reflecting the prominent corner presence historically occupied by the former Goldthorpe Hotel. The development responds positively to its context through the provision of terraced dwellings that reflect the prevailing-built form and character of the surrounding development. In accordance with the Council's Design of Housing Development SPD, the proposal reinforces the existing street pattern, provides active frontages to both road frontages and delivers a high-quality residential environment with appropriate private amenity space and landscaping. As such, the proposal is considered to accord with the design objectives of Local Plan Policies D1 and GD1.
- 5.18 Residential amenity has been carefully considered throughout the design process. Appropriate separation distances are maintained between the proposed and existing dwellings, including a sensitive relationship with No. 135, in accordance with the guidance contained within the Design of Housing Development SPD. The scheme provides off-street parking in accordance with local guidance through a combination of allocated and visitor parking spaces, thereby ensuring a satisfactory level of parking provision whilst maintaining a high-quality residential environment. Furthermore, each dwelling would benefit from secure cycle storage within its rear amenity space, provided through a dedicated garden shed. This accords with the Council's cycle parking standards and supports the promotion of sustainable modes of travel.

Sustainable Location

- 5.19 Local Plan Policy T2: New Development and Sustainable Travel sets out the requirements for new development in respect of sustainable transport. The policy expects development to be located and designed to minimise the need to travel, to be accessible by public transport, and to accommodate the needs of pedestrians and cyclists. Proposals are also required to provide at least the minimum levels of parking for cycles, motorcycles, scooters, mopeds and disabled users, as set out in the relevant Supplementary Planning Document. Where it is not possible or appropriate to meet these minimum standards on-site, developers will be expected to provide or contribute towards off-site provision or deliver improvements to alternative sustainable transport measures.
- 5.20 The Site is located within the urban area of Goldthorpe on Doncaster Road, a principal route through the settlement. The Site occupies a sustainable location within walking distance of a range of day-to-day services, community facilities and public transport connections, reducing the need for residents to rely on the private car.
- 5.21 The Site benefits from access to regular public transport services, with bus stops located on Doncaster Road within close proximity of the Site. These stops are served by the X19 service, providing connections between Barnsley and Doncaster and ensuring convenient access to employment, education, retail and leisure destinations.
- 5.22 A range of educational facilities are accessible from the Site. Goldthorpe Primary Academy is located approximately 150m to the west, whilst Astrea Academy Dearne is situated approximately 1km to the south-west. The close proximity of these facilities enables journeys to be undertaken by walking or cycling.

- 5.23 In addition to educational facilities, the Site benefits from convenient access to the shops, services and community facilities within Goldthorpe town centre. Residents of the proposed development will therefore have access to everyday needs within a reasonable walking and cycling distance of the Site.
- 5.24 Given the Site's sustainable location and accessibility to public transport, services and facilities, the proposal will promote opportunities for walking, cycling and public transport use whilst reducing reliance on the private car. The development therefore accords with the requirements of Local Plan Policy T3 and the objectives of the NPPF, in particular paragraphs 96, 97 and 110, which support sustainable and well-connected patterns of development.

Connectivity Tool

- 5.25 The Department for Transport (DfT) has developed the Connectivity Tool, a recognised accessibility assessment tool used to evaluate how well a location is connected to employment opportunities, services, facilities and public transport networks. The tool provides an evidence-based measure of accessibility and assists in determining the extent to which a site can support sustainable travel patterns and reduce reliance on the private car.
- 5.26 The Site has been assessed using the DfT's Connectivity Tool Lite, which generates an overall connectivity score and rating based on access to key destinations by walking, cycling and public transport. The results provide a robust indication of the Site's accessibility credentials and its suitability for residential development in a sustainable location.
- 5.27 The results of the Connectivity Tool Lite assessment are set out below. These demonstrate that the Site benefits from a high level of accessibility to a range of key services and facilities by sustainable modes of transport, supporting its suitability for residential development.

Overall

Type	National Score	Barnsley	South Yorkshire
Overall (except driving)	68	A	A
Public transport	67	A	A
Walking	69	A	A
Cycling	70	A	A
Driving	88	A	A

Education

Type	National Score	Barnsley	South Yorkshire
Overall (except driving)	67	A	A
Public transport	67	A	A
Walking	66	A	A
Cycling	74	A	A
Driving	79	A	A

Leisure

Type	National Score	Barnsley	South Yorkshire
Overall (except driving)	65	A	A
Public transport	65	A	A
Walking	64	A	A
Cycling	74	A	A
Driving	87	A	A

Health

Type	National Score	Barnsley	South Yorkshire
Overall (except driving)	58	A	A
Public transport	60	A	A
Walking	53	A	A
Cycling	66	A	A
Driving	82	A	A

Shopping

Type	National Score	Barnsley	South Yorkshire
Overall (except driving)	85	A	A
Public transport	83	A	A
Walking	86	A	A
Cycling	92	A	A
Driving	95	A	A

Residential

Type	National Score	Barnsley	South Yorkshire
Overall (except driving)	62	A	A
Public transport	60	A	A
Walking	62	A	A
Cycling	70	A	A
Driving	89	A	A

Workplace

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Type	National Score	Barnsley	South Yorkshire
Overall (except driving)	52	A	A
Public transport	56	A	A
Walking	38	A	A
Cycling	58	A	A
Driving	80	A	A

- 5.28 The results of the Connectivity Tool Lite assessment demonstrate that the Site performs strongly in accessibility terms, achieving an overall connectivity score of 68, which corresponds to an 'A' rating. This indicates that the Site is well connected relative to locations across England and Wales and performs consistently well across all sustainable modes of transport.
- 5.29 The assessment shows particularly strong performance for walking (69), cycling (70) and public transport (67), confirming that a wide range of day-to-day services and facilities can be accessed conveniently without reliance on the private car. High scores across key destination types, including education, shopping and leisure, further demonstrate that the Site benefits from good proximity to essential services and opportunities.
- 5.30 Overall, the evidence indicates that the Site is a highly accessible and sustainable location for development. It is well served by sustainable transport options and provides convenient access to a broad range of destinations, aligning with the NPPF and local planning policies T3 and T4 which seek to promote sustainable patterns of growth and reduce reliance on private vehicle use.

Impact on Residential Amenity

- 5.31 Local Plan Policy GD1 requires development proposals to protect the amenity of existing and future occupiers by ensuring that unacceptable impacts do not arise in terms of privacy, overlooking, outlook, overshadowing, noise, disturbance or other adverse effects. The LPA's Design of Housing Development SPD provides further guidance in relation to residential amenity standards and separation distances between dwellings.
- 5.32 During the pre-application process, the LPA's Urban Designer confirmed that the SPD specifies a minimum separation distance of 12m between same-storey dwellings facing one another across a road. Whilst the SPD does not provide specific guidance for additional storeys in face-to-face relationships, it was advised that an additional 3m should be applied for each additional storey, resulting in a recommended separation distance of 15m in the circumstances of this proposal.
- 5.33 The proposed dwellings fronting Doncaster Road are positioned approximately 20m from the existing dwellings opposite and therefore comfortably exceed the LPA's recommended separation distance. In respect of the relationship between the proposed terrace and the rear garden of No. 135 Doncaster Road, separation distances range from approximately 14.5m to 19.5m, measured across Hamilton Road. Whilst the minimum distance falls marginally below the LPA's recommended guideline, this occurs only at a limited point and across the public highway rather than between directly opposing private amenity areas. The overall relationship is considered acceptable and will not result in any material loss of privacy, outlook or residential amenity.

- 5.34 The proposal will provide a high-quality living environment for future occupiers. The dwellings will benefit from satisfactory levels of natural light, outlook and private amenity space, ensuring a good standard of residential accommodation is achieved.
- 5.35 The proposed development has been carefully designed to respond to its surroundings and safeguard residential amenity. The terrace form reflects the prevailing pattern of development within the area and respects the established building line along both Doncaster Road and Hamilton Road. The scale, siting and orientation of the dwellings have been arranged to ensure appropriate relationships with surrounding properties.
- 5.36 Whilst the development will introduce activity associated with residential occupation of the Site, this is entirely consistent with the character of the surrounding area and is not expected to result in unacceptable levels of noise or disturbance. Furthermore, the proposed residential use is anticipated to generate less activity and potential disturbance than the former hotel use, which historically accommodated customer, staff and servicing movements throughout the day and evening. As such, the proposal will not adversely affect the amenities of neighbouring occupiers.
- 5.37 Overall, the proposed development has been designed to safeguard the amenities of neighbouring occupiers whilst providing a high-quality residential environment for future residents. The proposal therefore accords with Local Plan Policy GD1 and the LPA's Design of Housing Development SPD.

Transport and Highways

- 5.38 Local Plan Policy T3 (New Development and Sustainable Travel) seeks to ensure that development is located and designed to reduce the need to travel, provide access to public transport, and encourage travel by walking and cycling.
- 5.39 The Site occupies a sustainable location within the settlement of Goldthorpe, with convenient access to local services, community facilities, schools, employment opportunities and public transport connections, including nearby bus stops on Doncaster Road and Goldthorpe Railway Station. Future residents will therefore have a genuine choice of transport modes for day-to-day journeys.
- 5.40 Paragraph 117 of the NPPF confirms that Transport Statements or Transport Assessments should only be required where a development is likely to generate significant amounts of movement. Given the modest scale of the proposal, comprising only 8 dwellings, it is not considered that the development would generate significant traffic movements. Furthermore, the Site was previously occupied by the former Goldthorpe Hotel, which generated regular customer, staff and servicing trips. The proposed residential use is therefore anticipated to generate fewer vehicle movements than the former lawful use.
- 5.41 Local Plan Policy T4 (New Development and Transport Safety) requires development to provide safe and convenient access for all transport users. The proposal will utilise the established vehicular access from Hamilton Road that historically served the former hotel. The submitted layout demonstrates that safe access and vehicle manoeuvring can be achieved, and the proposal will not prejudice highway safety.
- 5.42 In respect of parking provision, the Council's Parking SPD indicates that the proposed development would ordinarily be expected to provide 16 parking spaces based on the proposed dwelling mix.

- 5.43 The submitted Layout Plan demonstrates the provision of 9 on-site parking spaces. Whilst this falls below the numerical requirements of the SPD, the proposal has been designed having regard to the constraints of the Site and the availability of established on-street parking along Hamilton Road, which forms part of the existing parking environment and is characteristic of the surrounding area.
- 5.44 The Site's sustainable location, together with the availability of on-street parking, reduces dependence on the private car. Furthermore, planning permission was previously granted for the conversion of the former hotel into 10 flats, with 10 parking spaces proposed. Whilst this approval pre-dates the current Parking SPD, it remains a material consideration and demonstrates that a reduced level of parking provision on the Site has previously been considered acceptable by the Local Planning Authority.
- 5.45 The development also incorporates secure cycle parking, supporting sustainable travel choices in accordance with Local Plan Policy T3 and the Council's Parking SPD
- 5.46 The Parking SPD also seeks the provision of one visitor parking space per four dwellings. Whilst visitor parking is not provided within the Site, established on-street parking is available immediately adjacent to the development on Hamilton Road and is capable of accommodating visitor parking demand in a manner consistent with the existing parking environment.
- 5.47 Taking these factors into consideration, including the availability of on-street parking, the sustainable location of the Site and the planning history of the Site, the proposed parking provision is considered appropriate to the scale and nature of the development and would not result in an unacceptable impact on highway safety or residential amenity. The proposal therefore accords with the objectives of Local Plan Policies T3 and T4 and the Council's Parking SPD.

Flood Risk and Drainage

- 5.48 Policy CC3 (Flood Risk) seeks to reduce the risk and impact of flooding by ensuring that development is directed to areas of lowest flood risk and is supported by appropriate mitigation measures where necessary. The policy confirms that a site-specific Flood Risk Assessment (FRA) is required for development proposals located within Flood Zones 2 or 3, and for sites exceeding 1 hectare in Flood Zone 1.
- 5.49 The application Site is located within Flood Zone 1, as defined by the Environment Agency Flood Map for Planning, and extends to less than 1 hectare in area. Accordingly, a site-specific Flood Risk Assessment is not required to support the application.
- 5.50 In order to demonstrate that surface water arising from the proposed development can be managed appropriately, a Surface Water Management Plan is currently being prepared. The document will set out the proposed strategy for the management and discharge of surface water runoff from the Site, together with any attenuation measures and associated drainage infrastructure required to serve the development.
- 5.51 At the time of writing, the Surface Water Management Plan has not yet been completed and remains outstanding. The document will be submitted in due course and will provide detailed information regarding the proposed surface water drainage arrangements, demonstrating that the development can be accommodated without increasing flood risk on-site or elsewhere and that the proposal accords with the requirements of Policy CC3.

Ecology

- 5.52 On 14 July 2026, the Department for Environment, Food & Rural Affairs ["DEFRA"] announced amendments to the Biodiversity Net Gain ["BNG"] regime, including the introduction of a new exemption for development sites below 0.2 hectares. The changes came into effect on 6 August 2026 and confirms that developments on sites below 0.2 hectares are not subject to the mandatory BNG requirement, unless priority habitat on the site would be adversely affected.
- 5.53 The amendments are intended to reduce the regulatory burden on smaller developments and Local Planning Authorities, allowing resources to be focused on larger schemes that have greater potential to deliver biodiversity enhancements. Notwithstanding the exemption, Government guidance continues to encourage the incorporation of nature-friendly features and confirms that all development remains subject to existing biodiversity policies and environmental protections.
- 5.54 The application Site extends to approximately 0.13 hectares and does not contain any priority habitats. Accordingly, the proposed development benefits from the exemption and is not required to demonstrate a mandatory biodiversity net gain. Nevertheless, the scheme incorporates private garden areas and soft landscaping within the Site, which will contribute positively to the visual quality of the development and provide opportunities for biodiversity enhancement. The proposal will not result in significant harm to biodiversity and is therefore considered to accord with the objectives of national and local planning policy.

Section 6 | Conclusions

- 6.1 This Planning Statement has demonstrated that the proposed development accords with the relevant policies of the Barnsley Local Plan and the overarching objectives of the NPPF. The proposal represents the sustainable redevelopment of a vacant and underutilised brownfield site within the defined settlement boundary of Goldthorpe, a Principal Town identified for growth and investment.
- 6.2 The proposal will provide eight high-quality dwellings in a highly accessible location, making an effective use of previously developed land whilst contributing towards the delivery of much-needed housing within the Dearne Towns. The development has been informed by pre-application discussions with the LPA and has been carefully designed to respond positively to the character of the surrounding area, safeguard residential amenity and provide an attractive living environment for future occupiers.
- 6.3 The proposal is located in a sustainable location with excellent access to services, facilities and public transport, will not give rise to any unacceptable impacts in respect of residential amenity, flood risk, drainage or ecology, and incorporates appropriate landscaping and design measures to ensure successful integration with its surroundings.
- 6.4 Furthermore, the LPA are currently unable to demonstrate a five-year housing land supply, attracting significant weight in favour of sustainable housing development. The proposal will deliver clear social, economic and environmental benefits, bringing a prominent vacant site back into productive use and supporting the ongoing regeneration of Goldthorpe.
- 6.5 For these reasons, the proposed development represents sustainable development and accords with the Development Plan when read as a whole. There are no material

considerations that indicate planning permission should be withheld and, therefore, planning permission should be granted without delay.

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