



Horizon Residential Developments Limited

Outline Planning Application for Land at Lowfield Road,
Bolton-upon-Dearne, Barnsley

Planning and Design Framework

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I. Introduction

Spawforths have been instructed by AWG as project managers on behalf of Horizon Residential Developments Limited to prepare and submit an outline planning application for the erection of 50 dwellings on land off Lowfield Road, Bolton-upon-Dearne.

This supporting statement justifies the current application in the context of the Development Plan and other identified material planning considerations. The statement will consider the following:

- Description of the site
- Relevant planning history
- Development Proposals
- Planning Policy Framework
- Assessment; and
- Summary and conclusions

The applicant has taken professional advice from a development team and supplementary information has been prepared in support of the application by the following consultants:

- Spawforths – Town Planning & Architectural Consultants;
- Donaldsons - Market Research Consultants;
- Halcrow Yolles – Highways/Transport and Drainage Consultants;
- Enviros – Flood Risk Assessment Consultants;
- Iain Tavendale (Arboricultural Consultant) - Tree Survey
- Enviros – Noise Consultants; and
- WSP – Ecology Consultants

This report provides a general overview of the proposal, summarising these reports and provides a detailed consideration of the relevant planning policy and other planning issues that need to be addressed as part of the application.

2. Site Description and Context

2.1. Site Location

The application site is located on the south-eastern boundary of Bolton-upon-Dearne. The site is within 800m of the local centre of Bolton-Up-on-Dearne, which is to the northwest of the site and there are a number of other local shops within 400m of the site. Bolton-Up-on-Dearne is approximately 10.5 miles south east of Barnsley Town Centre and 7.4 miles north east of Rotherham Town Centre. (See Appendix I - Site Location Plan).

2.2. Site Description

The gross application site area is 5.38 hectare however the gross developable area includes 3.74 hectares of open space therefore the net developable area has been calculated as 1.64 hectares.

The site was originally used as a clothing manufacturing production plant, however from 1974 to 2005, it was occupied by a flat-pack furniture manufacturer - Addspace, trading as Coltran. Coltran went into receivership in 2004 and the business was sold as a going concern. From May 2004 onwards the site the subject of this planning application was marketed as a manufacturing industrial site however there was no significant interest from potential industrial/manufacturing occupiers.

The original factory unit was built in the 1960's for the purpose of clothing manufacturing. This was not a suitable building for modern industry as it had very restricted headroom and could not be accessed by mechanical handling plant. The attached buildings were extensions to the original factory and were suited primarily to storage rather than manufacturing.

The remaining land within the associated curtilage of the site was undeveloped and has not been maintained for a considerable amount of time. There are some areas of fly tipping primarily associated with the former use of the factory.

The factory units were vandalised prior to the current owners purchasing them from the receivers of the last business to use the site and despite constant site security further acts of vandalism and theft have caused considerable damage to the main buildings and services. All of the buildings that once occupied the site have now been demolished.

Access to the site is currently taken directly off Lowfield Road which forms the northern boundary to the site, beyond which lies residential development. The main Leeds to Sheffield railway line forms the western boundary, beyond which lies residential development. Residential development lies to the north eastern boundary whilst open land bounds the eastern side of the site. The southern edge of the site is bounded by a sewerage works.

3. Planning History

The table below sets out the relevant planning history for the site.

Application No.	Description	Decision	Date
1019	New factory	Not stated	Not stated. Application received 16.03.64
1215	Extension to factory	Approved	01.09.66
1245	Extension to factory, phase 3	Approved	No date given
74/0746/DE	Erection of 20 garages and vehicular accesses	Granted	19.08.74
B/76/0900/DE	Change of use clothing factory into furniture manufacture.	Permitted Development	
B/78/2149/DE	Extension to factory for timber products.	Granted.	29.09.78
B/79/0723/DE	Storage Building	Granted	04.10.79
B/79/0831/DE	Amended factory extension to include mezzanine floor	Granted	04.10.79
B/79/3635/DE	Office extension	Granted	10.01.80

84/373/DE	Extension to factory	Granted	13.04.84
98/228/DE	Steel framed building for storage of timber	Granted	15.04.98
98/341/DE	Proposed single storey warehouse	Granted	25.06.98
2006/1119	Erection of 141 dwellings and associated car parking	Refused	07.02.07

3.1. Application Ref: 2006/1119

On 23 June 2006, AWG submitted a full application (ref. 2006/1119) for the erection of 204 no. dwellings and associated car parking.

During the application a number of amendments were made to the proposals resulting from discussion with the Council to take on board the following concerns:

- Potential impact on the Housing Market Renewal Initiative (HMRI);
- Development of areas of proposed Safeguarded Land;
- Stand off distances to the sewerage works;
- Layout and design of public open space (POS); and
- Impact on trees and hedges protected by Tree Preservation Orders (TPOs).

As such the number of units proposed as part of the application was decreased from 204 dwellings to 141 dwellings following the submission of a revised layout. However, application (ref. 2006/1119) was refused planning permission by the Local Planning Authority at the Planning Committee meeting on the 6 February 2007. The committee report and subsequent Decision Notice, are attached in Appendix 2, dated 7 February 2007 which identifies the reasons for refusal. A summary of which are provided below:

- The site is located within the South Yorkshire Housing Market Renewal Pathfinder Area, the purpose of which includes improvements to, and diversification of the housing stock, and in line with the Regional Spatial Strategy for Yorkshire and Humber, the HMR Pathfinder has put forward a high level of specific housing allocations that will assist the realisation of the HMR programme.
- The proposal is contrary to Policy ES2 of the UDP in that the development fails to achieve a satisfactory separation distance from the existing Bolton Waste Water Transfer Works to the proposed residential development.
- The proposal is contrary to Policy ES3 in that there is insufficient capacity at the Bolton Waste Water Treatment Works to allow for the increased flow that a development of this size would generate.
- The proposal is contrary to Policies T2 and T2a of the UDP in that the road layout is characterised by long straight roads, conducive to high vehicle speeds.
- The site is located to the edge of open countryside with an open aspect and extensive views to the south and east. The proposal is characterised by tall house types of a monotonous design and rigid road layout. The proposal fails to adequately respond to its context, contrary to Policy BE6 of the UDP.
- The development of the modern warehouse site is seen as an isolated finger of development that fails to relate to its context. There proposal is therefore contrary to SPG24

4. Development Proposals

4.1. Description of Development

This Planning and Design Framework has been prepared to support an outline application for the redevelopment of this brownfield site for a high quality residential development comprising 50 dwellings, including an amended access off Lowfield Road and associated public open green space.

The application site area is 5.38 hectares of which the developable site area is 1.64 hectares

The description of development for this application is as follows:

"Outline application for the erection of 50 dwellings including associated car parking and formation of public open space including details of access."

The outstanding matters of layout, scale, appearance and landscaping are to be considered at the reserved matters stage. However, due to the changes that have been made to the outline planning process which came into force on 10 August 2006 information has been provided in respect of use, the amount of development proposed and an indicative layout has also been submitted with the application package. Furthermore, in order to demonstrate parameters of scale, street scene elevations have been provided to convey the height and scale of the proposed dwellings within the site boundary.

4.2. Scheme Overview

Whilst the proposal is for an outline planning application, an indicative layout has been submitted along with the application to demonstrate how a scheme could be delivered. The following are key elements of the proposal:

- Access to the development will be gained from one vehicular access from Lowfield Road which is an alteration to the existing access and will link to improved and existing footpaths on Lowfield Road;
- An improved site frontage to Lowfield Road;
- 22% of the proposed dwellings will be 'affordable' housing
- Utilisation of a highway layout that provides a safe access and layout whilst introducing a sense of space:

- A variety of residential units will be developed to provide a varied townscape and street scene in terms of storey heights and in particular house types;
- Additional planting along the frontage with Lowfield Road;
- *Additional planting will be added within the body of the site and to the boundaries for enhancement;*
- Respect the amenity of adjoining land uses;
- 3.74 hectares of the site area to be used to provide a variety of areas of public open space; and
- Utilisation of materials that reflect the materials of other buildings in the locality.

5. Planning Policy Framework

5.1. The Statutory Development Plan

Section 38 (6) of the Planning and Compulsory Purchase Act 2004, requires that applications should be determined in accordance with the relevant development plan unless material considerations indicate otherwise.

The statutory development plan for Barnsley comprises the Regional Spatial Strategy for the Yorkshire and Humber (RSS) adopted in May 2008, and the Barnsley Unitary Development Plan (UDP) which was adopted in 2000.

The UDP will eventually be replaced by the LDF. The Council has produced a Local Development Scheme (LDS) setting out details of the documents to be prepared as part of the LDF and the timescales for their preparation.

The relevant Barnsley Unitary Development Plan (UDP) policies that should be considered are set out below. These policies have been saved under the Secretary of States Direction. All other policies not listed within the Direction expired on 27 September 2007.

5.2. Barnsley Unitary Development Plan

The Barnsley UDP identifies that part of the proposal site (Land South of Lowfield Road) is within an Employment Policy Area and protected under Policy DE4. The western part of the site is identified as 'site expansion of existing firm' under policy DE5. The whole site is situated within the development limits of Bolton-upon-Deerne. The relevant policies are set out below and full extracts of the Policies are set out in Appendix 3:

- Policy DE4 Employment Policy Area
- Policy DE5 Site Expansion of Existing Firm
- Policy ED2 Uses on Employment Sites
- Policy ED7 Existing Employment Areas
- Policy H6 Open Space Provision
- Policy H8C Home Based Businesses
- Policy BE6 Design Standards
- Policy BE6A Design to Avoid Crime
- Policy BE6B Design and Access for the Public

- Policy ES2 Sewage Treatment Works
- Policy ES7/ES8 Contaminated Land
- Policy GS9 Visual Amenity

Policy DE4 relates to the proposals site, referring to land South of Lowfield Road (of which the application site is part) and states that the area as shown on the proposal map will remain in employment use.

Policy DE5 refers to the eastern part of the application site stating that in accordance with Policy ED11 the site as shown on the proposals map is suitable for the expansion of the existing firm although not capable of independent development because of access and other constraints.

Policy ED2 refers to Uses on Employment Sites and states that development on such sites other than those specified in Policy ED3 or in community area volumes, will normally be permitted for business, industry, and storage and distribution. Class A1 (Shops) and Class A2 (financial and professional services) uses will not be permitted. Other employment generating uses may be permitted if they are compatible with adjoining uses.

Within existing employment areas Policy ED7 requires that they remain in employment use unless otherwise stated within community area volumes.

Policy H6 requires a minimum of 15% of the gross site area as open space where there are 20 or more new dwellings proposed. Developers will be required to layout the areas of open space and thereafter contribute towards the future maintenance costs of facilities through Section 106.

According to Policy H8C small businesses may be acceptable where undertaken from dwellings where:

- the majority of the floor space of the building and its curtilage continue to be solely in residential use;
- adequate car parking, servicing, and turning facilities can be provided on-site, and
- the use undertaken would not be unduly harmful to the living conditions and residential amenity of the neighbouring and nearby residents for any reason such as excessive noise, traffic and visitor generation, pollution, smell or fumes. The hours of use of the business will be a material consideration in these respects.

The Council seeks to achieve good design standards for all types of development, this is reiterated in Policy BE6, which requires proposals for development to be assessed using the following design criteria:

- The quality of layout, and suitability of scale of the development
- The use, quality, design and landscape treatment of open land within the site and the area around buildings
- The standard of detailed design and facing materials of proposed buildings
- The suitability of the whole development for its proposed context and its relationship with adjoining land uses.
- Designs which the Council considers unsatisfactory in terms of any of these criteria will be rejected.

Policy BE6A requires new development layouts to follow a set of criteria to avoid opportunities for crime.

Policy BE6B seeks in any proposed development, where appropriate, to ensure the creation of a fully accessible environment and establishes the set of criteria to be met.

Where development is proposed on land within the vicinity of sewage treatment works Policy ES2 must be considered. Policy ES2 states that 'new development in the vicinity of sewage treatment works will not normally be permitted if, in the opinion of the council, after consultation with the sewerage undertaker, it would result in the occupiers of affected property being exposed to an unacceptable loss of amenity caused by odours or other problems associated with sewage treatment'.

Where development is proposed on land which the council knows or strongly suspects is contaminated to an extent which would affect the proposed development or infringe statutory requirements Policy ES7 states that the council will require to be satisfied that the applicant has:

- Undertaken investigations to establish the nature and extent of contamination and its potential impact on the development proposed, and
- Where appropriate, provided details of measures to be taken to remove and/or treat the contamination or to protect the development and the environment from its effects to the satisfaction of the council. Such measures must be implemented prior

to the commencement of the development or in accordance with a timescale to be agreed by the council.

The southern end of the proposal site is bounded by Green Belt and must therefore take into account Policy GS9 which refers to visual amenity. Policy GS9 states, 'development within the Green Belt, or conspicuous from it, should not by reason of its siting, materials or design result in significant harm to the visual amenity of the Green Belt'.

5.3. Non-Statutory Planning Policy Guidance

5.3.1. Supplementary Planning Guidance

Barnsley Council has prepared a number of supplementary planning guidance notes (SPGs) and Planning Advice Notes which can be taken into account as material considerations in deciding planning applications which can be given substantial weight. The SPGs relevant to the proposal are set out below:

- SPG2 The Design and Layout of New Housing
- SPG11 Design to Avoid Crime
- SPG20 Open Space Provision on New Housing Development
- SPG21 The Design and Layout of Open Space on New Housing Developments
- SPG23 Uses on Employment Sites
- SPG24 Re-Use of Employment Policy Areas
- SPG28 Developing Contaminated Land
- SPG30 Sequential Approach to Determining Planning Applications for Residential Development
- SPG32 Parking, Transport Assessments and Travel Plans
- SPG34 Affordable Housing in New Residential Developments
-
- The most relevant of these guidance notes to the proposed development are referred to in more detail below:

SPG 2 - The Design and Layout of New Housing

SPG 2 refers to the design and layout of new housing and sets out a number of urban design objectives such as character, continuity, quality of the public realm, ease of movement, legibility, and diversity. To achieve these objectives the SPG sets out a number of guidelines which refer to such points as density, house types and mixes, transportation, road layout, car parking requirements, landscaping and open space.

In relation to density, the SPG states that schemes should achieve a density of 35 dwellings per hectare. The guidance note also requires development proposals of more than 10 dwellings or 0.4ha to include a mix of housetypes.

Section 3 of SPG2 requires the road design to use a hierarchical structure and that the road design should be designed to meet the needs of pedestrians and cyclists.

Section 4 of SPG2 states that the Council requires developments to be provided with no more than 1.5 car parking spaces per dwelling.

SPG2 section 8 sets the criteria for the relationship with existing dwellings and space between proposed dwellings to ensure a high standard of privacy, light and outlook is obtained for existing and future residents.

SPG20 - Open Space Provision on New Housing Development

This guidance note provides advice with regard to the open space provision within new housing developments. It states that the Council places great importance to the provision of good quality open space in connection with new housing developments. It also recognises that open space can provide a valuable formal and informal recreational facility for children and adults and also add character and interest to a housing development.

The note reiterates the requirements for open space that are contained within Policy H6 of the UDP, which requires a minimum of 15% of new housing development to be open space of a type appropriate to the site, location and type of housing.

The SPG also outlines that although each development will be considered on its own merits, the guidance does set out the normal requirements for new housing developments. This requirement is that for developments over 100 houses, the provision on an equipped children's play area is usually required on site. For developments over 40 units, provision should be made for play space and informal landscaped areas. For developments of 20 to 200 houses a financial contribution may be required for formal recreation (sports pitches, courts, greens etc..).

SPG21 - The Design and Layout of Open Space on New Housing Developments

This guidance provides more detail on the design and layout of open space within new housing developments.

- It sets out a number of design principles, which summarises that open space should:
- be an integral part of the development and should usually form a central feature;
- incorporate significant existing landscape features;
- be designed and located to reduce opportunities for crime; and
- not be located in peripheral areas of the site where access would be by narrow alleyways.

SPG24 - Re-Use of Employment Policy Areas

This guidance provides advice about the circumstances in which the Council will consider alternative development on sites designated as Employment Policy Area. It sets out three criteria for assessing alternative uses against. These are listed below:

- The site's redevelopment to an alternative use would not result in any significant loss of existing jobs.
- The proposed development will have an acceptable relationship with surrounding land uses and comply with other policies within the UDP. Consequently, re-use for housing will only be acceptable where the site:
- Is located in an area with an adequate service infrastructure, which are easily accessible by a variety of modes of transport;
- Has an acceptable relationship with neighbouring uses;
- Is able to meet Policies within the UDP relating to land contamination.
- There will still be an adequate supply of employment land in the relevant area in terms of the overall scale, range and availability of employment land.

Where these three criteria are met, the following additional criteria will also be taken into account by the Council:

- The existence of significant existing buildings on site which are genuinely capable of accommodating the needs of modern employment users in terms of design, layout and condition;

- The potential for significant environmental benefits for local residents or the visual amenities of the area likely to result from the redevelopment of the site for alternative uses;
- The suitability of the site access to the strategic highway network for continued employment use;
- The attraction of the site to the market in terms of re-development for employment use in the medium to long term.

The guidance also states that applicants may wish to provide supporting evidence, including for instance, the views of appropriate commercial estate agents and evidence that the site has been marketed for employment uses at a realistic price for a reasonable period of time without significant interest.

SPG 30 - Sequential Approach to Determining Planning Applications for Residential Development

This guidance refers to the sequential approach for determining planning applications. It has the key aim of ensuring that priority is given to residential development on sustainable, previously developed land within urban areas. The guidance also states that the Council must also aim to meet the provisional 'brownfield' target in Regional Planning Guidance (RPG), which for Barnsley is 49%.

The guidance states that its aim is to ensure an adequate level of housing is maintained while giving appropriate focus to the development of sustainable, previously-developed sites and that where appropriate to release sustainable greenfield sites. There is therefore a focus on the urban area of Barnsley and the urban settlements within the Dearne Valley Development Zone, which includes Bolton-Upon-Deerne.

The Area of Search refers to Category 2 as being previously developed sites over 0.4ha in any location, whereby no sequential approach is required.

SPG 34 Affordable Housing in New Residential Developments

This supplementary planning document relates to planning policy for affordable housing. Developers must provide affordable housing under Policy H7 in the Local Development Framework, which is expected to come into force in 2008.

Pending the Adoption of the LDF the Supplementary Planning Document will be applied as a Planning Advice Note.

The note states that:

"affordable housing must be provided on all developments of 25 or more properties or 0.6 or more hectares where there is established local needs. In settlements of 3000 people or less, the limits are 15 properties and 0.4 hectares".

5.3.2. Local Development Framework

The council intend to produce a Local Development Framework that will, in time, replace the current UDP and form part of the development plan for the area. There are no site specific documents adopted at this stage, with only the Statement of Community Involvement adopted in September 2006. The Local Development Scheme (LDS) was updated in October 2007, however the Council are due to revise the overall timescales within the next few weeks. The LDS sets out a timetable for the preparation of the constituent Local Development Documents that will collectively comprise the Local Development Framework.

5.4. Regional Spatial Strategy

The Yorkshire and Humber Plan (adopted May 2008)

The Yorkshire and Humber Plan is the statutory Regional Spatial Strategy (RSS) for Yorkshire and Humber which was adopted in May 2008 replacing the RSS for Yorkshire and the Humber (based on a selective review of RPG 12) which was published in December 2004.

The plan sets out the Secretary of State for Communities and Local Government's policies in relation to the development of land within the region. It aims to guide development over the next 15 to 20 years.

The main policies specifically relevant to the application are:-

Policy YH7: Location of Development:

After determining the distribution of development between cities and towns in accordance with policies YH4, YH5 and YH6, local planning authorities should allocate sites by giving:

First priority to the re-use of previously developed land and buildings and the more effective use of existing developed areas within the relevant city or town

Second priority to other suitable infill opportunities within the relevant city or town

Third priority to extensions to the relevant city or town

In identifying sites for development, local planning authorities should adopt a transport-orientated approach to ensure that development:

Makes the best use of existing transport infrastructure and capacity

Takes into account capacity constraints and deliverable improvements, particularly in relation to junctions on the Strategic Road Network

Complies with the public transport accessibility criteria set out in Tables 13.8 and 13.9 and maximises accessibility by walking and cycling

Maximises the use of rail and water for uses generating large freight movements

Policy H2 states prioritising housing development on brownfield land and through conversions to contribute to a regional target of at least 65%.

Policy H3 states that:

the management of the release of land for housing should support the Core Approach. It should support interventions in the housing market in those parts of the Region with frail or failing housing markets in a manner that returns these markets to health and does not undermine housing markets elsewhere in the Region, through collaborative working where necessary.

Delivering additional housing should support strategies and programmes for those areas where interventions are already in place or are proposed and local markets that adjoin these areas. These will include:

- 1. Gateway Hull/East Riding Pathfinder*
- 2. Transform South Yorkshire Pathfinder and adjoining areas*
- 3. The Green Corridor in SE Wakefield, NE Barnsley and NW Doncaster*

4. *East and South East Leeds*

5. *Other areas in the West Yorkshire Housing Strategy and Programme.*

6. *Any additional areas identified in the Regional Housing Strategy or LDFs*

Policy H4 refers to the provision of affordable housing stating that "the Region needs to increase its provision of affordable housing. Provisional estimates of the proportion of new housing that may need to be affordable are up to 30% in other parts of South and West Yorkshire, Hull, North Lincolnshire and North East Lincolnshire."

5.4.1. New Growth Points Initiative

Announced in December 2005, the New Growth Points initiative is designed to provide support to local communities who wish to pursue large scale and sustainable growth, including new housing, through a partnership with Government.

The Government invited Local Authorities to submit strategic growth proposals which were sustainable, environmentally acceptable and realistic in terms of infrastructure to be assessed by Government and its agencies. Criteria for new growth points were published to help local partners develop good quality growth proposals.

29 areas were named as New Growth Points across the East, South East, South West, East Midlands and West Midlands. If all of the proposed growth is realised New Growth Points would contribute around 100,000 additional dwellings by 2016, an increase of around 32 per cent on previous plans for housing supply in these areas.

They will share in £40m in 2007-08 for a first round of infrastructure projects and to support growth-related studies, masterplanning and capacity-building in the New Growth Points. This money will help overcome local infrastructure problems, unlock sites for new housing and enhance the local environment.

New Growth Points status is not a statutory designation but is about a relationship between central government and local partners. It is built on four principles:

- early delivery of housing as part of the growth plans
- supporting local partners to achieve sustainable growth
- working with local partners to ensure that infrastructure and service provision keep pace with growth

- ensuring effective delivery

5.4.2. **Second Round Growth Points**

The New Growth Points (NGP) programme was launched on 24 October 2006 when 29 local authorities and partnerships were named as NGPs commencing a long-term Partnership for Growth with Government.

Through the NGP initiative, the Government is responding positively to local partners who are keen to pursue sustainable growth. Building on the success of this, the growth point programme was expanded and additional local authorities were invited to bid to become part of the second round growth point programme during 2008-09.

The second round growth points was confirmed by Government on 16th July 2008 and a list of successful second round NGPs along with agreed housing numbers, local ambitions, and a location map was published.

Barnsley is included within two growth points, the Leeds City Region and the Doncaster South Yorkshire Region.

The importance of Barnsley and its role in the Region was highlighted in the Leeds City Region Partnership's bid. This identified that growth point status would provide acceleration of infrastructure proposals to improve public transport accessibility, an enhanced green infrastructure to support sustainable housing growth to meet a growth of 1600 homes above RSS requirements in the Barnsley area and support sustained growth beyond 2016.

The Doncaster South Yorkshire Region's bid identifies that in Barnsley a large proportion of growth will take place in the Housing Market Renewal (HMR) area within the borough. The proposed sites are within Penistone, Barnsley Urban Centre, Royston, Wombwell, Hoyland, Cudworth, Grimethorpe and Goldthorpe.

5.5. **National Policy**

National Policy and Government guidance is provided in Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's). We have had regard to the following PPG's/PPS's, which we believe are relevant to the development of the site:

- PPS1 Delivering Sustainable Development (2005)
- PPS Planning and Climate Change - Supplement to PPS1 (December 2007)

- PPS3 Housing (November 2006)
- PPG 4 Industrial and Commercial Development and Small Firms(November 1992)
- PPG13 Transport (April 2001)
- PPG24 Planning and Noise (October 1994)
- PPS 25 Development and Flood Risk (December 2006)

PPS1 – Delivering Sustainable Development

PPS 1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. The policy statement makes clear that a spatial planning approach - bringing together and integrating policies for the development and use of land with other policies and programmes that influence the nature of places and how they function - should be at the heart of planning for sustainable development.

Paragraph 13 of PPS1 outlines key principles which should be applied to ensure that development plans and decisions taken on planning applications contribute to the delivery of sustainable development. The principles state that development plans should:

- ensure that sustainable development is pursued in an integrated manner, in line with the principles for sustainable development set out in the UK strategy.
- ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change through policies which reduce energy use, reduce emissions, promote the development of renewable energy resources, and take climate change impacts into account in the location and design of development
- undertake a spatial planning approach.
- through their planning policies promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.
- contain clear, comprehensive and inclusive access policies – in terms of both location and external physical access. Such policies should consider people's diverse needs and aim to break down unnecessary barriers and exclusions in a manner that benefits the entire community.

- ensure that communities are able to contribute to ideas about how that vision can be achieved, have the opportunity to participate in the process of drawing up the vision, strategy and specific plan policies, and to be involved in development proposals.

Part of planning for sustainable development is to "develop strong, vibrant and sustainable communities and to promoting community cohesion in both urban and rural areas. This means meeting the diverse needs of all people in existing and future communities, promoting personal well-being, social cohesion and inclusion and creating equal opportunity for all citizens" as stated in paragraph 14 of the guidance. The guidance recognises that it is important to take account of the needs of all the community, which includes requirements relating to such things as age.

Another part of sustainable development is protection and enhancement of the environment. Paragraph 17 of the guidance recognises the importance of protecting and enhancing the character and amenity value of the countryside and urban areas. Paragraph 18 highlights the need for planning to seek to maintain and improve the local environment and help to mitigate the effects of declining environmental quality through positive policies on issues such as design, conservation and the provision of public space.

Paragraph 21 seeks to ensure resources are used wisely and efficiently in a way that respects the needs of future generations. The statement highlights that the broad aim should be to ensure that outputs are maximised whilst resources used are minimised (for example, by building housing at higher densities on previously developed land, rather than at lower densities on greenfield sites).

Paragraphs 33 to 39 of PPS1 consider the role of design in delivering sustainable communities. Paragraph 33 states that "Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning."

Planning and Climate Change - Supplement to PPS1

PPS, Planning and Climate Change published in December 2007 is a supplement to PPS1 discussed above. This PPS on climate change supplements PPS1 by setting out how planning should reduce emissions and stabilising climate change and take into account the unavoidable consequences. It does not seek to assemble all national planning policy relevant or applicable to climate change and should be read alongside the national PPS/G series. Where there is

any difference in emphasis on climate change between the policies in this PPS and others in the national series this is intentional and this PPS takes precedence.

Paragraph 9 identifies that to deliver sustainable development regional planning bodies and all planning authorities should prepared and manage the delivery of , spatial strategies that:

- Make a full contribution to delivering the Government's Climate Change Programme and energy policies;
- In providing for the homes, jobs, services and infrastructure needed by communities, and in renewing and shaping the places where they live and work, secure the highest viable resource and energy efficiency and reduction in emissions;
- Deliver patters of urban growth and sustainable rural developments that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking;
- Secure new development and shape places that minimise vulnerability, and provide resilience, to climate change; and in ways that are consistent with social cohesion and inclusion;
- Conserve and enhance biodiversity, recognising that the distribution of habitats and species will be effected by climate change;
- Reflect the development needs and interests of communities and enable them to contribute effectively to tackling climate change; and
- Respond to the concern of business and encourage competitiveness and technological innovation in mitigating and adapting to climate change.

Paragraph 23 identifies that in deciding which area and sites are suitable, and for what type and intensity of development, planning authorities should assess their consistency with the policies in PPS1 .

Paragraph 24 expands further on paragraph 23 indicating that in deciding which areas and sites are suitable planning authorities should also take into account of the following:

- The extent to which existing or planned opportunities for decentralised and renewable or low-carbon energy could contribute to the energy supply of development;
- Where there is, or the potential for, a realistic choice of access by means other than the private car and for opportunities to service the site through sustainable transport;

- The capacity of existing and potential infrastructure (including for water supply, sewage and sewerage, waste management and community infrastructure such as schools and hospitals) to service the site or area in ways consistent with cutting carbon dioxide emissions and successfully adapting to likely changes in the local climate;
- The ability to build and sustain socially cohesive communities with appropriate community infrastructure, having regard to the full range of local impacts that could arise as a result of likely changes to the climate;
- The effect of development on biodiversity and its capacity to adapt to likely changes in the climate;
- The contribution to be made from existing and new opportunities for open space and green infrastructure to urban cooling, sustainable drainage systems, and conserving and enhancing biodiversity; and
- Known physical and environmental constraints on the development of land such as sea-level rises, flood risk and stability, and take a precautionary approach to increases in risk that could arise as a result of likely changes to the climate.

Paragraph 25 states that in deciding on areas and sites to identify for development, priority should be given to those that will perform well against the criteria set out in paragraph 24 outlined above.

PPS3 – Housing

PPS3 was published on 29th November 2006 and replaces a number of policy guidance and other guidance.

Planning Policy Statement 3 (PPS3) for Housing has brought about a step change in residential planning. The Government's objectives are now:

- To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community.
- To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need.
- To improve affordability across the housing market, including increasing the supply of housing.
- To create sustainable, inclusive, mixed communities in all areas, both urban and rural.

This PPS3 sets out the Government's policy framework for housing objectives and should be read in conjunction with PPS1. PPS3 responds to recommendations in the Barker Review of Housing Supply (March 2004) and research and consultation exercises since to provide a more responsive approach to land supply at the local level. It also reflects the Government's commitment to improving affordable housing and supply of housing in all communities. Greater emphasis is placed on sustainable and mixed communities and high quality design of housing and their environments than in PPG3.

As with PPG 3 (2000), the Government's key housing policy goal in the new PPS3 (paragraph 9) is to "ensure that everyone has the opportunity of living in a decent home", but in addition to PPG 3, PPS 3 also states that this should be a home "which they can afford, in a community where they want to live." As such the government is seeking to achieve:

"A wider choice of quality homes" (affordable and market);

"Widen opportunities for home ownership;"

"Improve affordability across the housing market, including by increasing the supply of housing;" and

"Create sustainable, inclusive, mixed communities in all areas."

As such paragraph 10 identifies that the planning system should deliver high quality, mixed housing (market and affordable of mixed tenure and price), a sufficient quantity of housing seeking to improve choice, housing in suitable locations, and housing development that makes efficient and effective use of land including the re-use of previously developed land.

Paragraph 12 recognises that "good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities." Whereby paragraph 13 continues to state that "good design should contribute positively to making places better for people." Paragraph 14 suggests that local authorities should aim design policies at:

"creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinct identity and maintain and improve local character."

Promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes.”

PPS3 also promotes sustainable and environmentally friendly new housing and affordable housing. (paragraph 15).

Paragraph 16 identifies a number of considerations to assess design quality against, which include its:

- Ease of accessibility
- Connectivity to public transport and community facilities and services
- Access to public open spaces
- Integration with the area (in terms of scale, density, layout and access)
- Design-led approach to parking provision
- Quality of public realms and streets that are pedestrian, cycle and vehicle friendly
- Distinct character that supports local pride and civic identity, and
- Re-establishment of biodiversity.

Paragraph 36 states the Government's policy is to ensure that "housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure." Whereby, the priority should be development on previously developed land of which there is a national target of at least 60% of new housing to be provided on previously developed land.

The definition of previously-developed land has also been modified and now reads "...that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure." However it continues to states that "there is no presumption that land that is previously developed is necessarily suitable for housing development nor that the whole curtilage should be developed."

With regard to the density of development, paragraph 47 states that local authorities "may wish to set out a range of densities across the plan area rather than one broad density range although 30 dwellings per hectare (dph) net should be used as a national indicative minimum."

Paragraph 69 requires that in determining planning applications, local authorities should have regard to the following:

“Achieving high quality housing

Ensuring developments achieve a good mix of housing reflecting the accommodation requirements of specific groups, in particular, families and older people

The suitability of a site for housing, including its environmental sustainability

Using land effectively and efficiently and

Ensuring the proposed development is in line with planning for housing objectives”.

Planning Policy Guidance Note 4: Industrial, Commercial Development and Small Firms

Paragraph 9 of PPG 4 identifies that industrial and commerce have always sought locational advantage in response to various factors. These include the demand of customers, access to raw materials and suppliers, links to other businesses, the work force catchment area and various transport considerations.

Planning Policy Guidance Note 13: Transport

PPG 13 provides guidance aimed at promoting more sustainable transport choices for people, promote the accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and aims to reduce the need to travel especially by car.

Paragraph 6 encourages local authorities to locate housing principally within existing urban areas which are highly accessible by public transport. It also seeks to give priority to people over ease of traffic movement and consider how best to secure community safety and road safety.

Paragraph 4 identifies a search sequence for sites to be allocated for housing starting with the re-use of previously-developed land and buildings within urban areas, then urban extensions, and finally new development around nodes in good public transport corridors. Para 4 also states that when assessing the suitability of sites for housing Local Authorities should consider their location and accessibility to jobs, shops and services by modes other than the car, and the potential for improving such accessibility.

Planning Policy Guidance Note 24: Planning and Noise

Paragraph 2, PPG 24 notes that the impact of noise can be a material consideration when considering planning applications. The guidance note recognises that noise sensitive developments should be separated from major sources of noise such as road, rail and certain types of industrial developments.

Annex 1 of PPG24 details the noise exposure categories for dwellings noting that local planning authorities should determine into which of the four noise exposure categories (NECs) ranging from A - D the proposed site falls, taking account of both day and night-time noise levels. It is only where consideration is being given to introducing residential development into an area with an existing noise source should the NEC procedure be applicable. Annex 1 notes that conditions can be imposed to protect incoming residential development from an existing noise source.

Annex 1, paragraph 9 states that levels of noise from road and rail traffic are often specified at one metre from a facade, and these facade levels should be assumed to be 3 dB(A) higher than levels measured away from any buildings, unless a more accurate figure is available. For road traffic noise in NECs C and D, LAeq,16h ~ LA10,18h -2 dB.

PPS 25: Development and Flood Risk (2006)

Planning Policy Statement 25 addresses the issue of flood risk. The key aim is to ensure that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk from flooding, and to direct development away from areas at the most risk.

Local Planning Authorities should, in determining planning applications, ensure that they are supported by site-specific flood risk assessments, and ensure that development in flood risk areas is appropriately resilient and resistant, and that any risk can be safely managed.

Paragraph 2 states that those proposing developments should, as well as producing a Flood Risk Assessment, show designs which reduce flood risk to the development and elsewhere with the incorporation of SUDS and flood resilience measures.

6. Assessment

The application proposes the development of 50 residential units on a site which has been previously developed. The following section considers the proposed scheme in the context of the relevant planning policy with the proposal being assessed under the following topics:

- Principle of Development
- Impact on the Housing Market Renewal Initiative (HMRI)
- Distance to the Bolton Upon Dearne Waste Water Treatment Works
- Capacity of Bolton Upon Dearne Waste Water Treatment Works
- Affordable Housing Provision
- Sustainability of the Site
- Highways and Access
- Impact Upon trees
- Design and Density Approach
- Appearance and Amenity
- Landscaping Approach
- Public Open Space
- Site Investigation
- Flood Risk and Drainage
- Noise
- Ecology
- Education Contribution

In line with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications should be determined having regard to the provisions of the development plan and any other material planning considerations.

6.1. Principle of Development

All of the buildings previously on the site have now been demolished and the site is currently vacant. As such it is considered that the proposal site is previously developed land as defined in PPS3.

The main part of the site is allocated as an Employment Policy Area and protected under Policy DE4 with the western part of the site identified as Site Expansion of Existing Firm

within the Barnsley UDP under policy DE5. Therefore employment uses would be acceptable on this site and would comply with local policy.

Policy E3 of the Yorkshire and Humber RSS details how plans, strategies, investment decisions and programmes should make use of appropriately located previously developed land and current allocations and ensure the availability of sufficient land and premises in suitable locations to meet the needs of a modern economy.

PPS3 sets out the criteria against which to judge the suitability of sites for housing to promote more sustainable patterns of development. The priority for development is placed upon previously developed land, in particular vacant and derelict sites and buildings. This is redefined in Policy H2 of the Regional Spatial Strategy for Yorkshire and the Humber (May 2008). Policy H2 sets how Local Planning Authorities should identify and manage the release of land to maintain the momentum of the urban transformation of the Regional Cities, Sub-Regional Cities and Towns, and Principal Towns by prioritising housing development on brownfield land and through conversions to contribute to a regional target of at least 65%. As the site is considered to be previously developed it is therefore suitable for the redevelopment with housing.

The main part of the site is allocated as an Employment Policy Area with the western part of the site identified as Site Expansion of Existing Firm within the Barnsley UDP. Paragraph 44 of PPS3 states that "in developing their previously-developed land strategies, Local Planning Authorities should consider a range of incentives or interventions that could help to ensure that previously developed land is developed in line with the trajectory/ies further identifying that sites that are currently allocated for industrial or commercial use could be more appropriately re-allocated for housing development".

The local authority's SPG 24 (Re-Use of Employment Policy Areas) sets out a number of criteria for assessing alternative uses against. These criteria were outlined in the above Policy section of this report.

SPG 24 also states that applicants may wish to provide supporting evidence, including for instance, evidence that the site has been marketed for employment uses. The Receivers (Price Waterhouse Coopers) marketed the application site in late 2004 and early 2005 at a national and local level based on the existing use value received from GVA Grimley. However the marketing process did not lead to any substantial interest in the property for a manufacturing or industrial use. A company were introduced by Barnsley Development

Agency in February 2005, however due to contractual issues this company withdrew their offer at the end of April 2005. It can be confirmed that no other party, before or after the aforementioned, showed any interest in the property prior to the site's acquisition by Horizon Residential Developments Limited.

SPG 24 also has a number of additional criteria that will be taken into account when determining planning applications. Based on these additional criteria, we draw the following conclusions:

A report has been prepared by Donaldsons and is submitted in support of this planning application which examines the suitability of this site for employment uses. This states that the "access arrangements would be a major detraction of the site as access is through residential areas". Furthermore, the route to the site is over a narrow and steep railway bridge, which is impractical for large HGVs. There are also two restricted height railway bridges to pass under when the site is approached from the B6098. The report also states that "the site is some distance from the national road network, especially when compared to the abundance of alternative sites / premises available in and around the Manvers area and off the Dearne Valley Parkway". As such it is not considered that the site has suitable access to the strategic highway network for continued employment use. The report also concludes that "the location of the site is significantly inferior to other sites in the locality which benefit from enhanced access to the local and national road networks".

The Donaldsons report also concludes that the site is not attractive to the market for redevelopment for employment use for a number of reasons, which include the following:

- "Demand in the area has come from a number of large-scale occupiers who have taken space in the Manvers area and at the various business parks / locations along the Dearne Valley Parkway. These sites benefit from far superior access to the national highway networks and have been developed as large, modern warehouse / manufacturing developments which are eminently more attractive to such occupiers."
- "Redevelopment of the site for employment use would not be viable, in terms of cost versus value, the profile of the site and its setting adjacent to other residential uses"; and
- "The location of the site is significantly inferior to other sites in the locality, which benefit from enhanced access to the local and national road network."

The former factory site is currently vacant and as such the redevelopment of the site will therefore not result in the loss of any existing jobs.

The surrounding area is predominantly residential and the scheme has been designed to respect neighbouring residential amenity. As such it is considered that the proposed development would have an acceptable relationship with the residential properties on Lowfield Road to the north and northeast, on Lowfield Meadows to the north and to Calder Road, beyond the railway line to the west. A railway line runs parallel to the western boundary of the site.

Furthermore, the sites employment allocation was not cited as a reason for refusal on the previous planning application which was also for residential development. The Committee Report stated that the site is a brownfield, former industrial site

"with little realistic prospect of development for industrial uses. This is compounded by the difficult access arrangement and close proximity of the site to housing"

In addition, in terms of releasing land for housing development, PPS3 advises that the priority for development should be previously developed land, in particular vacant and derelict sites and buildings. Given that the site is previously developed land, is available for redevelopment and is suitable for housing use in terms of the adjoining residential development to the north and east, residential development beyond the railway line to the west and other technical considerations.

Paragraph 71 of Planning Policy Statement 3 (PPS3) states that where an up to date 5 year supply of deliverable sites cannot be demonstrated, Local Planning Authorities should consider planning applications for housing favorably having regard to policies in PPS3.

The Yorkshire and Humber Plan (May 2008), table 12.1 highlights that 1015 additional houses are required each year within Barnsley between 2008 and 2026.

Furthermore, since the confirmation of Growth Point status Barnsley is included within both the Leeds City Region and the Doncaster South Yorkshire Region highlighting the importance placed upon Barnsley in terms of delivering housing. In the Leeds City Region an additional 1600 homes are required to be provided above those set out by the RSS for the Barnsley area. The Doncaster South Yorkshire Region identifies that a large proportion of growth will take place in the Housing Market Renewal (HMR) area within the Barnsley. The

proposed sites are within Penistone, Barnsley Urban Centre, Royston, Wombwell, Hoyland, Cudworth, Grimethorpe and Goldthorpe.

The application site is within close proximity to the surrounding public transport network. In addition the site is close to local services and facilities including local shops, local centre, schools, community facilities, open space, public houses, and allotments. Bus Stops are located within walking distance along Station Road offering services to Barnsley Town Centre and Rotherham Thurnscoe. Bolton-upon-Deerne Train Station is situated approximately 200 metres from the site. As a result the site is well located to facilitate access to a full range of employment opportunities and services by alternative modes other than the private car. Consequently the site is sustainable.

The redevelopment of the site could assist in building communities by providing a new mix of housing within the locality. It would also provide increased consumer expenditure for local services and facilities, thereby supporting existing services and facilities in the area. In addition, 11 of the proposed dwellings are to be "affordable" and therefore will meet local needs and people who are being priced out of the housing market.

It is considered that the proposed development fully accords with national, regional and local policy and guidance and as such its redevelopment for residential use is acceptable. The proposed redevelopment of the site with residential will result in a number of environmental and visual amenity benefits that far outweigh the sites retention as an employment site. As the site is currently vacant there will also be no loss of existing jobs if the site is redeveloped with residential. Furthermore, the additional housing would help to underpin existing services and facilities and help attract new ones to the local area.

6.2. Impact on the Housing Market Renewal Initiative (HMRI)

A key consideration of the application proposals is its impact on the Housing Market Renewal Pathfinder, given the site falls within the Transform South Yorkshire HMRI Pathfinder boundary. The Housing Market Renewal Initiative (HMRI) is an ODPM funded initiative aimed at tackling poor housing stock across parts of the North of England. The main aim of the HMRI pathfinder in South Yorkshire is to encourage the development of more diverse and higher value properties in the South Yorkshire HMRI area.

Bolton Upon Dearne and its surrounding area was very much a traditional mining area with many men working at nearby collieries prior to their closure. Bolton Upon Dearne is a

mixed community of 6,800 people with a few terraced houses and good quality housing. There are modern private housing estates at Millrace and Coniston Drive and a large former British Coal housing estate around Ingsfield Lane which is now mainly owner occupied. The southern part of this estate is now in a poor condition with many empty homes. The ward is one of the most deprived in the Borough and in common with many other parts of the region, the closure of collieries resulted in a cycle of serious physical, social and economic decline.

Given these circumstances the settlement now forms part of the Barnsley Dearne Area Development Framework (ADF) allocated by Transform South Housing Market Renewal Pathfinder, to transform the housing market in the sub-region. The South Yorkshire Pathfinder covers a wide swathe of South Yorkshire including urban and semi-rural areas of the Dearne Valley. Its starting point is recognition of a lack of diversity and choice in South Yorkshire's housing market, promoting a housing market renewal strategy which focuses on under performing housing markets.

The existing site has lain vacant for sometime. If the proposed redevelopment of the site does not come forward the surrounding area will continue to be blighted by the onsite environmental conditions. The site is clearly an underused resource and the regeneration of the former factory site will facilitate the HMR programme and will enhance the River Dearne Corridor ensuring an attractive, high quality neighbourhood of quality and choice, strengthening the town's identity as a Gateway location. The development proposals to regenerate the Lowfield Road site have clear regeneration benefits at the local level. The proposal represents a major redevelopment which maximises development of the previously developed former factory site.

It is not considered that this level and mix of development will have a significant impact upon the HMR Programme for Bolton Upon Dearne. Redevelopment of the site will also ensure that other declining areas in the immediate locality are physically improved attracting new investment, whilst ensuring linkages and equality of access to employment, housing, shopping, community and leisure opportunities which exist in Bolton Upon Dearne and the surrounding area.

The proposals will have the following positive regeneration benefits:

- The proposal will enhance the range and quality of housing available providing an integrated mix of housing of high quality, with a variety of type, in order to meet the aspirations of existing, emerging and incoming households;
- Provision of a high quality neighbourhood with access to jobs, facilities and services which will attract new residents, providing a desirable location for high quality residential development;
- The proposal will improve the character, quality and diversity of the local neighbourhood and will assist in delivering the objectives of the HMR ADF for Barnsley Dearne;
- The proposal will build partnership and local confidence; demonstrating tangible improvements to the Bolton Upon Dearne HMR area;
- The proposal makes provision of open space creating a green residential environment with an appropriate element of public open space, amenity space and additional landscaping.
- High quality, sustainable residential development
- The development meets the criteria for defining coalfield towns as prescribed in the RSS and adopts a sustainable pattern of development. The site has access to the local rail network, bus services, the Dearne Towns Link Road and Barnsley the main service centre in the Dearne.

These regeneration benefits are collectively considered to be substantial positive benefits to the local area all of which are consistent with the ADF vision for Bolton Upon Dearne.

Based on the analysis of the local housing market in Bolton Upon Dearne and the inherent socio economic problems that the area is experiencing as a result of poor quality low demand housing in the ADF area we propose a housing mix which redresses the housing imbalance and matches the housing need in this locality and the aspirations of local people whilst providing an element of high quality affordable accommodation.

The proposal has been formulated as a direct result of detailed pre-application discussions with Officers from the Local Planning Authority and Housing Service. The application proposal is for the erection of 50 dwellings which are large properties and therefore are envisaged to be of a higher value. Consequently, it is evident that the proposals for the Lowfield Road site will not prejudice the objectives or the success of the HMR Pathfinder; indeed they are fundamental to the future success of the Pathfinder initiatives. For those people who may buy properties on the site in the lower Council tax banding and who may

originate from the HMR pathfinder boundary, the impact of their relocation to this site must be balanced against the likely alternative: i.e. that they may otherwise move out of the ADF area to seek their housing of choice. Those seeking to move up the housing ladder may not be prepared to wait until either existing housing is improved or developed as part of the Pathfinder area and will exercise their housing choice regardless.

Overall it is concluded that the development will not be premature to the HMRI in Bolton Upon Dearne and development would have an overall benefit impact in terms of socio economic impact due to the significant regeneration benefits which would be delivered to the area consistent with the objectives of the HMRI.

6.3. Distance to the Bolton Upon Dearne Waste Water Treatment Works

The indicative layout conveys that the nearest dwellings will be 195 metres from the open tanks within the Bolton Upon Dearne Waste Water Treatment Works which has been agreed with Yorkshire Water to be an adequate distance as to prevent any loss of amenity to future residents in respect of flies, odour and noise. Furthermore, the proposed dwellings are of a similar distance to the Bolton Upon Dearne Waste Water Treatment Works as the existing properties on Lowfield Meadows and significantly further away than existing properties on Calder Road and Watermead.

In addition, where the development site adjoins the sewage works a significant buffer zone of green space is proposed to provide a screen for future residents. The buffer zone will also mitigate any potential problems of odour. In addition to this, the sewerage works was not identified as having an impact on residential amenity by local residents that attended the community consultation events that were held in relation to the earlier applications. As such, it is not considered that the sewerage works will result in any significant loss of residential amenity to future residents. Furthermore future residents will be aware of the presence of the existing sewerage works and will take this into account when purchasing a property.

Consequently, the amended proposal is not considered to have an unacceptable loss of amenity for future occupiers of these dwellings and therefore accords with Policy ES2.

6.4. Capacity of Bolton Upon Dearne Waste Water Treatment Works

Detailed negotiations have taken place since the refusal of the previous application and Yorkshire Water have confirmed that any proposal for 100 dwellings or less would be acceptable in terms of capacity and therefore the proposal complies with Policy ES3. Consequently, it is considered that there is sufficient capacity at the Bolton Waste Water Treatment Works to allow for the increased flow that a development of this size would generate.

6.5. Affordable Housing Provision

Given the sites location within a regeneration area, 22% of the proposed units will be affordable in accordance with Planning Advice Note 34. Officers within the Housing Service have requested that this is provided in a mix of 80% social rented and 20% intermediate tenure which is a result of the findings of the SHMA 2008 update.

Given this is an outline planning application with only access being considered at this stage, the layout is only indicative and the final balance of the mix of affordable dwellings will be determined by further analyses of local housing market conditions and negotiations at the determination of the reserved matters approval. Consequently, it is suggested that the following condition could be attached to any planning permission agreeing to the % of affordable dwellings proposed as part of the scheme however ensuring that the types to be classed as affordable and the location of such would be agreed through subsequent reserved matters application:

“Unless otherwise agreed in writing by the Local Planning Authority, no development shall commence until a scheme for the provision of affordable housing as part of the development at a level of 22% of the total number of dwellings in accordance with the Council’s Affordable Housing Policy, has been submitted to, and approved by, the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:

- 1. the numbers, type and location of the site of the affordable housing provisions to be made*
- 2. the timing of the construction of the affordable housing*

3. *the arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing*

4. *the occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced"*

For the avoidance of doubt, the terms "affordable housing" means subsidised housing at below market prices or rents intended for those households who cannot afford housing at market rates, it is usually managed by a registered social landlord."

6.6. Sustainability of the Site

The site is located within Bolton-Upon-Dearne. It is within 800m of the local centre of Bolton-Upon-Dearne, which is to the northwest of the site and there are a number of other local shops within 400m of the site. The settlement of Bolton-Upon-Dearne is located approximately 10.5 miles from Barnsley town centre and 7.4 miles from Rotherham town centre. The site is also located approximately 10 miles from Doncaster town centre and further a field is the city centres of Sheffield, Wakefield and Leeds.

The site has the following services and facilities within 400m:

- Train station;
- A number of bus stops;
- A number of local shops and services;
- Public house/restaurant; and
- Open space and public open space.

In addition to these, the site has the following services and facilities within 800m:

- Local centre;
- Educational facilities;
- Community facilities;
- More bus stops;
- More local shops and services;
- More pubs/restaurants; and
- More areas of open space and public open space

There are also employment opportunities within 400m of the site as well as within 1000m of the site. Just beyond 800m of the proposal site is another school and Goldthorpe Industrial Estate.

As identified in the Transport Statement which is submitted in support of the planning application, the railway station is served by the Wakefield Line and offers direct hourly (on weekdays) services to Sheffield, Rotherham, Wakefield and Leeds.

The Transport Statement also shows that the bus stops in closest proximity to the application site are served by buses to Barnsley and Thurnscoe, which have a frequency of every thirty minutes on weekdays.

The application site also has easy access to the B6098, the main route through Bolton-Upon-Dearne that connects the settlement to Goldthorpe. The B6098 provides access to the north to the A635 which provides access to Barnsley to the west and the A1(M) and Doncaster to the east. The B6098 also provides access to the south to the A6023 which provides access to Mexborough to the east and to the A6195 and then the M1 to the west.

As such it has been demonstrated that the application site is located in a very sustainable location, with good access to local shops, services and facilities and to a variety of modes of transport other than the private car i.e. bus and rail.

6.7. Highways / Access

In considering the approach to the access to the site and the internal layout, AWG have taken advice from Halcrow Highway Consultants.

The following points were drawn from the Transport Statement in relation to access to the site and the internal layout:

- Access to the site will be provided from Lowfield Road as an amendment to the existing access, which provides a safe and suitable link to the existing road network;
- Access will be from a priority junction;
- 2.4m x 90m visibility splays can be provided;
- Off-site highway works will include a new footway to current adoptable standards;
- The general internal layout has been designed for slow speeds, making the road environment more suitable for non-motorised traffic and pedestrians; and

- Parking provision of 65 spaces complies with the maximum recommended by Barnsley Metropolitan Borough Council's SPG2 and PPI3 and is suitable for this type of development;

Overall it is considered that the proposed access to the site and the proposed internal highway layout are acceptable and will not create any significant issues with regard to highway or pedestrian safety.

The transport statement makes the following conclusions:

- The site is well located for local services, amenities and public transport;
- Access to the site will be provided from Lowfield Road as an amendment to the existing access
- The resulting net trip generation shows a reduction in the total trips likely to be generated by the development and therefore no further highway impact assessment was considered necessary;
- The site is well located to encourage trips on foot and by cycle; and
- The off-site highway improvements include the provision of a new footway along the southern side of Lowfield Road with a dropped kerb crossing and appropriate tactile paving.

6.8. Design and Density Approach

6.9. Appearance

The scheme has been designed to take full account of its context and views in and out of the site from the transport corridor of Lowfield Road both from vehicles and by pedestrians and those afforded from immediately adjoining vantage points:

The proposal utilises a mix of house types and materials throughout the development with a series of heights to provide varied and attractive street scene and creates a sense of place. This varied townscape is illustrated through the elevations and street scenes which have been submitted as part of this application however these are only indicative given that this is an outline application.

Sufficient distances can be maintained between existing and proposed dwellings so as to protect the residential amenity of existing and future residents in terms of overlooking,

overshadowing and over dominance. Existing boundary treatment will also be retained where possible, particularly to the northeastern boundary with existing properties. Sufficient distances are also proposed to the railway line and Lowfield Road to protect the amenities of future residents.

The materials utilised within the scheme will be dispersed throughout the development to provide a variety in terms of the visual appearance. They will also be in keeping with other properties in the general area.

Specific details of the hard landscaping throughout the site can be dealt with by condition.

The site is located to the edge of open countryside with an open aspect and extensive views to the south and east. The proposal allows for these views to be retained given the significant area of open space and provides extensive views which responds to the character of the area.

6.10. Impact on Trees

Tree Preservation Order No.5 2006 was confirmed by BMBC on 5 December 2006 as these specimens were considered to provide valuable amenity value. A tree survey prepared by Iain Tavendale has been submitted with this application along with a detailed indicative landscape plan given that this is an outline application with only access considered at this stage.

The proposed alterations to the existing access would necessitate to removal of a leylandii hedge (not protected) and part of a deciduous hedgrow (reference H1) which is protected by this Tree Preservation Order. The tree survey confirms that this is a group of unmanaged primary inhibitors. It is recommended that in the interests of good management G5 (Tree survey reference) is removed as they are relatively poor with minimal potential. The remainder of the hedgrow (TPO reference H1) is to be retained and managed to ensure its long term prospects. Tree reference T1 is to be retained with crown lifting and canopy cleaning to ensure proper management.

The group identified as G1 on the TPO Order is proposed to be managed with selective removal to maximise the future viability of the trees that are retained. Replacement extra heavy standard and standard trees are proposed as replacements to enhance screening.

In addition, it is proposed that a large tree (reference T3 on the tree survey) to the south of the application site which is not covered by the Tree Preservation Order is removed. The survey confirms that this tree has extensive wounding and there is minimal potential for its long term health and so its retention within an area of open space is not favorable.

As many trees have been retained as possible and the proposed works ensure the long term management and maintenance of existing trees and hedgerow at the application site. Furthermore, a detailed landscape scheme ensures that replacement planting enhances the existing trees in the interests of visual amenity.

6.11. Landscaping Approach

Soft landscaping is proposed throughout the site. Existing vegetation shown on the landscape masterplan will be retained and managed and additional new vegetation will also be planted on site to enhance the existing vegetation.

Specific details can be dealt with by condition and, as such, any details shown on the landscape masterplan are provided for indicative purposes only.

6.12. Public Open Space

The application proposes 3.74 ha of on site Public Open Space (POS) provision, which equates to over half of the site area. This is over and above the requirements of Policy H6 in the Barnsley UDP and SPG 20 (Open Space Provision on New Housing Development) which require development with 20 or more dwellings to provide a minimum of 15% POS.

There are three distinct areas of POS which will be of varying sizes and types and are to be distributed throughout the site. They are available for use by future residents and the local community. The three areas of POS shown on the landscape masterplan are as follows:

- Immediately to the south of the residential area is an area of proposed short turf, to be maintained as a kickabout and informal recreational area. It is enclosed to the south by a new mixed native woodland belt, providing shelter and a feeling of enclosure. This area is intended to act as a transition zone between the residential area and the lands to the south.
- The latter currently consists of semi-improved grassland interspersed with tall ruderal species and regenerating scrub (bramble, buddleia and silver birch). There are

informal tracks created by dog walkers. It is intended to remove large pieces of concrete and scrap metal and glass left over from the demolition contract, but otherwise to allow this area to develop as scrubland, with continued informal pedestrian access.

- The masterplan indicates a potential storm water storage area in the form of a dished pond.

On this basis, it is considered that the proposed areas of POS meet the design principles that are contained within SPG 21 (The Design and Layout of Open Space on New Housing Developments).

6.13. Site Investigation

The application is accompanied by a Geoenvironmental Site Assessment report which has been produced by Halcrow and was submitted with the previous planning application. This report presents the results of the Phase 2 Geoenvironmental Site Assessment. It has been confirmed by Officers that this report was not required to be updated for the purposes of this planning application.

The report concludes that the refined conceptual model and risk assessment has mainly identified low risk. However some low-medium and medium risk were also identified and these will require mitigation.

The report also identifies a number of potential risks and suggested mitigation measures. The main points are as follows:

- Gas and vapours – all new building should have measures to prevent the ingress of gas incorporated into ground floor slabs.
- Elevated contaminants – Likely need to import topsoil and subsoil for garden areas. This will cap off the contaminated materials.
- There are no perceived risk to controlled waters.
- Asbestos has not been identified in the soil within the site;
- Low levels of hydrocarbon contamination have been identified.
- An initial demolition and site clearance contract will have to be let.
- Advice provided in relation to foundations.

6.14. Flood Risk and Drainage

Although the site does not lie within a flood area, the site exceeds one hectare and the Environment Agency require a flood risk assessment to include an assessment of impact of the development on the drainage system. Consequently, Enviro were instructed by Horizon Residential Development Ltd to carry out a Flood Risk Assessment.

The development site is elevated significantly above the River Dearne to the south. As such the proposed development levels are all at between 5 and 10 m above modelled and historic flood levels along the River Dearne adjacent to the site. Further to this photographic evidence from the June 2007 flooding clearly demonstrates that flooding was not close to impacting the site. In the light of this the risk of flooding from this source is considered to be low.

The potential for flooding from other sources including the failure of drainage infrastructure and surface runoff from adjacent areas has also been considered within this assessment. The risks for all such sources were assessed to be low or less.

Although yet to be confirmed, it is assumed infiltration drainage will not prove viable for this site. Therefore, it is considered likely that storm water runoff from the completed development will discharge in a southerly direction towards the sewage treatment works (STW). Discussions are currently being undertaken with Yorkshire Water to determine whether these flows will bypass the STW and discharge into the River Dearne or whether flows will be discharged under the terms of the existing discharge consent held by Yorkshire Water.

Drainage Strategy

An outline sustainable drainage strategy for the site has been developed by Halcrow. This scheme will ensure that peak rates of storm water runoff do not exceed the rate that would be expected from an equivalent greenfield site. This will be achieved by throttling discharge from the site down to the agreed low level and storing any flows in excess of this on site. Preliminary calculations by Halcrow indicate that to achieve this objective, such that the annual probability of the system capacity being exceeded is less than 1%, would require between 250m³ and 400m³ of storage to be provided. These calculations assume that rainfall depth will increase by 30% over the development lifetime as a result of climate change.

6.15. Noise

Given that the western end of the site is bounded by a Railway Line, Enviro were instructed to undertake a Noise Assessment for the full planning application that was submitted in 2006 (application reference 2006/1119) However, during discussions with Environmental Health Officers at Barnsley MBC it has been confirmed that there is no requirement to undertake additional noise measurements from the nearby railway line at Lowfield Road and that the measurements undertaken in December 2005 are still valid for this planning application. BMBC were confident that no changes have been made to the line, both in terms of the frequency of the services and the noise levels of individual trains. Therefore no additional noise assessment is required for this planning application, since the properties are not to be located any closer to the line. The previous assessment thus remains valid and can be used in support of the outline planning application for the site. BMBC did however highlight that acoustic glazing may be required for any sensitive rooms of the properties that face the railway line, based on experience of a similar development in the area.

The purpose of the noise assessment undertaken in 2006 was to determine the impact of noise generated by the railway and, if required, to propose noise reduction measures to ensure the acceptable criteria levels are not exceeded.

During the survey period for the railway Enviro noted that no specific background noise from neighbouring roads or industrial premises was audible and therefore this has not been considered within this assessment as a contributing source to the measured noise levels.

The conclusions of the assessment indicated that railway noise was the dominant source at the proposed development site. It was assessed that the proposed facades along the western boundary of the site are exposed to railway noise levels in NEC B (PPG 24) during the daytime and night time periods. It was recommended that all facades will consist of 25% glazing (4/12/4mm) in order to achieve acceptable LAeq and LMax internal noise levels in accordance with the good standard of BS 8233 and it is considered that these standards would meet the requirements of Barnsley MBC.

Vibration from the railway was also measured and the predicted 16 hour daytime and 8 hour night time VDV's show that the levels of vibration are below or within the low probability of adverse comment of BS 6472:1992.

6.16. Ecology

An Extended Phase I Habitat Survey was undertaken by WSP in December 2005 to accompany the previous application reference 2006/1119. This report presented the findings of an environmental baseline study of the ecological and nature conservation value of the application site.

The report makes the following conclusions and recommendations:

- The majority of habitats contained within the site are only of low to intermediate value.
- A number of measures are proposed to provide *replacement habitat and new planting* will be undertaken.
- Some of the habitats within the application site were seen as providing potential opportunities for the protected species bats (*foraging only*), common reptiles and breeding birds.
- Recommendations are made for mitigation in the form of further survey work and adoption of safeguards where necessary in order to reduce the impact on these protected species, while a number of enhancements are also recommended that could potentially increase the value of areas of the site for these species.
- In order to avoid disturbance to breeding birds, it is recommended that any vegetation clearance or demolition is undertaken outside of the breeding season (March to July inclusive).
- With the use of appropriate mitigation and safeguards and the recommendations set out in this report, it is considered that *not significant adverse impacts will arise on any habitats of merit or protected species within the site, and as such there is no evidence to suggest that there are any significant ecological constraints to the re-development of this site.*

A further ecological constraints survey was carried out by WSP in September 2008 following instruction from AWG in order to provide an update to the Extended Phase I Habitat Survey which was carried out in December 2005. *This is included in the application package.* The report notes that the buildings have now been demolished on site with ephemeral vegetation colonising the areas where the hardstanding has begun to break up. This updated report concludes that:

- Building 4 is unsuitable to support bats as it lacks suitable roosting features

- Tall ruderal vegetation and areas of semi improved grassland provide suitable habitat for common reptile species and therefore a specific survey is carried out on site prior to development
- Habitats are largely the same as 2005 with scrub and hedgerows having matured over last three years
- Nesting bird survey should be carried out prior to removal of any areas of habitat to ensure no active nests are destroyed

Overall, it is confirmed that whilst some of the habitats on site have changed, the overall ecological value of the site and its potential to support protected species remains the same as in 2005, that there are no significant ecological constraints to the re-development of this site.

6.17. Education Contributions

We understand from officers at the Council that Education Contributions will depend on the circumstances at the particular time when the application is submitted for determination by the Council. On this basis, we anticipate that this will be agreed during the course of the planning application.

7. Summary and Conclusions

We respectfully request that the application proposals for the site are supported by the Local Planning Authority since:-

- The site is previously developed and is located in a sustainable location in Bolton-Upon-Dearne;
- The site was originally developed in the 1960s and the former buildings and the sites location are not suited to modern industrial processes and previous conditions to planning permissions have restricted the site's use;
- The proposed scheme will enhance the character and appearance of the area;
- The proposed scheme will result in the removal of HGV and commercial traffic from Lowfield Road;
- The proposal will result in highway improvements providing both safer vehicular and pedestrian access for neighbouring properties;
- Scheme will deliver 50 high value, larger properties
- The development will not be premature to the HMRI in Bolton Upon Dearne and development would have an overall benefit impact in terms of socio economic impact due to the significant regeneration benefits which would be delivered to the area consistent with the objectives of the HMRI.
- The scheme will deliver 11 affordable dwellings, 9 of which will be social rented and 2 intermediate tenure which meets the Affordable Housing Officers requirements for this site
- The proposed scheme represents an appropriate form of development at an acceptable density given the site's context and location;
- The layout is considered acceptable in terms of the access, the relationships proposed to neighbouring land uses, the heights of buildings proposed and the level of POS provision;
- The layout and design approach utilised for the site is appropriate; and
- The proposed access to the site and the internal layout is appropriate.

Whilst the previous planning application was refused, this application is considered to have addressed Officers, Members and local residents concerns and the proposal has been amended seeking to respond to these issues, to create a high quality development. We therefore consider that the application has been carefully prepared to take account of the main principles relevant to the site.

Overall, it is considered that the submitted scheme is an appropriate form of development for the site, which accords with the relevant planning policies contained within the statutory development plan, and in the absence of material considerations that would indicate otherwise, the proposal is considered to be acceptable. We therefore respectfully request that the application be supported.

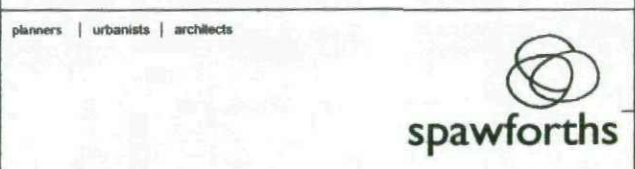
8. Appendices

Appendix I - Site Location Plan



Notes | PRODUCED FROM PROMAP SURVEY INFORMATION *date*
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Revision | - | By | - | Checked | - | Date | -
First Issue



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Planning

Client Name AWG				
Project No. 3224	Project Title Lowfield Road, Bolton upon Dearne			
Drawn By MB	Checked By HR	Scale 1:1250@A2	Division architects	Date September 08
Drawing No. 200-001	Drawing Title Location Plan			Revision
File Path				

Important notice:
Do not scale off this drawing. Critical dimensions should be checked on site prior to works commencing. Dimensional conflicts should be brought to the company's attention as soon as they become apparent. Failure to do so could render the contractor liable for subsequent losses. Copyright in this drawing and any work executed from this drawing remains the property of Spawforths.

Appendix 2 - Committee Report and Decision Notice

Introduction

This is a major housing application, that seeks the redevelopment of the former Addspace works off Lowfield Road.

Site Description

The site is located on Lowfield Road, a predominately residential area on the urban edge of Bolton-upon-Dearne. Access to the site is over the railway bridge crossing the Leeds – Sheffield line. This acts as a pinch point, and is central to many of the representations made. The total site area is 4.3 Hectares

The site was occupied by a furniture manufacturing company until 2005. It has since remained vacant. The main building has had numerous extensions over a period of time.

The site has been subject to considerable vandalism and arson, which destroyed the offices and canteen area of the building.

A warehouse was constructed in 2000/01, on the east side of the site. This was screened from residential properties on Lowfield Meadows by a landscaping bund.

The Bolton Waste Water Treatment Works (WWTW) abuts the site to the south and the railway line forms the western boundary.

Proposals

This is a detailed application for the erection of 141 dwellings. The house types are 2.5 and 3 storey types in a mix of townhouse, semi and detached properties.

The original scheme proposed 204 units and sited dwellings very close to the treatment works and properties on Lowfield Meadows. However, following objections from Yorkshire Water and the Housing Strategy team, amended plans were received showing a reduced site area and a reduction in the overall number of properties to 141.

Planning Policy Framework

The application has implications within national, regional and local planning policies.

The national policy context is formed primarily from PPS1 and PPG3. Local plan context is the UDP, which will be eventually superseded by the LDF.

The western part of the site is allocated as Employment Policy Area in the UDP, with the eastern section (including the warehouse addition) allocated as a Site for Expansion of Existing Firm.

The emerging LDF shows the western part of the site, and the warehouse site to be within the urban fabric. The remainder of the site is shown as Safeguarded Land.

National Planning Policy

PPS1 – Delivering Sustainable Development

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by :

Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life

Contributing to sustainable economic development

Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community

PPG3 – Housing

PPG3 places an emphasis on delivering sustainable development, including promoting more efficient use of land through higher density mixed use development. Developments should aim to create more sustainable patterns of development by reducing the need to travel, promote easy access to jobs, local services and local amenities, whilst creating high quality living environments.

PPG3 also places a strong emphasis on creating mixed balance communities and providing a range of types and sizes of housing, including affordable housing. Paragraph 14 of PPG3 states that this is a material planning consideration which should be taken into account when deciding planning applications in relation to housing.

Paragraph 31 of PPG3 sets out the criterion to be used in assessing the suitability of individual sites for housing development. The five criterion are as follows :-

The availability of previously developed sites and empty or underused buildings and their suitability for housing use.

The location and accessibility of potential development sites to jobs, shops and services by modes other than the car and the potential for improving such accessibility.

The capacity of existing and potential infrastructure, including public transport, water and sewerage, other utilities and social infrastructure (such as schools and hospitals) to absorb further development and the cost of adding further infrastructure.

The ability to build communities to support new physical and social infrastructure and provide sufficient demand to sustain appropriate local services and facilities

The physical and environmental constraints on development of land, including for example, levels of contamination, stability, flood risk, and taking into account that such risks may increase as a result of climate change.

Local Authorities are encouraged to make efficient use of land and paragraph 58 of PPG3 recommends densities of between 30 and 50 dwellings per hectare, with higher densities on sites with good public transport accessibility, such as city, town, district and local centres.

Draft PPS3

In December 2005, the ODPM produced the draft policy statement (PPS3) to replace PPG3. Draft PPS3 states the Government's key objective for planning for housing.

Draft PPS3 continues to encourage the efficient use of land for housing, setting national targets for development of brownfield land, as well as guidance on appropriate residential densities, stating that densities will be determined locally taking into account local characteristics, public transport accessibility, efficient use of land, promoting high quality design and the overall need to minimise environmental impacts. It also urges LPA's to allow industrial sites to be redeveloped for housing in situations where there is no demand or realistic prospect of industrial development. In response to this, the Council has provided Supplementary Planning Guidance (SPG) Note 24 – The Reuse of Employment Land for Housing.

Regional Planning Policy

Regional Spatial Strategy (RSS)

The strategy identifies the Dearne Valley Development Zone (DVDZ) as a "regionally significant location" within the coalfields area, and as such, is the focus for an integrated approach to major investment in terms of economic, housing, social and transport infrastructure

Policy S2 sets out the geographical priorities for regeneration initiatives, and identifies the DVDZ as first priority for regional regeneration initiatives and programmes in the region.

Policy P1 sets out the locational principles on which new development should be based, firstly in urban areas starting with previously developed land suitable for development. If sufficient land cannot be found, consideration should be given to urban extensions in sustainable locations. Policy P1 identifies the DVDZ as one of three regionally significant locations as a focus for an integrated approach for major investment in economic, housing, social and transport infrastructure, thereby giving regional priority for housing development within the coalfield settlements in the DVDZ.

Regional Housing Strategy 2005-2021

The RHS is one of the key regional strategies and is the basis for advice on strategic housing investment priorities in the region. It provides an investment framework for housing provision in urban and rural areas, as well as improving and replacing existing housing. It focuses on three key themes – creating better places, delivering better homes and fair access to quality homes.

Local Planning Policy

The UDP shows the site mainly allocated as an Employment Policy Area. The rest of the site is an Employment Allocation for the existing firm. The purpose of this was to allow the firm to expand, but given the overall inadequacies of the location, a general industrial allocation was not considered appropriate.

Policy ED7 requires that employment sites remain in use as such.

To assist the consideration of applications proposing residential development of Employment Policy Areas, the Council produced SPG 24 – The Reuse of Employment Land for Housing. Essentially this advice imposes a number of tests that must be met. These are designed to ensure that an adequate supply of employment land remains; an acceptable or improved relationship of land uses; and no loss of jobs.

Policy H6 requires a minimum of 15% of the site to be allocated as Public Open Space where there are 20 or more dwellings.

Policy BE6 seeks to achieve good design standards for all forms of development.

Policy ES2 must be considered in this instance. This states that :-

New development in the vicinity of sewage treatment works will not normally be permitted, if, in the opinion of the Council, after consultation with the sewerage undertaker, it would result in the occupiers of properties being exposed to an unacceptable loss of amenity caused by odours or other problems associated with sewage treatment.

The Head of Transportation objects to the internal road layout within the site. It is a grid layout with limited pedestrian facilities, and encourages excessive vehicle speed by its long, straight road layout.

Network Rail has requested a number of conditions to safeguard the road bridge and railway embankment.

The Council's Contaminated Land Officer has assessed the study supplied with the application and requested a condition to ensure appropriate remediation.

Barnsley Development Agency have objected on the loss of an employment site, as there is a lack of genuinely available employment sites in the local area.

The Housing Market Renewal Team (HMR) have objected to the application on the grounds that will compromise emerging proposals for the regeneration of the housing market.

Representations

Public Consultation was carried out by Spawforths, over a number of meetings in the local community. Details of the responses from local residents were submitted with the application. The current application has been published in the local press, and a site notice posted at the entrance to the site.

79 letters of objection were received for the original submission. 145 letters of objection have been received regarding the amended scheme. The grounds of objection for the amended scheme are summarised as follows :-

- 141 dwellings will more than double the number of dwellings in the small residential community.
- Any development should be in keeping with the character of the local area, two and a half / three storeys is inappropriate in an area of 1/2 storey dwellings
- Inadequate parking for family homes / will restrict access for emergency vehicles
- Unsuitable highway infrastructure (Lowfield Road/rail bridge)
- Traffic Lights will cause serious highway congestion
- Existing limitations of electricity and water supply will be made worse
- Insufficient distance to sewerage works. Smells evident at existing housing.
- No good play areas for locality

Assessment

Material Considerations

Principle

Housing Market Renewal

Yorkshire Water Implications

Site Layout

Highway Infrastructure

Principle

This is a brownfield, former industrial site allocated as an employment policy area/allocation. The proposal must therefore be considered against Policy ED7 and the more detailed criteria set out in SPG24. In addition the emerging LDF and HMR proposals are extremely important considerations.

It must be accepted that the works are derelict, with little realistic prospect of development for industrial uses. This is compounded by the difficult access arrangements and close proximity of the site to housing. There is therefore a degree of merit in replacing the works with some form of residential development. However,

The policy enabling existing firms to expand is self-explanatory. However in this instance, as there is no existing firm to expand, and it would not be appropriate for other industrial uses to develop, it must be assumed that the allocation ceases, and the land is no longer allocated.

Local Development Framework (LDF)

The LDF aims to facilitate the delivery of new development in locations which comply with policies relating to sustainability and economic regeneration. It also takes into account local housing and regeneration initiatives. Within the LDF, sites are identified for development that are well served by public transport, community facilities and will assist regeneration.

The site is included within a wider urban fabric area to which the UDP and SPG criteria will apply.

Housing and Regeneration Policy Initiatives

The location is included within the Dearne housing market renewal pathfinder (HMR) area, which is one of nine organisations set up by the ODPM to tackle the most acute areas of poor housing. Funding is available to help invigorate communities by improving the quality of private, local authority and registered social landlord housing. The local strategies seek to clear poor quality housing, and provide new and upgraded housing within sustainable communities that are accessible to local amenities and community facilities. As such, the objectives of HMR closely integrate with planning policy objectives. Members will note from the recommended reason of refusal, the perceived conflict with the wider HMR proposal.

Consultations

A flood risk assessment has been provided with the application, which concludes that provided the site is developed in accordance with recommendations, the risk of flooding on site, and the impact on existing drainage systems will be low. The Environment Agency has no objections

Yorkshire Water have objected to the development. They state that the proposals are contrary to Policy ES2 in that the dwellings will be located too close to the Waste Water Treatment Works. Yorkshire Water seek a 200m separation distance from the works whereas the closest properties would be only 80m away.

In addition, Yorkshire Water also object on the basis of the insufficient capacity at the Treatment Works to accept additional discharges over and above those already allowed for in development plans. Capacity is not available at the Bolton WWTW, without considerable infrastructure improvements, which Yorkshire Water do not have the funding for in their plan period.

Neighbourhood Services have stated that whilst sufficient Public Open Space is provided, the type and location provided is inappropriate to have any meaningful use for the wider community. It is also adjacent the WWTW and furthest removed from existing housing.

A detailed transport assessment has been submitted in support. This describes the Council's transport policies, national transport initiatives, the local road network, public transport, accessibility by car and to local services and facilities. The Council's Highways and Engineering Division have no objections to the proposed road narrowing and traffic signals at the railway bridge, as a means to overcome the existing deficiencies of the bridge.

the overall scale of the development proposed has major ramifications on other policies.

Housing Market Renewal

The difficulty with this proposal is that it has not been allocated for in the LDF, and on the basis of local housing patterns, will flood the market. The proposal, as the agents have argued, would add choice and regenerate a degraded site, but this is a short-sighted argument. The housing allocations in the LDF have been made on the basis of their sustainable credentials and their very close relationship with areas of deprived housing stock. The allocations are therefore included to strengthen and support local services and assist in regeneration of depressed housing areas. Large scale, unplanned releases on the periphery of the urban area and in an arguably more attractive area are likely to absorb demand intended to assist regeneration elsewhere. The net result would be that those housing areas most in need of regeneration would be bypassed.

Yorkshire Water Implications

The guidance set out in Policy ES2 allows the Council, in conjunction with the sewerage undertaker, to assess how potential residential development would be affected by sewerage treatment works. In this instance, Yorkshire Water have advised that, in line with Policy ES2, a separation distance of 200m from the sewerage works to the closest residential property is required to alleviate potential problems of odours, nuisance from flies etc. As the closest property is located 80m from the sewerage works, Yorkshire Water have recommended refusal accordingly.

In addition there is a major capacity issue with the existing WWTW. Yorkshire Water advise that it is an aging works with just enough capacity to accept the phased discharges that will arise from the Reema and Goldthorpe Colliery development. The works infrastructure is simply not in a position to accept additional discharge from a large unplanned development (Yorkshire Water advise that funding will not be available until at least 2011). Accordingly, Yorkshire Water recommend refusal on both proximity and capacity grounds.

Site Layout

Parts of the site are very exposed with long distance views to the south and east. The layout proposed makes no concessions and is seen as rigid, with tall house types occupying elevated positions, incapable of being softened by landscaping or otherwise visually assimilated.

Open space is located at the southernmost point of the site adjacent to, and overlooking the sewerage works. Understandably, Neighbourhood Services agree that the location is poor, unattractive and of no benefit to the wider community.

Highway Infrastructure

The use of traffic lights to control access over the rail bridge is acceptable to the Head of Highways and Engineering, despite being prominent in the objections from local residents. However, the site layout itself is of concern to the Head of Transportation. Here, the rigid layout of long straight roads, the absence of pedestrian facilities will mean the layout is inherently unsafe by encouraging excessive vehicle speed. The Head of Transportation therefore recommends refusal on the grounds of conflict with Policies T2 and T2a of the UDP.



REFUSAL OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2006/1119

To Spawforth Associates
Junction 41 Business Court
East Ardsley
Wakefield
WF3 2AB

Spawforths				
Date Received 12 FEB 2007	FAO.1 <i>R</i>	FAO.2	FAO.3	FAO.4
Job No.	File Ref.			

Proposal Erection of 141 dwellings with associated car parking
At Lowfield Road, Bolton Upon Dearne, Rotherham

Permission is refused for the proposals which were the subject of the Application and Plans registered by the Council on 05 July 2006 and described above.

The reason(s) for the Council's decision to refuse planning permission is/are:

- 1 The site is located within the South Yorkshire Housing Market Renewal Pathfinder Area, the purpose of which includes improvements to, and diversification of the housing stock, and in line with the Regional Spatial Strategy for Yorkshire and the Humber [part of the Development Plan] the HMR Pathfinder has put forward a high level of specific housing allocations that will assist the realisation of the HMR programme.

The preferred options of the LDF are framed to assist the achievement of the objectives of the HMR programme and in accordance with RSS and proposes a high level of residential allocation which both in scale and location, are intended to support the HMR programme

In the opinion of the LPA the proposal is not allocated for residential development in either the LDF or UDP and is seen as a large scale, unplanned, release of housing land that add unnecessary supply to the housing market and, in the opinion of the Local Planning Authority, compromise the improvement potential of those areas HMR is intended to benefit.

- 2 The proposal is contrary to Policy ES2 of the UDP in that the development fails to achieve a satisfactory separation distance from the existing Bolton Waste Water Transfer Works to the proposed residential development. As a consequence, future residents are likely to suffer from odours and nuisance from noise and flies.
- 3 The proposal is contrary to Policy ES3 in that there is insufficient capacity at the Bolton Waste Water Treatment Works to allow for the increased flow that a development of this size would generate. As a consequence, the development is likely to lead to problems with pollution of local watercourses.

Signed *G. Middleh*
Assistant Director, Planning and Transportation *mm*

Dated 07 February 2007

- 4 The proposal is contrary to Policies T2 and T2a of the UDP in that the road layout is characterised by long straight roads, conducive to high vehicle speeds. This, and the absence of adequate pedestrian facilities, will result in a development in conflict with the basic principle of providing a safe environment.
- 5 The site is located to the edge of open countryside with an open aspect and extensive views to the south and east. The proposal is characterised by tall house types of a monotonous design and a rigid road layout. In the opinion of the Local Planning Authority, the proposal fails to adequately respond to its context, contrary to Policy BE6 of the UDP
- 6 The development of the modern warehouse site is seen as an isolated finger of development that fails to relate to its context. The proposal is therefore contrary to SPG24

Appendix 3 - Barnsley Local Plan Policies

**DE3/5 WEST OF GOLDTHORPE COLLIERY,
GOLDTHORPE**

2.7 Hectares

This site lies between the colliery and industrial land off Beever Street. Due to the fact that Beever Street is predominantly residential and not of a standard to accommodate additional industrial traffic, development will depend on providing access from the colliery road.

**DE3/6 EAST OF DEARNE ROAD,
BOLTON-ON-DEARNE**

0.8 Hectare

A small site on the southern edge of Bolton-on-Dearne which was occupied by the now demolished Dearne Mill. The proximity of residential properties, access constraints and the prominent location of the site will all be important factors in assessing a scheme for redevelopment.

Employment Policy Areas

Policy DE4

IN ACCORDANCE WITH POLICY ED7 THE FOLLOWING AREAS AS SHOWN ON THE PROPOSALS MAP WILL REMAIN IN EMPLOYMENT USE :

**DE4/1 LIDGET LANE INDUSTRIAL ESTATE,
THURNSCOE**

7.4 Hectares

Located on the eastern edge of Thurnscoe. Some vacant land is available for employment development on the estate with access from existing service roads.

**DE4/2 THURNSCOE WORKSHOPS,
LIDGET LANE, THURNSCOE**

1.7 Hectares

Former Hickleton Colliery baths which have been converted into 25 workshops. The designation also includes a coal merchants yard behind the building and former allotments south of King Street/Queen Street which are now occupied by small businesses and will be served by an access road from Thurnscoe Business Park.

DE4/3 GOLDTHORPE INDUSTRIAL ESTATE

16.8 Hectares

This is a major employment site with a variety of industrial and distribution uses. Some vacant land is available for employment development on the Estate with access from existing service roads.

**DE4/4 LAND SOUTH OF BEEVER STREET,
GOLDTHORPE**

1.7 Hectares

This is a small site between residential properties and the mineral railway line with a number of industrial users and some vacant land. Any development proposals will only be allowed if they do not have a harmful impact on the amenities of local residents, particularly in terms of traffic generation.

DE4/5 GOLDTHORPE COLLIERY

10 Hectares

The colliery is currently non-operational. Any proposals for redevelopment of the site must address the problems with the existing access to Doncaster Road and also safeguard the amenity of local residents.

**DE4/6 FURLONG ROAD,
BOLTON-ON-DEARNE**

3.7 Hectares

An established industrial and storage site adjoining the railway line and residential properties, the proximity of which will be an important consideration when assessing any proposals.

**DE4/7 SOUTH OF LOWFIELD ROAD,
BOLTON-ON-DEARNE**

3.8 Hectares

A large factory adjoining the railway line on the edge of Bolton-on-Dearne.

**DE4/8 CARRHEAD LANE,
BOLTON-ON-DEARNE**

1.9 Hectares

Existing factory site within a predominantly residential area.

Expansion of Existing Firms

Policy DE5

IN ACCORDANCE WITH POLICY ED11, THE FOLLOWING SITE AS SHOWN ON THE PROPOSALS MAP IS SUITABLE FOR THE EXPANSION OF THE EXISTING FIRM ALTHOUGH NOT CAPABLE OF INDEPENDENT DEVELOPMENT BECAUSE OF ACCESS AND OTHER CONSTRAINTS :

**DE5/1 SOUTH OF LOWFIELD ROAD,
BOLTON-ON-DEARNE**

1.9 Hectares

The site adjoins an existing factory site (see site DE4/7) and the allocation is intended to allow the existing firm to expand if necessary. Due to access constraints and its location the site is not suitable for separate development.

Hotel / Motel Development

Policy DE6

IN ACCORDANCE WITH POLICY ED15 LAND AT HOLLY GROVE FARM, GOLDTHORPE IS PROPOSED FOR HOTEL DEVELOPMENT.

This triangular shaped site (approximately 2.3 hectares) is located in a prominent position on the outskirts of Goldthorpe between Barnsley Road and the Goldthorpe Bypass (A635). To its east lie a number of mature trees and existing farm house and buildings which form part of a 5 hectare site allocated for housing development (site DE1/11). Access to serve the hotel should be provided from Barnsley Road in accordance with the relevant standards and so that there is no prejudice to the safe operation of the A635 roundabout junction to the west. No access will be permitted to the Bypass. The site should be developed and landscaped to an appropriately high standard in accordance with Policy BE6 given its prominent location, including the provision of a landscaped corridor along the Bypass.

- C) THEY WOULD CAUSE NO UNDUE HARM TO RESIDENTIAL AMENITY FOR REASONS SUCH AS EXCESSIVE NOISE, FUMES, SMELLS, CAR PARKING OR SERVICING OR HIGHWAY CONGESTION, AND
- D) THEY COULD BE ACCOMMODATED SATISFACTORILY WITHIN THE SITE WITHOUT GIVING RISE TO UNACCEPTABLE CONDITIONS OF HIGHWAY CONGESTION OR SAFETY, PARTICULARLY TO PEDESTRIANS AND CYCLISTS.

Housing for Special Needs

Policy H5

THE COUNCIL WILL PROMOTE DIVERSITY OF DWELLING TYPE, SIZE, DENSITY AND DESIGN THROUGHOUT THE BOROUGH TO MEET THE FULL RANGE OF HOUSING NEED. IN PARTICULAR, THE COUNCIL WILL ENCOURAGE, IN APPROPRIATE LOCATIONS THROUGHOUT THE BOROUGH :

- A) HOUSING FOR KEY WORKERS
- B) AFFORDABLE HOUSING AND HOUSING FOR RENT
- C) HOUSING FOR THE ELDERLY AND THOSE WITH DISABILITIES
- D) HOMES INTENDED FOR SINGLE PERSON HOUSEHOLDS.

Open Space Provision

Policy H6

ALL DEVELOPMENTS WHICH COMPRISE OR INCLUDE THE PROVISION OF TWENTY OR MORE NEW DWELLING UNITS SHALL INCORPORATE, AS AN INTEGRAL PART OF THE DEVELOPMENT, A MINIMUM OF 15% OF THE GROSS SITE AREA AS OPEN SPACE OF A TYPE APPROPRIATE TO THE CHARACTER OF THE SITE, ITS LOCATION AND THE LAYOUT AND NATURE OF THE NEW HOUSING THEREON AND THE ADJOINING LAND USES.

SUCH PROVISION WILL BE DESIGNED AND LAID OUT IN A WAY WHICH REINFORCES THE PRIMARY PURPOSE OF THE AREA (OR AREAS) OF OPEN SPACE AS BEING, IN THE FIRST INSTANCE, FOR THE ENJOYMENT OF THE RESIDENTS OF THE HOUSING DEVELOPMENT OF WHICH IT FORMS AN INTEGRAL PART AND NOT THE PUBLIC AT LARGE.

DEVELOPERS WILL BE REQUIRED TO LAY OUT THE AREAS OF OPEN SPACE TO WHICH THIS POLICY RELATES AND THEREAFTER TO CONTRIBUTE TOWARDS THE FUTURE MAINTENANCE COSTS OF THESE FACILITIES BY WAY OF AN AGREEMENT WITH THE COUNCIL TO BE MADE UNDER THE PROVISIONS OF SECTION 106 OF THE ACT.

WHERE IT IS IMPOSSIBLE TO MAKE SUCH PROVISION ON LAND EITHER WITHIN OR IMMEDIATELY ADJACENT TO THE SITE IN A SATISFACTORY AND ACCEPTABLE MANNER, OR WHERE THE COUNCIL DEEM IT APPROPRIATE, SUITABLE OFF-SITE OPEN SPACE FACILITIES, REMOTE FROM THE DEVELOPMENT LAND, MAY BE ACCEPTABLE EITHER AS NEW FACILITIES OR AS AN EXTENSION TO THOSE EXISTING.

IN THESE CIRCUMSTANCES THE COUNCIL WILL SEEK TO ENTER INTO AN AGREEMENT UNDER 106 OF THE ACT WITH THE DEVELOPER TO ENSURE THAT A FINANCIAL CONTRIBUTION IS SECURED TOWARDS THE CAPITAL COSTS OF THE PROVISION AND THE FUTURE MAINTENANCE OF THE OPEN SPACE IN QUESTION.

Access to Undeveloped Land

Policy H7

NEW RESIDENTIAL DEVELOPMENT SHOULD SAFEGUARD ACCESS AND SERVICE OPPORTUNITIES FOR ADJACENT LAND WHICH IS ALLOCATED FOR HOUSING OR PROTECTED UNDER POLICY GS10 OR GS11.

Existing Residential Areas

Policy H8

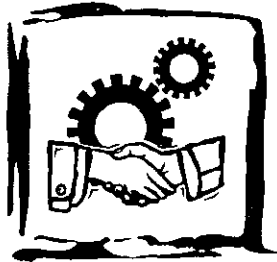
AREAS DEFINED ON THE PROPOSALS MAP AS HOUSING POLICY AREAS WILL REMAIN PREDOMINANTLY IN RESIDENTIAL USE. OTHER USES WILL ONLY BE PERMITTED WHERE THEY ARE COMPATIBLE WITH A RESIDENTIAL AREA AND OTHER POLICIES OF THE PLAN.

Housing Renewal

Policy H9

THE COUNCIL WILL SEEK TO IMPROVE THE QUALITY OF THE EXISTING HOUSING STOCK BY MEASURES AS SET OUT IN ITS HOUSING STRATEGY :

- A) RENEWAL OF OLDER PRIVATE HOUSING USING RENEWAL AREAS AND OTHER SIMILAR INITIATIVES
- B) ACTION TO IMPROVE THE EXISTING MUNICIPAL STOCK AS PERMITTED BY THE HOUSING ACTS AND OTHER GOVERNMENT MUNICIPAL HOUSING IMPROVEMENT PROGRAMMES
- C) IMPROVEMENT OF IMMEDIATE ENVIRONS OF HOUSING AREAS
- D) THROUGH THE PROVISION OF GRANT AID, GROUP REPAIR AND WHERE APPROPRIATE, ENFORCEMENT ACTION AND CLEARANCE.



ECONOMIC DEVELOPMENT

Sites for New Development

Policy ED1

THE COMMUNITY AREA VOLUMES IN PART II OF THE PLAN SHOULD INCLUDE PROPOSALS FOR THE DEVELOPMENT OF SOME 307 TO 375 HECTARES OF LAND FOR EMPLOYMENT PURPOSES IN THE PERIOD 1991-2001. IN ORDER TO PROVIDE CHOICE AND FLEXIBILITY, PARTICULARLY TO ENCOURAGE INWARD INVESTMENT, A VARIETY OF SITES SHOULD BE IDENTIFIED INCLUDING SOME GREENFIELD SITES.

Uses on Employment Sites

Policy ED2

DEVELOPMENT ON SITES PROPOSED FOR EMPLOYMENT USE, OTHER THAN THOSE SPECIFIED IN POLICY ED3 OR IN COMMUNITY AREA VOLUMES, WILL NORMALLY BE PERMITTED FOR BUSINESS, INDUSTRY, AND STORAGE AND DISTRIBUTION. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) USES WILL NOT BE PERMITTED. OTHER EMPLOYMENT GENERATING USES MAY BE PERMITTED IF THEY ARE COMPATIBLE WITH ADJOINING USES.

Policy ED3

DEVELOPMENT ON BIRTHWAITE BUSINESS PARK, JUNCTION 37 EMPLOYMENT SITE AND ELMHIRST LANE EMPLOYMENT SITE WILL, UNLESS OTHERWISE STATED IN COMMUNITY AREA VOLUMES, NORMALLY BE PERMITTED FOR BUSINESS AND GENERAL INDUSTRY. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) USES WILL NOT BE PERMITTED. OTHER EMPLOYMENT GENERATING USES WILL BE CONSIDERED IF THEY ARE COMPATIBLE WITH ADJOINING USES AND HAVING PARTICULAR REGARD TO THE QUALITY OF THE DEVELOPMENT AND THE NUMBER AND TYPE OF JOBS TO BE CREATED.

Economic Development and Residential Amenity

Policy ED4

PROPOSALS FOR ECONOMIC DEVELOPMENT ADJOINING OR CLOSE TO HOUSING WILL BE ASSESSED WITH PARTICULAR REGARD TO THE LIKELY IMPACT ON RESIDENTIAL AMENITY IN TERMS OF :

- A) AIR POLLUTION INCLUDING SMELL, FUMES, SMOKE, SOOT, ASH, DUST OR GRIT
- B) NOISE FROM OPERATIONS ON, OR TRAFFIC ENTERING OR LEAVING, THE SITE
- C) VISUALLY INTRUSIVE BUILDINGS, PLANT, FENCING, LIGHTING OR OUTSIDE STORAGE.

Sites & Premises for Small & Medium Sized Businesses

Policy ED5

THE COUNCIL WILL IN APPROPRIATE CASES :

- A) SERVICE AND PREPARE EMPLOYMENT SITES
- B) PROVIDE START-UP UNITS AND SMALL FACTORY UNITS IN SUITABLE LOCATIONS
- C) IMPROVE SUITABLE OBSOLESCE BUILDINGS FOR EMPLOYMENT USE
- D) SUPPORT AND ENCOURAGE PROVISION OF INDUSTRIAL AND COMMERCIAL SITES AND PREMISES BY THE PRIVATE SECTOR.

Policy ED6

PROVISION WILL BE MADE FOR SUITABLE WORK SPACE WITH ACCESS TO ADVICE TO ENABLE NEW BUSINESSES TO BECOME ESTABLISHED.

Existing Employment Areas

Policy ED7

AREAS DEFINED ON THE PROPOSALS MAPS AS EMPLOYMENT POLICY AREAS WILL REMAIN IN EMPLOYMENT USE. UNLESS OTHERWISE STATED IN COMMUNITY AREA VOLUMES, DEVELOPMENT WILL NORMALLY BE PERMITTED FOR BUSINESS, INDUSTRY AND STORAGE AND DISTRIBUTION. OTHER EMPLOYMENT GENERATING USES MAY ALSO BE PERMITTED IF THEY ARE COMPATIBLE WITH ADJOINING USES. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) WILL NOT BE PERMITTED.

- A) AGRICULTURE OR FORESTRY
- B) ESSENTIAL FACILITIES FOR OUTDOOR SPORT OR OUTDOOR RECREATION, FOR CEMETERIES, OR FOR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT
- C) THE REPLACEMENT OF EXISTING DWELLINGS IN COMPLIANCE WITH POLICY GS8E.

Visual Amenity

Policy GS9

DEVELOPMENT WITHIN THE GREEN BELT, OR CONSPICUOUS FROM IT, SHOULD NOT BY REASON OF ITS SITING, MATERIALS OR DESIGN RESULT IN SIGNIFICANT HARM TO THE VISUAL AMENITY OF THE GREEN BELT.

Safeguarded Land

Policy GS10

IN AREAS SHOWN AS SAFEGUARDED LAND ON THE PROPOSALS MAP EXISTING USES WILL NORMALLY REMAIN DURING THE PLAN PERIOD AND DEVELOPMENT WILL BE RESTRICTED TO THAT NECESSARY FOR THE OPERATION OF THE EXISTING USES. OTHERWISE PLANNING PERMISSION FOR THE PERMANENT DEVELOPMENT OF SUCH LAND WILL ONLY BE GRANTED FOLLOWING A REVIEW OF THE UDP WHICH PROPOSES THAT DEVELOPMENT ON THE LAND IN QUESTION.

Urban Land to Remain Undeveloped

Policy GS11

ON SITES SHOWN AS URBAN LAND TO REMAIN UNDEVELOPED ON THE PROPOSALS MAP EXISTING USES WILL NORMALLY REMAIN DURING THE PLAN PERIOD AND DEVELOPMENT WILL BE RESTRICTED TO THAT NECESSARY FOR THE OPERATION OF THE EXISTING USES. OTHERWISE PLANNING PERMISSION FOR THE PERMANENT DEVELOPMENT OF SUCH LAND WILL ONLY BE GRANTED FOLLOWING A REVIEW OF THE UDP WHICH PROPOSES THAT DEVELOPMENT ON THE LAND IN QUESTION.

OTHER UNSCHEDULED ARCHAEOLOGICAL REMAINS OF MORE LOCAL IMPORTANCE MAY ALSO BE WORTHY OF PRESERVATION. WHERE THESE FEATURES ARE AFFECTED BY DEVELOPMENT PROPOSALS, THEIR RELATIVE IMPORTANCE WILL BE WEIGHED AGAINST OTHER FACTORS INCLUDING THE NEED FOR THE PROPOSED DEVELOPMENT.

ON SITES OF IDENTIFIED OR POTENTIAL ARCHAEOLOGICAL SIGNIFICANCE, THE COUNCIL MAY REQUIRE AN ARCHAEOLOGICAL FIELD EVALUATION TO BE SUBMITTED AS PART OF A PLANNING APPLICATION.

Policy BE4

WHERE THE AUTHORITY DECIDES THAT THE PHYSICAL PRESERVATION OF ARCHAEOLOGICAL REMAINS IN SITU IS NOT JUSTIFIED, AND THAT DEVELOPMENT WHICH WOULD DESTROY THE REMAINS SHOULD PROCEED, THE AUTHORITY WILL ENSURE, BEFORE GRANTING PLANNING PERMISSION, THAT THE DEVELOPER HAS MADE APPROPRIATE AND SATISFACTORY PROVISION FOR THE EXCAVATION AND RECORDING OF THE REMAINS.

Improving Existing Areas of Poorer Quality Built Environment

Policy BE5

THE COUNCIL WILL SEEK TO ENHANCE THE ENVIRONMENTAL QUALITY OF EXISTING HOUSING, COMMERCIAL AND INDUSTRIAL AREAS.

QUALITY OF DEVELOPMENT

Design Standards

Policy BE6

THE COUNCIL WILL SEEK TO ACHIEVE GOOD DESIGN STANDARDS FOR ALL TYPES OF DEVELOPMENT.

PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED USING THE FOLLOWING DESIGN CRITERIA :

- A) THE QUALITY OF LAYOUT, AND SUITABILITY OF SCALE OF THE DEVELOPMENT
- B) THE USE, QUALITY, DESIGN AND LANDSCAPE TREATMENT OF OPEN LAND WITHIN THE SITE AND THE AREA AROUND BUILDINGS
- C) THE STANDARD OF DETAILED DESIGN AND FACING MATERIALS OF PROPOSED BUILDINGS



Environment & Recreation **ENVIRONMENT STANDARDS**

Pollution

Policy ES1

THE COUNCIL WILL REFUSE PROPOSALS FOR DEVELOPMENT WHICH ARE LIKELY TO RESULT IN HARM TO THE ENVIRONMENT THROUGH EXCESSIVE LEVELS OF POLLUTION ARISING EITHER WITHIN THE SITE TO BE DEVELOPED OR OCCASIONED ELSEWHERE BY THE PROPOSED DEVELOPMENT.

THE COUNCIL WILL IN PARTICULAR RESIST DEVELOPMENT WHICH IS LIKELY TO RESULT IN HOUSING, SCHOOLS, HOSPITALS OR OTHER SENSITIVE LAND USES BEING SUBJECTED TO EXCESSIVE LEVELS OF AIR, NOISE OR OTHER POLLUTION.

WHERE DEVELOPMENT IS PERMITTED THE COUNCIL WILL SEEK TO ENSURE THAT RESULTING POLLUTION IS AVOIDED OR MINIMISED.

Sewage Treatment Works

Policy ES2

NEW DEVELOPMENT IN THE VICINITY OF SEWAGE TREATMENT WORKS WILL NOT NORMALLY BE PERMITTED IF, IN THE OPINION OF THE COUNCIL, AFTER CONSULTATION WITH THE SEWERAGE UNDERTAKER, IT WOULD RESULT IN THE OCCUPIERS OF AFFECTED PROPERTY BEING EXPOSED TO AN UNACCEPTABLE LOSS OF AMENITY CAUSED BY ODOURS OR OTHER PROBLEMS ASSOCIATED WITH SEWAGE TREATMENT.

Water Pollution

Policy ES3

THE COUNCIL WILL, IN CONJUNCTION WITH THE NATIONAL RIVERS AUTHORITY, USE ALL ITS AVAILABLE POWERS AND INFLUENCE TO PREVENT THE POLLUTION OF ALL SURFACE AND UNDERGROUND WATER AND SEEK TO IMPROVE THEIR QUALITY CONSISTENT WITH EUROPEAN UNION WATER QUALITY OBJECTIVES.

Washlands

Policy ES4

DEVELOPMENT WILL NOT BE PERMITTED IN AREAS DESIGNATED AS WASHLANDS ON THE PROPOSALS MAPS EXCEPT WHERE :

- A) THE PROPOSED DEVELOPMENT WOULD NOT SIGNIFICANTLY AFFECT THE FUNCTION OF THE WASHLAND, OR IT INCORPORATES ADEQUATE ALTERNATIVE FLOODWATER STORAGE CAPACITY AND
- B) THERE WOULD BE NO SERIOUS RISK TO THE DEVELOPMENT FROM FLOOD DEBRIS OR POLLUTION.

Watercourses

Policy ES5

CULVERTING OR CANALISATION OF WATERCOURSES WILL NOT BE PERMITTED UNLESS THERE ARE OVERRIDING PUBLIC SAFETY CONSIDERATIONS OR DEVELOPMENT COULD NOT BE ACHIEVED IN ANY OTHER WAY.

Unstable Land

Policy ES6

WHERE THE COUNCIL CONSIDERS IT NECESSARY IT WILL INSIST ON DEVELOPMENT PROPOSALS BEING ACCOMPANIED BY REPORTS ON SITE STABILITY AND APPROPRIATE REMEDIAL MEASURES.

Contaminated Land

Policy ES7

WHERE DEVELOPMENT IS PROPOSED ON LAND WHICH THE COUNCIL KNOWS OR STRONGLY SUSPECTS IS CONTAMINATED TO AN EXTENT WHICH WOULD AFFECT THE PROPOSED DEVELOPMENT OR INFRINGE STATUTORY REQUIREMENTS, THE COUNCIL WILL REQUIRE TO BE SATISFIED THAT THE APPLICANT HAS :

- A) UNDERTAKEN INVESTIGATIONS TO ESTABLISH THE NATURE AND EXTENT OF CONTAMINATION AND ITS POTENTIAL IMPACT ON THE DEVELOPMENT PROPOSED, AND
- B) WHERE APPROPRIATE, PROVIDED DETAILS OF MEASURES TO BE TAKEN TO REMOVE AND/OR TREAT THE CONTAMINATION OR TO PROTECT THE DEVELOPMENT AND THE ENVIRONMENT FROM ITS EFFECTS TO THE SATISFACTION OF THE COUNCIL. SUCH MEASURES MUST BE IMPLEMENTED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT OR IN ACCORDANCE WITH A TIMESCALE TO BE AGREED BY THE COUNCIL.

Design to Avoid Crime

Policy BE6A

IN ASSESSING ANY PROPOSED DEVELOPMENT LAYOUT, THE COUNCIL WILL SEEK TO AVOID OPPORTUNITIES FOR CRIME. THE FOLLOWING CRITERIA MAY BE APPLIED WHERE APPROPRIATE :

- A) PARKING AREAS AND GARAGE COURTS SHOULD BE WELL LIT AND IN A LOCATION VISIBLE FROM THE HIGHWAY, NOT SCREENED BY WALLS OR PLANTING
- B) PUBLIC OPEN SPACES SHOULD BE VISIBLE FROM HIGHWAYS, AND BE OVERLOOKED BY NEIGHBOURING DWELLINGS. THE CREATION OF DARK CORNERS MUST BE AVOIDED
- C) HIGH LEVELS OF LIGHTING MUST BE INSTALLED AND MAINTAINED TO ALL PUBLIC AREAS
- D) WALLS AND PLANTING ALONG PUBLIC ROUTES SHOULD BE DESIGNED TO AVOID BLIND CORNERS AND HIDING PLACES
- E) DEVELOPMENTS SHOULD BE SEPARATED INTO PUBLIC AND PRIVATE AREAS. SECURITY OF PRIVATE AREAS MUST NOT BE REDUCED BY SUCH THINGS AS FOOTPATHS BETWEEN REAR GARDENS
- F) HOUSING SHOULD BE DESIGNED INTO SECURE GROUPS, PROBABLY OFF CULS-DE-SAC, WITH NO THROUGH TRAFFIC VEHICULAR OR PEDESTRIAN, AND WHERE STRANGERS ARE EASILY IDENTIFIED.

- 3.171 Advice from South Yorkshire Police and guidance in Government circulars indicates that the design of new development can have an influence on reducing opportunities for crime. The criteria in this policy indicate how design can facilitate the 'watching over' of an area by residents and prevent the creation of places where crime is easy to carry out.

Design & Access for the Public

Policy BE6B

IN ASSESSING ANY PROPOSED DEVELOPMENT TO WHICH THE PUBLIC WILL HAVE ACCESS INCLUDING ROADS AND FOOTPATHS IN RESIDENTIAL AND OTHER AREAS, THE COUNCIL WILL SEEK, WHERE APPROPRIATE, THROUGH THE FOLLOWING DESIGN CRITERIA, TO ENSURE THE CREATION OF A FULLY ACCESSIBLE ENVIRONMENT :

- A) WHEREVER POSSIBLE, NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO MAKE IT EASILY ACCESSIBLE TO PUBLIC TRANSPORT USERS
- B) IN THE DESIGN OF NEW DEVELOPMENTS, REFURBISHMENTS AND CHANGES OF USE INVOLVING NON-DOMESTIC BUILDINGS, GOOD PROVISION MUST BE MADE FOR DISABLED WORKERS, VISITORS AND CUSTOMERS TO GAIN ACCESS TO, AND MOVE WITHIN, ALL BUILDINGS

- C) AN APPROPRIATE NUMBER OF OVER-SIZED CAR PARKING SPACES MUST BE PROVIDED CLOSE TO NON-DOMESTIC BUILDINGS AND PERMANENTLY SET ASIDE FOR THE USE OF THOSE WITH MOBILITY HANDICAPS
- D) IN THE DESIGN OF EXTERNAL AREAS THE COUNCIL WILL TAKE INTO ACCOUNT THE NEEDS OF ALL SPECIAL GROUPS, E.G. WHEELCHAIR USERS, THE BLIND AND PARTIALLY SIGHTED, PEOPLE WITH PUSHCHAIRS AND/OR SMALL CHILDREN, AND THE ELDERLY AND INFIRM, IN ORDER TO CREATE A SAFE AND ACCESSIBLE ENVIRONMENT.
- 3.172 Access into and moving around some buildings is difficult, if not impossible, for an estimated 10 million people in this country who are mobility handicapped in some way. By working towards a 'barrier-free' environment, better mobility can be achieved for everyone.
- 3.173 Improvements in accessibility need to be matched by improvements in facilities, such as toilets for the disabled, baby changing and feeding rooms, adequate size and number of lifts, seating and rest areas and wheelchair hire schemes.
- 3.174 For many people convenient access to buildings and other public areas depends on their location in relation to public transport facilities on which they rely for mobility.

Pedestrians & Cyclists

Policy BE6C

IN ASSESSING THE DESIGN AND LAYOUT OF NEW HOUSING DEVELOPMENTS, THE COUNCIL WILL SEEK TO ENSURE ACCESS TO LOCAL FACILITIES FOR PEDESTRIANS AND CYCLISTS WHICH MINIMISE DISTANCE AND THE USE OF ROADS OF MORE THAN LOCAL IMPORTANCE.

- 3.175 Residents of new housing developments will need access to local facilities for 'everyday' needs, for example, to shops, schools and community facilities. It is considered important to provide easy access by a number of modes of transport, including by bicycle and by foot, so as to create opportunities to reduce the number of trips made by motor vehicles, particularly for short journeys. The potential access routes for pedestrians and cyclists to local facilities should also, where possible, be safe in that they avoid busier traffic routes. The provision of Policies T26 and T27 are relevant to considerations of this aspect of development proposals.

- 3.191 In appropriate cases, developers will be required to reduce the effects of pollution by using one or a number of methods including :
- a) Engineering - for example reducing noise at source, improving insulation or erecting purpose designed barriers
 - b) Layout -for example increasing intervening distances, re-arranging internal design of buildings, or landscaping involving moulding, planting, etc.
 - c) Administrative - for example limiting operating times, restricting activities, or specifying noise limits.

Sewage Treatment Works

Policy ES2

NEW DEVELOPMENT IN THE VICINITY OF SEWAGE TREATMENT WORKS WILL NOT NORMALLY BE PERMITTED IF, IN THE OPINION OF THE COUNCIL, AFTER CONSULTATION WITH THE SEWERAGE UNDERTAKER, IT WOULD RESULT IN THE OCCUPIERS OF AFFECTED PROPERTY BEING EXPOSED TO AN UNACCEPTABLE LOSS OF AMENITY CAUSED BY ODOURS OR OTHER PROBLEMS ASSOCIATED WITH SEWAGE TREATMENT.

- 3.192 In addition to the general Policy ES1 outlined above which seeks to prevent the adverse consequences of pollution the Council considers it important to specify the particular problems associated with siting new development near sewage treatment works.
- 3.193 As pressure to release land for development intensifies it is likely that areas located close to sewage treatment works will attract proposals for development. Particularly sensitive uses such as housing and schools can be seriously affected by odours and insect nuisances which arise even with the most sophisticated control systems.
- 3.194 Yorkshire Water as the sewerage undertaker suggests that within 400 metres of a sewage treatment works pollution sensitive development proposals should be referred to the Environmental Health Authority for assessment to ensure serious disamenities are not likely to arise.
- 3.195 The Council will not apply a rigid distance to the separation of sensitive development and sewage treatment works. Each proposal will be treated on its merits taking into account the advice of the sewerage undertaker, the Environmental Health Authority, and local circumstances such as prevailing winds, topography and the degree of nuisance in the context of the advice contained in PPG23.