



PB Planning

KERESFORTH ROAD, DODWORTH

PLANNING STATEMENT

MAY 2018

Strategy > Partnership > Delivery

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1.0 INTRODUCTION

1.1 This Planning Statement accompanies an application for **outline** planning permission for the following development at land to the north of Keresforth Road, Dodworth:

“Development of approximately five residential dwellings and associated infrastructure”

1.2 This statement has been prepared in support of the planning application and it provides details of the proposed development and an assessment of its compliance with relevant planning policy.

1.3 The application package is accompanied by the appropriate planning application fee and comprises copies of the following documents: -

- Planning Application Forms & Certificates
- Site Location Plan
- Proposed Site Layout
- Design and Access Statement
- Ecology Report
- Arboricultural Assessment
- Air Quality Assessment
- Noise Impact Assessment
- Highways Appraisal
- Flood Risk & Drainage Statement

1.4 The statement concludes that the proposed development is in accordance with relevant planning policies at national and local levels. The proposed scheme seeks to provide new high quality detached family homes in a location which is appropriate for the proposed residential use. Outline planning permission should therefore be granted in respect of this planning application.

2.0 SITE DESCRIPTION AND DEVELOPMENT PROPOSALS

- 2.1 The application site consists of a private field of 0.45 hectares in size and benefits from strong defensible boundaries on all sides. To the north of the site is existing woodland, to the east is the M1 motorway, to the west lie existing residential properties and the southern boundary is contained by Keresforth Road.
- 2.2 The site is currently designated as Safeguarded Land within the Barnsley Unitary Development Plan. However, the proposals maps for the Publication Draft Barnsley Local Plan seeks to place the application site within the defined settlement limits of Dodworth (Urban Barnsley).
- 2.3 The proposals seek to deliver five detached, executive style family homes. The development proposals can provide a small, but important, contribution to delivering family housing to re-balance the Borough's housing supply
- 2.4 The development proposals will be viewed in the context of the existing residential buildings located within the vicinity of the site. Creating a logical rounding off of the existing settlement form in this location of Dodworth. A point recognised by BMBC's proposal to include the site within the defined settlement limits of Dodworth within the Publication Draft Local Plan.
- 2.5 The drawings submitted alongside the planning application demonstrate that the application site represents a small, fully enclosed plot, adjoined by existing built form. The development of the site in the manner proposed will therefore be in-keeping with the existing settlement form and context of the area.
- 2.6 The submitted proposed site layout includes an illustrative sketch which indicates that the design of the proposed houses will seek to reflect the character of the area. The siting of the proposed properties also seeks to take into account the site's topography and boundary woodland features. Consideration has also been given to the amenity of existing residential properties.
- 2.7 Whilst the application is in outline, the development proposal represents five executive family home that are proposed to be designed specifically in respect of this site and the design character of its surroundings.
- 2.8 The submitted Design and Access Statement identifies that the site has the potential to deliver the followed mix and size of new homes: -
- Unit 1 - 4 Bed two storey detached - 153sqm/1646sqft
 - Unit 2 - 4/5 Bed three storey detached - 166sqm/1786sqft
 - Unit 3 - 4/5 Bed three storey detached - 166sqm/1786sqft
 - Unit 4 - 4 Bed two storey detached - 153sqm/1646sqft
 - Unit 5 - 4 Bed two storey detached - 153sqm/1646sqft

- 2.9 All properties would have large gardens which are well in excess of the minimum standards for private amenity space.
- 2.10 The density of the site is relatively low at 11 dwellings per hectare due mainly to the gradient of the site. It is considered however that the site is suitable for lower density larger detached dwellings consistent with existing detached dwellings adjacent to the west of the site and similar to the recently approved similar development located at Needlewood, approximately 230 meters east of the site which has now been completed.
- 2.11 The submitted indicative layout identifies that proposed Unit 1 would provide a frontage to Keresforth Hill Road in similar alignment to the existing dwelling, No 37 Keresforth Road to the west. Remaining dwellings Units 2-5 have been arranged around an informal courtyard to minimise the gradient of the access road. Units 2 and 3 are three storeys allowing garages to be located at lower ground floor level excavated into the site with rear gardens a storey higher at upper ground floor level.
- 2.12 It is proposed that the materials to be used in the construction of the dwellings will be sourced locally whenever possible. Materials will be discussed and agreed with BMBC in due course, however, it is anticipated that they will be chosen to ensure the dwellings will harmonise with the existing built fabric along Keresforth Hill Road.
- 2.13 Whilst the application is in outline, the applicant has sought to provide further design details in order to provide BMBC with evidence of the ability to deliver a high quality and sensitively designed scheme at the site, which has taken into account the site's physical characteristics.
- 2.14 The application site is situated in a sustainable location. Dodworth is identified as being located within the Sub-Regional Town of Urban Barnsley within section 7.4 (The Settlement Hierarchy) of the adopted Barnsley Core Strategy. Urban Barnsley sits at the top of the Borough's settlement hierarchy and is identified as being the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities within the Borough. Policy CSP10 of the Core Strategy identifies that 9,800 homes (46%) are to be delivered in Urban Barnsley over the plan period to 2026. Dodworth is retained as part of the Sub-Regional Town of Urban Barnsley within Section 5.9 of the Publication Draft Local Plan. It is maintained as the focus of growth in the Borough. Policy H2 of the document identifies that 9,237 homes (45%) are to be delivered in Urban Barnsley over the plan period to 2033.
- 2.15 With regards to access to services, Manual for Streets published in 2007 highlights that walking offers the greatest potential to replace short car trips, particularly those under 2km. The town centre of Dodworth is located within 2km of the application site. Pedestrian footpaths are

available from the site's proposed access point. Bus stops are also available within approximately 50 metres of the site.

- 2.16 The proposed development represents an opportunity to create a well-connected and natural residential infill/rounding off to the settlement pattern of Dodworth. Transport links, services and facilities are all accessible by walking, cycling and public transport.
- 2.17 The design of the new development has considered the root protection areas and crown position of trees in relation to each of the dwellings. The applicant has adapted the preliminary development proposals by moving the residential building by approximately 2.5m to the east, thus causing all root protection areas to be outside the footprint of the building and avoid any impact to the trees. Some shade from trees may be beneficial. In particular, deciduous trees give shade in summer but allow access to sunlight in winter. However, the design proposals avoid excessive shading, and give adequate provision for future tree growth. The development of the site also includes extensive new tree planting throughout the site as part of a soft landscaping scheme. As such, suitable new tree planting has the potential to mitigate for the required tree removals and, in the longer term, has the potential to improve the sites tree cover.
- 2.18 The proposed site access, in the location of the existing access into the land from Keresforth Road, is situated to the west of the Gilroyd Lane junction and would take the form of a simple junction arrangement that would meet BMBC's requirements within the South Yorkshire Residential Design Guide in terms of horizontal and vertical alignment.
- 2.19 On account of the site's location within vicinity of the M1 motorway, as part of the development proposals, a timber reflective barrier is to be installed along the eastern boundary of the application site adjacent to the M1. A 2m high barrier will also be placed along the site's southern edge to mitigate ambient noise levels from Keresforth Road. However, this would be integrated and softened with suitable planting and shrubbery.
- 2.20 With regards to drainage, it is proposed that foul water will drain to the public foul sewer 230 metres away in Keresforth Road; it is likely that sewage will need to be pumped. Surface water will drain to Dodworth Dike via an attenuation scheme designed for storms of 1 in 100-years (1% chance of annual occurrence) plus allowances for climate changes and 'urban creep'. Flows will not exceed 5 litres per second. The required surface water attenuation will be provided within the pipework to be provided as part of the drainage infrastructure. If agreeable to the Local Authority, site drainage will connect to a 'highway drain' crossing in front of the site, otherwise a new sewer directly to the beck will be provided.
- 2.21 In order to protect the adjacent property from any surface water run-off a 'French Drain' will be laid along the adjoining boundary.

3.0 PLANNING POLICY CONTEXT

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that: -

“If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

3.2 This section of the Planning Statement outlines the relevant planning policy context for the proposed development considering National policy guidance and the policies of the Development Plan. For reference, the following documents have been reviewed: -

National Planning Guidance

- National Planning Policy Framework

Development Plan Policy

- Barnsley Core Strategy DPD;
- Saved Policies of the Barnsley Unitary Development Plan (UDP); and
- Publication Draft Barnsley Local Plan

3.3 At the national planning policy level, the National Planning Policy Framework (NPPF) identifies in Paragraph 6 that the purpose of the planning system is to contribute to the achievement of sustainable development. In Paragraph 7 it identifies three dimensions to sustainable development, which are as follows: -

- ***An economic role*** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- ***A social role*** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality-built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- ***An environmental role*** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

3.4 The NPPF identifies that these three roles should not be considered in isolation because they are mutually dependent. The document makes it clear that economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. The NPPF states in Paragraph 8 that to achieve sustainable development: -

“economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.”

- 3.5 Paragraph 9 of the NPPF further identifies that sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, which includes but is not limited to the following:
- *Making it easier for jobs to be created in cities, towns and villages;*
 - *Moving from a net loss of bio-diversity to achieving net gains for nature;*
 - *Replacing poor design with better design;*
 - *Improving the conditions in which people live, work, travel and take leisure; and*
 - *Widening the choice of high quality homes.*
- 3.6 Paragraph 14 states that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- 3.7 The delivery of sustainable development should be considered in association with the NPPF's commitment to significantly boosting the supply of housing as prescribed in Paragraph 47 and also in Paragraph 49 which identifies that housing applications should be considered in the context of the presumption in favour of sustainable development, especially relevant given BMBC's inability to demonstrate a 5-year supply of deliverable housing land. We are advised that BMBC's current housing supply is less than three years.
- 3.8 At the local planning policy level, the Barnsley UDP proposals map identifies that the site is designated as Safeguarded Land.
- 3.9 Dodworth is identified as being located within the Sub-Regional Town of Urban Barnsley within section 7.4 (The Settlement Hierarchy) of the adopted Barnsley Core Strategy. Urban Barnsley sits at the top of the Borough's settlement hierarchy and is identified as being the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities within the Borough. Policy CSP10 of the Core Strategy identifies that 9,800 homes (46%) are to be delivered in Urban Barnsley over the plan period to 2026.
- 3.10 Dodworth is retained as part of the Sub-Regional Town of Urban Barnsley within Section 5.9 of the Publication Draft Local Plan. It is maintained as the focus of growth in the Borough. Policy H2 of the document identifies that 9,237 homes (45%) are to be delivered in Urban Barnsley over the plan period to 2033.
- 3.11 Importantly, the proposals maps for the Publication Draft Barnsley Local Plan seek to place the application site within the defined settlement limits of Dodworth (Urban Barnsley). Policy H6 of the document identifies that proposals for residential development on sites above 0.4 hectares in size will be given priority where they are located in Urban Barnsley; mitigate any potential environmental impacts; are accessible by public transport; and have good access to a range of shops and services.

- 3.12 With regards to the principle of development, Paragraph 2 of the NPPF identifies that the National Planning Policy Framework must be taken into account and is a material consideration in planning decisions. In the context of housing developments Paragraph 49 of the NPPF identifies that housing applications should be considered in the context of the presumption in favour of sustainable development, as set out in Paragraph 14 of the NPPF, and that policies relevant to the supply of housing should be considered out of date if there is no 5-year housing land supply. Which is currently the case.
- 3.13 With regard to the Council's emerging policy guidance, and particularly the Draft Barnsley Local Plan which identifies that the application site is within the defined settlement limits of Urban Barnsley, Paragraph 216 of the NPPF identifies that decision takers may give weight to relevant policies where their preparation is advanced, where there are no significant outstanding objections and where the policies are consistent with the NPPF. As the Draft Local Plan is in the process of being examined in public by an Inspector appointed by the Secretary of State, it is our view that considerable weight can be given to the document in the determination of this planning application. Furthermore, there are no known significant outstanding objections in respect of the proposed amendment of the site from being Safeguarded Land to land located within the defined settlement limits of Urban Barnsley.
- 3.14 Finally, BMBC have identified through the examination in public of the Draft Local Plan that windfall development sites (such as this) will play an important role in the delivery of the Borough's housing needs over the course of the plan period to 2033. This provides further weight to attach to the application and the contribution it can make to meeting the housing needs of the Borough.
- 3.15 Consequently, in accordance with Paragraphs 14 and 49 of the NPPF planning permission should be granted for the development proposals unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits and where the NPPF indicates development would be restricted.
- 3.16 The development proposals seek to deliver five new detached family homes. The development would make a small, but important contribution to the housing needs of the Borough. In doing so, it can help deliver the economic and social roles of sustainable development as identified in the NPPF, whilst also ensuring that the local environmental assets are protected.
- 3.17 It is unequivocal that the development proposals are consistent with national and local planning policy guidance. For completeness, and to ensure that the full benefits of the development proposals are explained, the next two sections of the statement provide an assessment of the

site against the NPPF's planning policy objectives in respect of achieving the economic, social and environmental roles of sustainable development.

4.0 ECONOMIC & SOCIAL ROLE OF SUSTAINABLE DEVELOPMENT

- 4.1 BMBC have stated in a number of their strategies and policies that the Borough is trailing behind the Yorkshire & Humber, and national averages in relation to a wide range of economic indicators, which is leading to significant social imbalances.
- 4.2 In particular, the Council's now adopted Economic Strategy entitled "*Growing Barnsley's Economy (2012 – 2033)*" recognises that housing plays a key role in both stimulating and supporting economic growth. Importantly, the report acknowledges the need to deliver a step change in the quality and mix of housing available in the Borough. To ensure the delivery of these aspirations the Strategy recognises that BMBC will need to work in collaboration with the private sector to deliver a housing mix which meets the future requirements of the Borough.
- 4.3 The development proposals can provide a small, but important, contribution to delivering family housing to re-balance the Borough's housing supply. As identified above BMBC's adopted Economic Strategy identifies the importance of changing the housing mix within the Borough, particularly in terms of delivering lower-density housing and increasing the breadth of housing supply. It is well documented that Barnsley has experienced the trend of more people on higher and medium incomes moving out of the Borough than are moving in, which of course can be attributed to the fact they are unable to find suitable housing options to meet their needs.
- 4.4 The Council's adopted Economic Strategy identifies that if left to market forces the economic performance gap between Barnsley and the region is likely to widen thus placing the Borough in an even less favourable position for inward investment, indigenous business growth and generally providing local residents with lower levels of new economic opportunities. An identified issue that requires tackling to solve the economic issues of the Borough is the "*inadequate supply of appropriate development sites and executive housing*".
- 4.5 The adopted Economic Strategy is clear in its response to this issue: -
"Housing plays a key role in both stimulating and supporting Economic growth. The member led Economy Working Group has clearly recognised the need to change the housing mix within the Borough particularly in respect of delivering lower density and increasing the breadth of housing supply."
- 4.6 The Council's adopted Housing Strategy for the period 2014-2033 reiterates the key messages of the adopted Economic Strategy. It again identifies the key objective of increasing the number of larger (4 and 5 bed) family/higher value homes across the Borough and specifically identifies the objective of delivering "*c.2500 larger family/higher value homes*" in the strategy period.
- 4.7 In respect of the type of new homes required, the Barnsley Strategic Housing Market Assessment (SHMA) (November 2014) again acknowledges that a provision of executive

dwelling is needed to support economic growth and to address social imbalances by pulling higher income earners into Barnsley. Indeed, the SHMA states that a challenge for the Borough *'must be to provide more large houses in the better areas of Barnsley MB to retain, and also attract, mid-upper income households.'*

- 4.8 The SHMA states that executive housing provision will have a role in responding to *"the need for diversification and expansion of the sub-regional economy and in contributing towards achieving wider population and economic growth objectives for the Region"*.
- 4.9 The SHMA identifies that in terms of locations for "executive" family housing it was agreed by all of the housing developers consulted as part of the SHMA's preparation that the western area of the Borough would *"provide more favourable locations for executive type housing giving good access to the motorway network, Leeds and Sheffield"*. The SHMA goes further to state that *"none of the developers consulted were currently developing executive housing in Barnsley citing the tough market conditions, access to finance/mortgages and general economic climate as the main reasons"*. Finally, the SHMA states that it was felt by the developers consulted that any significant development of executive housing in Barnsley would need to coincide with an improvement in the local economy.
- 4.10 The SHMA concludes that there is a shortfall of all property types in the Borough, but specifically in detached executive family house types. It concludes that future development should focus on addressing identified shortfalls to reflect household aspirations by delivering a house type mix that should take account of the identified imbalances.
- 4.11 Further evidence of the need to increase the provision of executive family homes in the Borough is set out within a cabinet report of BMBC's Executive Director of Development Environment and Culture, dated 4th July 2012 (CAB.4.6.2012/8), in which BMBC identify a need for low density dwellings in the top bracket of the housing market and confirm an aspiration to deliver 1200 low density high value dwellings. Importantly, the Council also recognise in this report the need to provide a mix of executive housing in differing price brackets, in order to take into account, the need for a range of executive housing to cater for those in managerial positions of differing levels.
- 4.12 The provision of new build executive detached family homes will therefore not only help to retain the Borough's current population of those in managerial positions, but also attract those from neighbouring authority areas.
- 4.13 The development proposed represents such an executive development, through the delivery of five, detached, executive family homes in Dodworth, which specifically seek to contribute towards the recognised housing needs of the Borough. We consider this to be an important

material consideration which the Council should take fully into account when determining this application.

- 4.14 All of the evidence highlighted above clearly points to a need for more executive housing in the Borough in order to stem the flow of higher income households out of the Borough in search of larger properties. The level of executive housing currently being developed in the Borough falls a long way short of achieving these aims.
- 4.15 BMBC's current inability to demonstrate a deliverable 5-year housing land supply provides further weight to the argument that the Council need to focus on ensuring the delivery of the right type of homes in the right locations.
- 4.16 Finally, Paragraph 66 of the Draft Revised NPPF provides further emerging policy support in respect of the delivery of small sites. The guidance recognises that small sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites the guidance states that local planning authorities should therefore seek to ensure that at least 20% of the sites identified for housing in their plans are of half a hectare or less. Sites such as the application site.
- 4.17 In addition to the qualitative arguments presented above, more specific socio-economic benefits of the development proposals that the proposed development can deliver are as follows: -
- The delivery of 5 new homes making a small, but important contribution to the housing needs of the Borough.
 - Construction Costs in excess of £1,000,000 creating direct and indirect employment opportunities of approximately 20 new jobs.
 - Increasing retail and leisure expenditure in the local area by up to £118,750 per annum.
 - Provision of funding towards public services from an estimated figure of £45,900 from the Government's new homes bonuses and annual council tax payments of circa £7,650 per annum.
- 4.18 The approval of this proposed development can make a small, yet valuable, contribution to meeting the Borough's economic and housing objectives. In doing so, it can help to deliver the economic and social roles of sustainable development as identified in the NPPF.

5.0 ENVIRONMENTAL ROLE OF SUSTAINABLE DEVELOPMENT

5.1 The NPPF identifies the environmental role of sustainable development as contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy. The key environmental considerations associated with the development proposals are considered below.

Settlement Form & Context

5.2 The application site consists of a private field of 0.45 hectares in size and benefits from strong defensible boundaries on all sides. To the north of the site is existing woodland, to the east is the M1 motorway, to the west lie existing residential properties and the southern boundary is contained by Keresforth Road.

5.3 The development proposals will be viewed in the context of the existing residential buildings located within the vicinity of the site. Creating a logical rounding off of the existing settlement form in this location of Dodworth. A point recognised by BMBC's proposal to include the site within the defined settlement limits of Dodworth within the emerging Publication Draft Local Plan.

5.4 The drawings submitted alongside the planning application demonstrate that the application site represents a small, fully enclosed plot, adjoined by existing built form. The development of the site in the manner proposed will therefore be in-keeping with the existing settlement form and context of the area.

5.5 Paragraph 56 of the NPPF identifies that good design is a key aspect of sustainable development and that it can be used to contribute positively to making places better for people. Paragraph 57 further states that high quality and inclusive design, including individual buildings and private spaces, should be achieved. Paragraph 61 identifies that design goes beyond aesthetic considerations and should address connections between people and places and the integration of new development into the natural, built and historic environment. Finally, Paragraph 65 identifies that planning permission should not be refused for buildings which promote high levels of sustainability because of concerns about the incompatibility with an existing townscape, if those concerns have been mitigated by good design.

5.6 At the local level, Policy CSP29 of the adopted Barnsley Core Strategy states that high quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley. The policy then lists a number of criteria that should be considered

including natural features; views and vistas; and heritage, townscapes and landscape character, including scale, layout, building styles and materials. The policy then identifies specific design criteria (of relevance to the application proposals) as follows: -

- *contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment;*
- *enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled and older people; &*
- *contribute towards creating attractive, sustainable and successful neighbourhoods.*

- 5.7 The submitted proposed site layout includes an illustrative sketch which indicates that the design of the proposed houses will seek to reflect the character of the area. The siting of the proposed properties also seeks to take into account the site's topography and boundary woodland features. Consideration has also been given to the amenity of existing residential properties.
- 5.8 The density of the site is relatively low at 11 dwellings per hectare due mainly to the gradient of the site. It is considered however that the site is suitable for lower density larger detached dwellings consistent with existing detached dwellings adjacent to the west of the site and similar to the recently approved similar development located at Needlewood, approximately 230 meters east of the site.
- 5.9 It is proposed that the materials to be used in the construction of the dwelling will be sourced locally whenever possible. Materials will be discussed and agreed with BMBC in due course, however, it is anticipated that they will be chosen to ensure the dwellings will harmonise with the existing built fabric along Keresforth Hill Road.
- 5.10 Whilst the application is in outline, the applicant has sought to provide further design details in order to provide BMBC with evidence of the ability to deliver a high quality and sensitively designed scheme at the site, which has taken into account the site's physical characteristics.
- 5.11 With regard to the heritage value of the area, the site is not part of or located adjacent to a conservation area and it does not contain any listed buildings.
- 5.12 In conclusion, it is our firm view that the development proposals will contribute positively to the area; will be of a high quality and inclusive design and will be designed to integrate with the existing natural and built environment. The proposed design will respect the character of the site and its surroundings with regard to scale, layout, building styles and materials. The development will contribute towards creating an attractive and sustainable neighbourhood which complies with national and local planning policy guidance in respect of design.

- 5.13 The development proposals can therefore be considered to comply with the planning guidance presented in Paragraphs 56, 57, 61 & 65 of the NPPF and Policy CSP29 of the adopted Barnsley Core Strategy.

Access and Connectivity

- 5.14 Paragraph 30 of the NPPF identifies that support should be given to patterns of development which reduce congestion and facilitate the use of sustainable modes of transport. Paragraph 95 further identifies that new developments should be located in ways to reduce greenhouse gas emissions.
- 5.15 At the local level, Policy CSP1 of the adopted Core Strategy expects development to reduce and mitigate the impact of growth on the environment and carbon emissions. Policy CSP25 further identifies that development should be located to reduce travel, be accessible to public transport and meet the needs of pedestrians and cyclists.
- 5.16 The application site is situated in a sustainable location.
- 5.17 Dodworth is identified as being located within the Sub-Regional Town of Urban Barnsley within section 7.4 (The Settlement Hierarchy) of the adopted Barnsley Core Strategy. Urban Barnsley sites at the top of the Borough's settlement hierarchy and is identified as being the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities within the Borough. Policy CSP10 of the Core Strategy identifies that 9,800 homes (46%) are to be delivered in Urban Barnsley over the plan period to 2026. Dodworth is retained as part of the Sub-Regional Town of Urban Barnsley within Section 5.9 of the Publication Draft Local Plan. It is maintained as the focus of growth in the Borough. Policy H2 of the document identifies that 9,237 homes (45%) are to be delivered in Urban Barnsley over the plan period to 2033.
- 5.18 With regards to access to services, Manual for Streets published in 2007 highlights that walking offers the greatest potential to replace short car trips, particularly those under 2km. The town centre of Dodworth is located within 2km of the application site. Pedestrian footpaths are available from the site's proposed access point. Bus stops are also available within approximately 50 metres of the site.
- 5.19 The proposed development represents an opportunity to create a well-connected and natural residential infill to the settlement pattern of Dodworth. Transport links, services and facilities are all accessible by walking, cycling and public transport.

- 5.20 The development proposals can therefore be considered to comply with the guidance presented in Paragraphs 30 and 95 of the NPPF and Policies CSP1 and CSP25 of the adopted Barnsley Core Strategy.

Landscape/Arboriculture

- 5.21 An Arboricultural Report prepared by AWA Tree Consultants. The report includes a survey of the site's existing arboricultural features, followed by an Arboricultural Impact Assessment of the proposed development.
- 5.22 With regards to direct impacts, the report identifies that one tree group will require removal as it is situated in the footprint of the development. The group requiring removal is a low value group of Ash G1. This group has previously been topped at 1m and has only limited long-term prospects. Due to the low value of the group to be removed the loss will have a negligible arboricultural impact. In addition, the canopy of the Field Maple T7 will require the eastern extent of the canopy reduced by up to 2m to facilitate the new development.
- 5.23 In respect of indirect impacts, the report states that one of the proposed residential buildings (identified as No.2 on the preliminary indicative planning layout) encroaches slightly into the edge of the Root Protection Area (RPA) of T7. Accordingly, as recommended, the applicant has adapted the development proposals by moving the residential building by approximately 2.5m to the east, thus causing the RPA of T7 to be outside the footprint of the building and avoid any impact to the tree.
- 5.24 The design of the new development has considered the trees crown position in relation to the dwelling. Some shade from trees may be beneficial. In particular, deciduous trees give shade in summer but allow access to sunlight in winter. However, the design proposals avoid excessive shading, and give adequate provision for future tree growth.
- 5.25 The development of the site also includes extensive new tree planting throughout the site as part of a soft landscaping scheme. As such, suitable new tree planting has the potential to mitigate for the required tree removals and, in the longer term, has the potential to improve the sites tree cover.
- 5.26 It can therefore be concluded that there are no landscape or arboricultural matters that would render the development proposals unsustainable in the context of Paragraphs 58 and 118 of the NPPF.

Ecology/Biodiversity

- 5.27 Smeeden Foreman Limited has undertaken an ecological appraisal of the proposed development site.
- 5.28 The site contains no statutorily or non-statutorily designated nature conservation sites. Consultation with Sheffield Biological Record Centre provided information on a number of designated nature conservation sites within 2km. It is considered that due to the distance of the proposals site from these designated sites, intervening roads and built-up areas and the nature of the proposed development, no adverse impact upon these sites is anticipated.
- 5.29 The habitats within the proposals site are generally considered to be of limited conservation value. A hedgerow which borders the western boundary is considered to be of higher value as it is likely to be utilised by a range of wildlife. This hedgerow is to be unaffected by the proposals.
- 5.30 In order to protect habitats of ecological value present and ensure that the proposed development provides enhancement to wildlife, the following recommendations are presented within the appraisal: -
- The retention of the trees and boundary hedgerow at the site where feasible;
 - Use of temporary protective demarcation fencing to protect retained areas/features. The fencing must be in accordance with BS5837:2012 'Trees in Relation to Design, Demolition and Construction', extend outside the canopy of the retained trees, and remain in position until construction is complete;
 - Use of directional lighting during construction, which will not shine upon the site boundaries, hedgerows or trees within the site;
 - Implementation of a lighting scheme within proposals that minimises illumination of trees and areas of new planting to the boundaries of the site. Reference can be made to the Bat Conservation Trust publication 'Artificial Lighting and Wildlife' (2014);
 - Native tree and shrub planting to include appropriate species to the local area. Such planting is proposed to the eastern boundary to provide a buffer to the adjacent motorway.
- 5.31 The following conclusions were reached in respect of the impact of the proposals in species: -
- Great crested newt – no adverse impact upon this species is anticipated as a result of the proposed development.
 - Bats – There are no buildings or trees on site assessed as having potential for roosting bats. Features to the boundary are considered likely to be utilised by commuting and foraging bats; recommendations such as the adoption of a sympathetic lighting scheme and native buffer planting have been made to ensure the site remains attractive for use by bats.
 - Breeding birds – any proposed vegetation clearance will be undertaken outside of the nesting bird period (March – August inclusive) unless checks are made by an appropriately qualified ecologist and active nests are found to be absent. Recommendations to enhance the site for nesting birds include appropriate native

planting, the installation of species-specific nest boxes and sympathetic management of retained hedgerows.

- Badgers – no signs of badger were recorded on site. Due to the set back of the proposed dwellings from the woodland habitat adjacent to the north and no signs of badger being noted from the proposals site within the woodland habitat, no direct impact upon badgers is anticipated; however, they are known to occur within the area and with suitable habitat adjacent to the site, precautionary working methods are recommended to ensure badgers are not harmed during proposed construction works.
- Hedgehog – the site comprises suitable habitat for use by hedgehog therefore precautionary working methods have been recommended for adoption during construction and recommendations for the provision of gaps within fences/walls within the proposed development have been made to allow free movement of hedgehog across the site.

5.32 All of the proposed recommendations have either already been incorporated into the indicative proposals or will be adhered to at the detailed design stage. Accordingly, it can therefore be concluded that there are no ecology/biodiversity matters that would render the development proposals unsustainable in the context of Paragraph 118 of the NPPF.

Highways

5.33 Paragon Highways have undertaken a review of the highways and access matters associated with the proposed development of the site.

5.34 With regards to the local highway network, the submitted report identifies that Keresforth Road provides part of a local distributor route (B6099) between Dodworth and Barnsley (via the A6133). The road is subject to moderate traffic volumes throughout the day and generally meets or exceeds the road geometry requirements for a conventional street within the South Yorkshire Residential Design Guide. The road is subject to a 30mph speed limit to the west side site frontage and a 40mph speed limit along the central and east side site frontage, although actual traffic speeds are envisaged to be lower when approaching the site from the east given the bend in the road prior to the Gilroyd Lane junction. The road also contains street lighting to a suitable standard. Keresforth Road therefore appears suitable for the day to day use by pedestrians, cyclists and motorised traffic.

5.35 With regards to sustainability, the site is considered to be located within a sustainable location within the village of Dodworth close to its local facilities and essential services. Keresforth Road provides a continuous pedestrian link to these nearby services and also to schools and employment opportunities and within cycling distance of the site within Barnsley Town Centre. Bus services are available on Keresforth Road adjacent to the site with numerous and frequent bus services to Barnsley Town Centre and neighbouring settlements. Barnsley Interchange is located within cycling distance allowing for multi modal journeys to other local and national

destinations. Therefore, the site generally conforms to current Government directives for ensuring developments are located within sustainable locations.

- 5.36 The proposed site access, in the location of the existing access into the land from Keresforth Road, is situated to the west of the Gilroyd Lane junction and would take the form of a simple junction arrangement that would meet BMBC's requirements within the South Yorkshire Residential Design Guide in terms of horizontal and vertical alignment. The proposed access for the site is located adjacent to the 30mph/ 40mph speed limit terminal signs, which would have to be relocated to accommodate the access. Given the location of the Gilroyd Lane junction it is suggested that the speed limit terminal signs be relocated to the far east side of the site, and therefore reduce traffic speeds prior to the Gilroyd Lane junction potentially providing a road safety improvement.
- 5.37 Based on the indicative access location visibility splays at the access junction with Keresforth Hill Road of 2.4m x 90m could be provided to the west (critical direction), which meets the visibility splay requirements within Design Manual for Roads and Bridges for 30mph speed limit roads (equivalent to actual speeds of 37mph). To the east side of the site visibility splays of around 2.4m x 75m could be provided.
- 5.38 A radar speed survey has been carried out at the site access and revealed that the 85th percentile wet weather speed of vehicles approaching from the west is 33.8mph, and 35.8mph approaching from the east, with these readings taken at the decision points. Using the visibility requirements within Design Manual for Roads and Bridges, the actual traffic speeds require splays of 2.4m x 90m in both directions, which is achievable within the critical direction (approaching from the west). It is acknowledged that circa 2.4m x 75m can be provided to the east of the access, therefore only a slight shortfall of 15m in this direction. As traffic speeds are proven to be lower than 37mph it is believed that there is also an argument for Manual for Streets and less onerous visibility standards. It should be noted that the potential relocation of the 30mph speed limit could reduce the visibility requirements further minimising the visibility requirements to the east.
- 5.39 The proposed access would need to provide a suitable turning area within the site to accommodate a large fire appliance, which is shown to be achievable on the indicative layout, and also provides sufficient car parking to meet BMBC's current requirements. Whilst the site does slope towards the Keresforth Road and steepens to the far west side of the site, the potential gradients of the internal road and drives should meet the vertical alignment parameters within the South Yorkshire Residential Design Guide.
- 5.40 The enclosed highways note concludes that the development will result in an immaterial impact on the local highway network.

- 5.41 Accordingly, there are no highways matters that would render the development proposals unsustainable in the context of Paragraph 35 of the NPPF.

Flood Risk & Drainage

- 5.42 A Flood Risk and Drainage Statement prepared by Stevenson Associates is submitted alongside the planning application. The report identifies that there are no known constraints in terms of flooding or drainage.
- 5.43 The site is not considered to be at risk from flooding as highlighted by its location in Flood Risk Zone 1 on the Environment Agency's National flood risk maps. The site's location therefore accords with Policy CSP1 of the adopted Core Strategy in respect of locating development to reduce the risk of flooding.
- 5.44 It is proposed that foul water will drain to the public foul sewer 230 metres away in Keresforth Road; it is likely that sewage will need to be pumped. Surface water will drain to Dodworth Dike via an attenuation scheme designed for storms of 1 in 100-years (1% chance of annual occurrence) plus allowances for climate changes and 'urban creep'. Flows will not exceed 5 litres per second. The required surface water attenuation will be provided within the pipework to be provided as part of the drainage infrastructure. If agreeable to the Local Authority, site drainage will connect to a 'highway drain' crossing in front of the site, otherwise a new sewer directly to the beck will be provided.
- 5.45 Furthermore, in order to protect the adjacent property from any surface water run-off a 'French Drain' will be laid along the adjoining boundary.
- 5.46 We can confirm that the applicant would accept appropriately worded conditions in respect of the provision of detailed drainage designs prior to the commencement of development. Accordingly, it can therefore be concluded that there are no drainage or flood risk matters that would render the development unsustainable in the context of Paragraph 100 of the NPPF.

Noise

- 5.47 A Noise Impact Assessment, undertaken by Environmental Noise Solutions Limited, is submitted alongside the planning application.
- 5.48 The objectives of the noise impact assessment were to: -
- Determine the existing ambient noise climate at the application site during representative periods of the daytime (with pertinent calculation methods used to calculate night time noise levels).

- Assess the potential noise impact of the ambient noise climate at the application site with reference to the National Planning Policy Framework (NPPF) and other pertinent guidelines (including BS 8233:2014).
- Provide recommendations for a scheme of sound attenuation works, such that the future occupants of the proposed residential development do not experience any unacceptable loss of amenity due to noise.

5.49 The ambient noise climate across the application site is associated with road traffic.

5.50 As part of the development proposals, a timber reflective barrier is to be installed along the eastern boundary of the application site adjacent to the M1. With the barrier in place, the predicted noise levels adjacent to the eastern site boundary are as follows: -

- MP1A (4.0 mAGL): 60 dB LAeq,(07:00-23:00), 54 dB LAeq,(23:00-07:00) and = 62 dB LAFmax.
- MP1B (1.5 mAGL): 57 dB LAeq,(07:00-23:00), 51 dB LAeq,(23:00-07:00) and = 60 dB LAFmax.
- MP1C (4.0 mAGL): 57 dB LAeq,(07:00-23:00), 51 dB LAeq,(23:00-07:00) and = 59 dB LAFmax.
- MP1D (1.5 mAGL): 56 dB LAeq,(07:00-23:00), 50 dB LAeq,(23:00-07:00) and = 58 dB LAFmax.

5.51 It is recommended that all dwellings are provided with a System 3 mechanical extract ventilation (MEV) system with boost facility to allow for whole house ventilation without the need to open windows (the decision to open windows or not would then be at the occupiers discretion).

5.52 Based on the measured/predicted external noise levels with the barrier in place, standard thermal glazing and trickle vents are considered appropriate for habitable rooms in Unit 2, Unit 3 and Unit 4.

5.53 Based on the measured/predicted external noise levels, it is recommended that habitable rooms on the southern façades of Unit 1 and Unit 5 are fitted with glazing rated at = 32 dB Rw+Ctr such as a generic 10 mm float glass (16 mm air) 6 mm float glass double glazing system. Habitable rooms on the eastern and western façades of Unit 1 and Unit 5 should be fitted with glazing rated at > 29 dB Rw+Ctr, such as a generic 8 mm float glass (16 mm air) 4 mm float glass double glazing system. Standard glazing is considered appropriate for the northern façades of Unit 1 and Unit 5. Where an enhanced glazing specification is required, acoustic trickle vents should be used, which have a vent open Dn,e,w + Ctr (per 2500 mm EA) of = 35 dB (e.g. Greenwood 2500EAW.AC2 or equivalent).

5.54 Based on the measured/predicted external noise levels with the barrier in place, the main garden areas of Units 1 – 4 are considered to comply with the standardised garden criteria. To protect the main garden area of Unit 5 from traffic noise associated with Keresforth Road, it is recommended that a 2.0 metre high timber barrier is constructed along the southern garden boundary.

5.55 The delivery of the proposed areas of mitigation will ensure that the ambient noise climate is not considered to represent a constraint to the proposed development of the application site in accordance with Paragraph 123 of the NPPF and Policy CSP40 of the Barnsley Core Strategy.

Air Quality

5.56 An Air Quality Assessment, undertaken by Redmore Environmental Ltd, is submitted alongside the planning application.

5.57 Due to the site's location adjacent to the M1 motorway an Air Quality Assessment was required in order to determine baseline conditions, consider sites suitability for the proposed end use and assess potential impacts as a result of the scheme.

5.58 Dispersion modelling was undertaken in order to predict pollutant concentrations across the proposed development site as a result of emissions from the local highway network.

5.59 Outputs were subsequently verified using local monitoring data. The results of the dispersion modelling assessment indicated that predicted pollutant levels were below the relevant criteria at all sensitive locations across the development.

5.60 As such, the site is considered suitable for the proposed end use from an air quality perspective.

5.61 During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed against the relevant screening criteria. Due to the limited number of anticipated vehicle trips associated with the proposals, road traffic impacts were not predicted to be significant.

5.62 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

5.63 A number of mitigation measures have been proposed following the methodology provided within the BMBC 'Air Quality and Emissions Good Practice Planning Guidance' document. Review of the relevant criteria indicated the proposals were classified as **minor** as they fall below the assessment threshold of greater than 50 units. The guidance subsequently provides mitigation options that should be included on all minor scale developments. These were reviewed and the following proposed for inclusion within the development: -

- Incorporation of green infrastructure through supplementary landscape planting along the eastern development boundary;
- Provision of one electric vehicle (EV) charging point per dwelling; and,

- Consideration of air quality conditions when designing the site layout to allow a suitable stand-off distance between the M1 and property facades to limit exposure of future residents to road vehicle exhaust emissions.

5.64 The delivery of the proposed mitigation will ensure that air quality is not considered to represent a constraint to the proposed development of the application site in accordance with Paragraphs 109 and 124 of the NPPF and Policy CSP40 of the Barnsley Core Strategy.

Environment Role Summary

5.65 The evidence provided above clearly identifies that development of the application site would comply with the environmental role of sustainable development as prescribed by the NPPF.

5.66 The development proposals will ensure the protection of the area's natural and built environment through the delivery of a high quality and sympathetically designed scheme situated in a sustainable location. The proposed development will therefore not have an adverse impact on the local environment.

6.0 NPPF SUSTAINABLE DEVELOPMENT ASSESSMENT CONCLUSION

6.1 The NPPF is clear that the purpose of the planning system is to contribute to the achievement of sustainable development. The evidence provided in the sections above establishes the contribution that the development proposals can make towards achieving the three mutually dependent dimensions of sustainable development. It has identified the following: -

- **An economic role** – *the development proposals will deliver economic investment through the delivery of five high quality executive family homes for which there is an acute evidence-based housing need;*
- **A social role** – *the development proposals will support strong, vibrant and healthy communities, by contributing to the identified housing needs of the area through the delivery five high quality executive family homes.*
- **An environmental role** – *the development proposals will contribute to protecting and enhancing the natural, built and historic environment of the area through the delivery of a sympathetically designed development which is proposed to be situated in the defined development limits of Urban Barnsley*

6.2 The development of the application site in the manner proposed will fully accord with the economic, social and environmental dimensions of sustainable development, as prescribed by the NPPF. It also complies with each of the relevant local planning policies.

6.3 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that the policies contained within it constitute the Government's view of what sustainable development in England means in practice for the planning system. The evidence provided in this statement has demonstrated that when assessed against national and local planning policies, on either an individual basis or in combination, the development proposals fully comply with planning guidance in respect of sustainable development.

6.4 Therefore, on account of the guidance presented within Paragraph 14 of the NPPF, and the presumption in favour of sustainable development, it is our view that the development proposals should be approved without delay.

7.0 DELIVERABILITY ASSESSMENT

7.1 In accordance with Footnote 11 of Paragraph 47 of the National Planning Policy Framework, we believe that the site can be considered as a **Deliverable** residential development site on account of the facts that: -

- The site is located in a **suitable** location for residential development now. The development proposals are situated in a suitable and sustainable location in respect of connectivity to existing services and there are no technical or environmental (built and natural) constraints that would preclude the development of the site.
- The site is **available** for development now. The site is available for residential development as there are no legal or ownership constraints and as the landowner has made the land available for development.
- The site can also be considered **achievable** as new homes can be delivered on the site within the next 5 years. The development will be delivered by the applicant, who has undertaken a viability assessment of the proposed development prior to the submission of the planning application.

7.2 The site can be considered a deliverable residential development site and its release would provide a number of benefits to the local area as identified in this statement.

8.0 SUMMARY & CONCLUSIONS

- 8.1 The development proposals seek to deliver five new detached homes on land currently designated as Safeguarded Land, but which is proposed to be included within the defined development limits of Urban Barnsley within the emerging Local Plan. The development would make a small, but important contribution to the housing needs of the Borough. The development of the site in the manner proposed will be in-keeping with the existing settlement form and context of the area.
- 8.2 Dodworth is identified as being located within the Sub-Regional Town of Urban Barnsley within section 7.4 (The Settlement Hierarchy) of the adopted Barnsley Core Strategy. Urban Barnsley sits at the top of the Borough's settlement hierarchy and is identified as being the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities within the Borough. Policy CSP10 of the Core Strategy identifies that 9,800 homes (46%) are to be delivered in Urban Barnsley over the plan period to 2026. Dodworth is retained as part of the Sub-Regional Town of Urban Barnsley within Section 5.9 of the Publication Draft Local Plan. It is maintained as the focus of growth in the Borough. Policy H2 of the document identifies that 9,237 homes (45%) are to be delivered in Urban Barnsley over the plan period to 2033.
- 8.3 Importantly, the proposals maps for the Publication Draft Barnsley Local Plan seek to place the application site within the defined settlement limits of Dodworth (Urban Barnsley). Policy H6 of the document identifies that proposals for residential development on sites above 0.4 hectares in size will be given priority where they are located in Urban Barnsley; mitigate any potential environmental impacts; are accessible by public transport; and have good access to a range of shops and services.
- 8.4 The evidence provided in this statement has demonstrated that when assessed against national and local planning policies, on either an individual basis or in combination, the development proposals fully comply with planning guidance in respect of sustainable development.
- 8.5 Therefore, on account of the guidance presented within Paragraph 14 of the Framework, the presumption in favour of sustainable development, it is our view that the development proposals should be approved without delay.