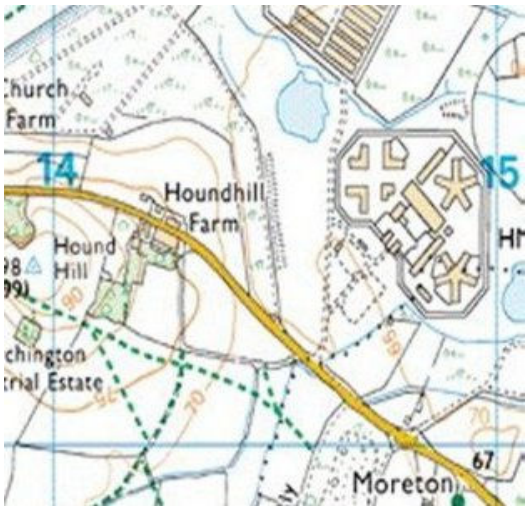
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TOWN AND COUNTRY PLANNING ACT 1990 AS AMENDED

PROPOSED OUTLINE RESIDENTIAL DEVELOPMENT AT

LAND OFF NEW ROAD / LIDGET LANE

TANKERSLEY

BARNSLEY

FOR JAGUAR ESTATES/WORTLEY CONSTRUCTION LTD

PLANNING DESIGN AND ACCESS STATEMENT

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1. Introduction

1.1 This Statement comprises a Planning, Design, and Access Statement to support the Planning Application for the outline residential development on the site including means of access and open space.

1.2 This document deals with the scope and nature of the proposal, the, planning policies, pre application discussions with the council, and the land use rationale.

1.3 The document is to be read alongside the other specialised reports submitted as part of the application to Barnsley MBC. Pre-application discussions and representations to the emerging local plan Core Strategy and sites documents have also been undertaken over a considerable period.

2. Pre Application Discussion

2.1 Pre application discussion has been undertaken in respect of this application with the Council over a considerable period. This has been carried out with both the Policy Section of the Planning Authority and Development Control.

2.2 Representations on behalf of the applicant in support of the development of the sites and there allocations as Low Density Housing sites, ref LD 11 and LD 12 were made in September 2012. These representations fully supported the allocation of these two sites for low density development to provide aspirational high value homes in a convenient location, close to both the extensive employment at Wentworth Park and new employment areas at Hoyland to the east of junction 36 of the M1. A copy of these representations is included at Appendix 1.

2.3 Meetings have taken place the with Andrew Burton from Development control and Rob Ellis from Planning Policy on the 17th January 2013 to establish both the development control and the Planning Policy positions of the Authority. On the basis of the discussions at this meeting and the policies contained in the Core Strategy and the emerging sites documents it was agreed that the sites represent appropriate development sites, especially considering that they are identified in the authorities site document for low density homes. Further discussions have also been held with Development Control and other Consultees in respect to detailed aspects of the scheme including the indicative layout, highways, drainage and open spaces matters

2.4 This pre application discussion has resulted in amendments to the initial sketch layouts to ensure the indicative scheme proposed maximises the sites development potential. In addition to the above meetings, the individual supporting documents accompanying the application have been scoped with the relevant departments at the council and demonstrate the suitability of the site for the development proposed.

3. The Site and Surroundings

3.1 The site the subject of this Application comprises some 2.63 hectares of land off Lidget Lane / New Road. The site is a roughly square shaped piece of land that currently comprises an agricultural field enclosed by hedges, located within the centre of the village of Pilley/ Tankersley

3.2 The site is surrounded by existing residential development to the north and east, This comprises relatively modern detached housing on Thorncliff Way to the south east beyond a treebelt., To the west is Pilley Recreation Ground. To the south of the Recreation ground is the route of the Trans Pennine Trail.

3.5 The topographical survey shows that the site is sloping upwards from the south east at extreme corner of the site to the north west corner, with the land rising from 134.06 to 145.05 AOD, a increase in levels of around 10 metres.

3.6 The site is contained by the existing field hedges and trees on all four sides, there are no outstanding landscape features within the site itself.

4. The Proposal

4.1 The proposal is to develop the land for new dwellings and open space. The indicative layout submitted as part of this application shows how 41 low density detached dwellings can be accommodated on the site.

4.2 The access into the site is taken from New Road and is located relatively centrally on the Southern boundary, in addition a footpath linkage onto the recreation ground is proposed to be created. The main access position will serve vehicles and also pedestrians using the site and this is in a location agreed with the Highways Authority, to achieve a suitable visibility splay along New Road.

4.3 The dwellings comprise a mix of four and five bed roomed detached homes, the indicative layout has been designed with tree planting forming a distinct 'avenue feel' along the main entrance road with other informal tree planting placed appropriately around the site. This landscaping like the layout is to indicate how the site could be attractively developed. The main site access road is fronted by dwellings and this gives way to cul de sacs and informal groupings of dwellings served via private drives.

4.3 The dwellings are proposed to have dedicated on site parking of at least two spaces per dwelling plus additional single or double garages removing any requirement for parking within the site road accept for visitors.

4.5 The site will retain existing hedging wherever possible, which will be suitably thickened and enhanced to increase biodiversity and soften the developments edge to the surrounding area.

4.6 The proposed layout is indicative only, but proposes to retain the site boundary hedges, with significant enhancement and planting along the eastern and northern boundaries. The access into the site from New Road is part of this application and seeks to establish the detail of the access point to serve the development.

5. The Design of the Scheme

5.1 The master plan supporting the scheme is not intended to be prescriptive, but to broadly demonstrate how the site could be developed, taking account of the surrounding area and the topography across the site.

5.2 The residential area has been designed to create an attractive and safe residential environment with well defined public and private areas for households, with an emphasis on creating “streets” where the interests of pedestrians and cyclists are primary and where motor vehicles observe low speeds, following the design emphasis in “Manual for Streets” DCLG 2007.

5.3 The proposal demonstrates high levels of permeability by the creation of links through to the recreation ground and onto Pilley Green and its bus stops and the adjoining recreation ground to the west. In addition to the bus stops to the east at the edge of Tankersley

5.4 The master plan aims to promote the fundamental principals of good urban design by a hierarchical arrangement of areas off the principal road, that will be de noted by a change in materials, and dwelling orientation. These environments will ensure a mixed development suitable for families.

6 Scale, Massing and Density

6.1 The overall design approach is set out previously at section 5. This application is seeking Outline Planning Permission for residential development including access, and the reserved matters application will ultimately determine the design elevations and fixed measurements for the building mass, in terms of width, length and height.

6.2 In principle however, it is proposed to use a range of dwelling types, which will be two storey. This is proposed due to the character of the surrounding area and the creation of an appropriate settlement edge. Clearly, due regard must be paid to retaining levels of privacy through separation distances between the new dwellings proposed and the existing dwellings surrounding the site and this can be achieved by this layout or a variant of this layout.

6.3 The dwelling sizes will generally conform to the following dimensions:

9 to 15 metres wide, depending on if garages are attached. Depths of the properties will range from 7 to 12 metres. In terms of height they will be around 5 metres to eaves and 8.4 to 9.0 metres to ridge

Garages will measure 3.5 x 6.3 metres where single sized and 6.7x 6.7 metres if double.

The distribution of the dwelling types will be broadly as follows:

By Accommodation

4 bedroom	60%
5 bedroom	40%

By Type

Detached	100%

7. Prevailing Planning Policies

The following Documents and policies are relevant to the consideration of the Application:

7.1 **National Planning Policy**

National Planning policy is expressed in the NPPF issued in March 2012. This document places emphasis on the delivery of new homes in sustainable locations and encourages planning authorities that cannot demonstrate a five-year supply of land to release land for building new homes in appropriate locations. The following are considered to be the most relevant sections and are material to the determination of this application.

Para 11:

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Para 14:

*At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.*

*For **decision-taking** this means:*

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*

—any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

—specific policies in this Framework indicate development should be restricted.

Para 47:

To boost the supply of housing, local planning authorities should:

- *use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;*

- *identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;*

- *identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15; for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target; and*

- *set out their own approach to housing density to reflect local circumstances.*

Para 49:

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Para 187:

Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Para 189

Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they do offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community before submitting their applications.

Para 196:

The planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.

Para 197:

In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

Community Infrastructure Regulations 2010 Regulation 122(2)

Regulation 122 provides a limitation on the use of planning obligations. This is explained in The Community Infrastructure Levy - An Overview published by the

Department for Communities and Local Government which in paragraph 59 states:

"The regulations place into law for the first time the Government's policy tests on the use of planning obligations. The statutory tests are intended to clarify the purpose of planning obligations in light of the levy and provide a stronger basis to dispute planning obligations policies, or practice, that breach these criteria. This seeks to reinforce the purpose of planning obligations in seeking only essential contributions to allow the granting of planning permission, rather than more general contributions which are better suited to use of the levy."

Planning permission should only be granted subject to completion of a planning obligation where the obligation meets all of the following tests. A planning obligation should be:

(i) necessary to make the development acceptable in planning terms

(ii) directly related to the development;

(iii) fairly and reasonably related in scale and kind to the development

7.2 **Local Planning Policy.**

Barnsley UDP adopted 2000 Saved Policies for historical context.

Part 1 UDP Policies

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.

Saved Part 2 UDP Policies

Volume 11 Hoyland Community Area

Policy HN6
IN ACCORDANCE WITH POLICY GS10 IN THOSE AREAS SHOWN ON THE PROPOSALS MAP AS SAFEGUARDED LAND, EXISTING USES WILL NORMALLY REMAIN DURING THE PLAN PERIOD AND DEVELOPMENT WILL BE RESTRICTED TO THAT NECESSARY FOR THE OPERATION OF THE EXISTING USES.

7.3 Both of these saved polices previously identified the site as land to be safeguarded for future consideration as part of the UDP's Review. This is an important point in respect to the history of the site. This UDP review process is now underway and well progressed in so far as the Core Strategy is adopted and the sites have been identified in the Council's Consultation Draft of the Development Sites & Places Development Plan Document (DSAP), this shows possible allocations up to 2026 and associated policies. The document is a material consideration in respect to this application and has identified the site as LD11 on map 66 of the 2012 consultation draft proposals map. This notation for the site is for a Low Density Housing Allocation.

Barnsley Core Strategy adopted by Full Council on 8th September 2011.
The proposal complies with the following policies of the adopted Core Strategy.

CSP2 'Sustainable Construction' all new dwellings shall be expected to achieve at least a level 3 rating under the Code for Sustainable Home The Proposed scheme will achieve at least code three and meet all building regulation standards and the latest access criteria.

CSP3 'Sustainable Drainage Systems' – Expects all developments to use SUDS. The accompanying Flood Risk and Drainage Strategy for the proposal demonstrates that it can adequately drain the sites surface water and connect to the foul sewerage System can also be made. The use of underground storage if required will hold back any extreme flood events to ensure that a Greenfield runoff rate is maintained from the site at all times elevating adverse threats to amenity & public health.

CSP4 'Flood Risk' sets out that the extent and risk of flooding shall be reduced by requiring Flood Risk Assessments for developments over 1ha that shall set out measures including reducing surface water run off . The submitting Flood Risk Assessment confirms that the site is not at risk of flooding and that the site runoff will be restrained via various drainage methods to prevent increased flood risk down stream from the proposal

CSP5 'Including renewable Energy in Developments' all development above 10 or more dwellings will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce developments carbon emissions by at least 15%. The accompanying Environmental Performance Statement confirms this commitment.

CSP8 'Location of Growth' Identifies Pilley/ Tankersley as a Village where development will be acceptable if it is consistent with Green Belt policy or is necessary for the viability of the settlement and to meet local needs. In this instance the site is consistent with policy is not located within the green belt and that it is

proposed for low density housing and is proportional to the village on formerly safeguarded land.

CSP9 'The Number of New Homes to be Built' – The Council will seek to achieve the completion of 21500 new homes between 2008 – 2026. This proposal will help the authority achieve this target.

CSP10 'The Distribution of New Homes' – (5% (1000) of the 21,500 new homes planned for Barnsley) are proposed to be built in other settlements such as named villages like Pilley/ Tankersley ensures the proposal complies with this policy.

CSP 13 The Release of Allocated Housing Land

The site is identified as a proposed low density housing allocation and will assist in delivery of the spatial strategy by giving priority to sustainably located sites supporting housing regeneration and renewal within the Borough. The site is identified for release in phase one which is at anytime during the plan period.

CSP14 'Housing Mix and Efficient Use of Land' states that proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and sustainable communities. Lower densities will only be supported where it can be demonstrated that they are necessary for need, viability or sustainable design reasons. This site has been identified for this very purpose and will provide for low density homes accordingly.

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CSP 25 'New Development and Sustainable Travel' will promote sustainable travel and alternative means of travel to the private car. The site is considered

sustainable by virtue of its location to a variety of modes of transport and local shops and essential services.

CSP26 'New Development and Highway Improvement' states that new development shall be expected to be designed and built to provide safe, secure and convenient access for all road users. The design of the scheme is such that vehicle speeds will be low and that priority will be given to cyclists and pedestrians.

CSP29 'Design' sets out that high quality design shall be expected. New housing developments of 10 or more dwellings should achieve a rating of 'good' as a minimum under an assessment against the CABE Building for Life scheme. The accompanying BFL assessment confirms this can be met

CSP40 'Pollution Control and Protection' is that the Council shall not allow development of new housing where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that they can be mitigated against. The sites location is unaffected by these receptors.

7.4 **Development Sites and Places Draft LDF Proposals Map.**

The site is allocated for Low Density housing purposes on the draft LDF proposals maps and identified as site LD11. The site is identified as being able to be released at anytime during the plan period. Para 8.40 sets out the requirement for Larger and Low Density, High Value Housing. The application site can help deliver the

identified requirement of 1200 low density homes. The accompanying Market Commentary form LSL Land and New Homes by David Rogers confirms the suitability and attractiveness to the market of the site supporting the above principal of the site providing High Value, Low Density Homes. This report points out the importance of the location to the Sheffield housing market and that the site will be attractive to medium and higher income purchasers. This is exactly the type of purchaser that the policy is attempting to attract to the Borough to reverse the previous trend of these groups leaving the Borough due to a lack of desirable housing.

7.5 **SPDs/SPGs**

The following LDF Supplementary Planning Documents have now been adopted which are relevant to the proposal:-

7.6 '**Designing New Residential Development'** sets out the standards that will apply to the consideration of planning applications for new housing development.
'Parking' states that the parking standards for new housing development shall be 1 space for dwellings under 3 bedrooms in size and 2 spaces for 3 bed dwellings and above. The layout provides for these requirements

7.7 **The South Yorkshire Residential Design Guide** has been adopted as a best practice guide by the Council and covers issues relating to sustainability, local distinctiveness and quality in design and is underpinned by the principles in the CABE 'Building for

Life' scheme. The proposal is compliant with these matters as demonstrated with this document and those accompanying the application.

8. Sustainability of the Location

8.1 The application site is located within Pilley/ Tankersley, which itself is close to both Hoyland and the main Barnsley urban area. Pilley / Tankersley enjoys a range of facilities in its own right including St Peter's Primary School, a pub, several churches, a post office/ shop and employment at Wentworth Park in addition to a well equipped play area reading room and club.

8.2 Bus stops are located on Lidget Lane some 270m to the east of the site. The main bus service is the No.7/7A, which provides a two hourly daytime service between Barnsley Interchange, Worsbrough Bridge, Hoyland, Tankersley, Pilley and Birdwell. There is also the 411 service to Penistone Grammar School. Full details of local bus services are contained within the Accompanying Transport Assessment by CODA at Appendix H.

8.3 The sites proximity to employment in the surrounding area and new employment opportunities in Hoyland and the provision of nearby access to the motorway network ensures that the location is attractive for those wishing to purchase aspirational homes.

8.4 In summary the site is in close proximity to major employment, service and social facilities, with day to day facilities available within walking distance of the site. The site is therefore within a sustainable location and located within close proximity to a bus route.

9 The Planning Considerations

9.1 This section of the statement will consider the planning considerations.

`The current Development Plan consists of the Local Development Framework Core Strategy and the saved Policies of the Unitary Development Plan. The Development Sites and Places Development Plan Document (DPD) is a material consideration, this allocates the site for housing purposes. Weight can be attached to this draft policy document.

9.2 As previously set out in the policy section of this document. The NPPF emphasises that Local Planning Authorities exercise a presumption in favour of sustainable development in determining all planning applications.

9.3 The existing Unitary Development Plan notation on the site is Safeguarded Land. Saved UDP policy GS10 is clear that on Safeguarded Land existing uses will normally remain during the plan period and that planning permission for alternative development will only be granted following a review of the UDP. The intention of Safeguarded Sites, was to release land that is required beyond the development plan period to serve long term development needs. The purpose of the Safeguarded Land designation in the UDP was therefore not to protect the

land from development in perpetuity, but rather to designate land on the edge of existing settlements that may be required to meet longer term development needs without the need to alter existing Green Belt boundaries at the end of the UDP plan period.

9.4 The Unitary Development Plan was adopted in 2000 therefore the extent it can be relied upon in terms of current development needs is becoming now outdated. The NPPF also states that decision makers should only afford full weight to policies adopted from 2004 onwards. UDP policies are not protected by the NPPF and those associated with safeguarded land within identified sustainable locations can now be considered 'out of date' meaning that the application needs to be considered within the context of the presumption in favour of sustainable development. The site is classed to be sustainable in terms of the adopted Core Strategy, Planning Advice Note 30 and the emerging Development Sites and Places Development Plan Document (DPD).

9.5 Once it is accepted that the UDP safeguarded land designations in sustainable locations, are out of date, it is then necessary to consider, as required by the presumption, if there are any adverse impacts from granting permission for this particular site that 'would significantly and demonstrably outweigh the benefits'. A PAN 30 assessment identifies that the site measures favourably against most of the sustainable criteria. This is achieved in the main due to its location and the benefits arising from the associated access to transport and local services. The site is being considered as a housing site within the emerging DSAP, this supports the notion that it is a sustainable location, which must also be viewed in the context of the NPPF

which not only commits to the presumption of sustainable development but also identifies that it is essential 'to significantly boost the supply of housing'. This position was recently accepted on another safeguarded site that was approved and the committee report for this is attached at Appendix 2.

9.6 In addition it has also been demonstrated in a recent Appeal that the Authority did not have a five year housing supply see Former Doworth North Gawber Colliery Appeal decision at Appendix 3.

9.7 Given that the Borough Council does not have a five-year supply of land, and according to the provision of the NPPF para 47. "where there has been consistent under provision authorities should add a further 20% to the land supply by providing 6 years supply, to provide a realistic prospect of achieving the targets and making sure there is a choice of sites." The NPPF also makes it clear that where this is the case there will be a presumption in favour of sustainable sites being granted permission. In this situation it is also made clear that Settlement boundaries defined within the local plan fall and carry no weight in considering the requirement to deliver new homes.

9.8 ***Availability, deliverability and suitability.***

The subject site is within the control of a regional construction company who is committed to bringing the site forward within a five-year timeframe. The development of the site with a mix of aspirational family homes supports the strategy and will improve the existing housing mix in the Borough, helping support the community in Pilley/ Tankersley by the introduction of new families that will

maintain the primary school and the local facilities and contribute to the life of the community. The site and the settlement are suitable for the scale of the development proposed.

9.9 ***Relationship to the settlement, connections and landscape impacts.***

The site is located adjacent to the village (urban fabric in the LDF draft proposals map. There are no significant gaps within the village or surrounding which are not within the Greenbelt that could easily be developed in advance of the subject site to provide new homes.

9.10 The site forms a natural extension to the built up area, it is in this respect contained and does not spill out development into open countryside. The disposition of the site and the prevailing levels mean that development will largely be located at lower levels than adjoining homes to the north and the proposal will not therefore be incongruous in the landscape. The boundary hedgerows that surround the site are all to be retained, and enhanced. This serves to contain the development in the existing landscape, the scale of development proposed is to be no more than two storey and this together with the containment and the levels will reduce any perceived impacts on the surrounding areas.

9.11 ***Timetable for the development of the site***

This application is supported by the relevant studies into ecology, drainage, ground investigation and highways matters, there are not considered to be any issues that prevent development from going ahead. Once the reserved matters are approved following an outline consent, then it is estimated that the site would deliver 30 to 35

dwellings per annum and therefore would be fully built out well within a couple of years of the approval of the Reserved Matters.

9.12 ***Sustainability of the site and the development***

The site is in a sustainable location. A bus stop is within 270 metres of the site, giving direct access into Barnsley Interchange. A Primary School is close by within 450 metres in Tankersley. The site is within walking distance of a post office/ shop reading room and a public house.

The site is within close proximity to major employment at Wentworth Park, Hoyland and Barnsley itself.

9.13 The accompanying Transport Assessment (TA) has been prepared in accordance with 'Guidance on Transport Assessment' published by Department for Transport (DfT). The Traffic Assessment demonstrates that traffic generated by the development can be accommodated with the local highway network and that the proposal will not have any significant impacts upon the highway network and that safe visibility can be achieved for the proposed site access off New Road.

9.14 The development of the site itself will encompass renewable technology and achieve a building code that ensures sustainability. Materials will be locally sourced wherever possible, and renewable materials will be used. The application of building code and best practice will ensure that the site will reduce carbon emissions through "fabric first" construction.

9.15 ***Contamination, flood risk, biodiversity stability other environmental issues.***

The working up of the application has been supported by detailed analysis of the above matters.

9.16 The Phase 1 Environmental Assessment from CODA indicates that the site has not been previously developed, although some made ground is located close by. The site is therefore considered to generally be at a low risk of contamination.

9.17 There are no anticipated stability issues identified within the Coal Mining Report. The search does confirm that old workings may be present nearby and therefore rotary drilling should be undertaken as a precaution, as well as gas monitoring. This has been undertaken within the detailed ground report in order that if required suitable foundations and measures can be incorporated into the scheme as required.

9.18 The Flood and drainage assessment report from CODA confirms that the site is in flood zone 1, and that there is little risk either from any overland flooding or from ground waters. Surface water from the development will use SUD's methods and soakaways where possible if this is not feasible then site run off will be discharge to the nearby water course at the Greenfield runoff rate.

The foul drainage will be disposed of via a separate foul water drainage system discharging to the public foul sewer in New Road adjacent the to south of the site.

9.20 The Ecology Report from Absolute Ecology confirms following additional survey work that no protected species were found on the site. Detailed Bat and Badger surveys have concluded that there will be no impacts upon these species from the development or effects on their habitats in the local vicinity. The ecologist confirms that the results of these survey's did not reveal any protected species activity on the site which would require any further mitigation on or off site.

10 The Summary of Considerations.

10.1 The application site is a deliverable, achievable and suitable site for new residential development and will be able to bring new homes to the market well within a five-year timeframe. This will support the housing strategy of the Planning Authority in a sustainable location on a site proposed for allocation for high value, low density residential development.

10.2 The NPPF has made the governments aim of delivering new homes clear as a priority, and these must be in sustainable and appropriate locations. The site meets the requirements of the NPPF and is well placed to deliver aspirational homes in a location which will benefit from the proximity to Barnsley centre, the motorway junction and new major employment at Wentworth Park and new opportunities at Hoyland.

10.3 The site will not bring any adverse impacts to the area, There are no adverse effects from contamination or upon natural resources such as water and ecology. All of these matters have been carefully studied to ensure that no adverse impacts will arise.

10.4 In all of the circumstances of the site the Local Planning Authority are asked to approve the application. The applicant is willing to enter into a section 106 agreement or undertaking to deliver those matters that are directly necessitate by the development of this site in accordance with the prevailing legislation.

11. Proposed S106 undertaking/ Agreement Heads of Terms

- Education Provision to be negotiated
- Contributions to Children's Play Space and recreation ground improvements (contributions to Openspace).
- Footpath linkages and highway improvements (site frontage).
- Affordable offsite housing contributions

August 2013