
2019/0809

Applicant: Keepmoat

Description: Reserved Matters Application for residential development of 360 dwellings (Phase 3)

Location: Land North of Lingamore Leys, Thurnscoe, Rotherham S63 0PG

4 letters of objection have been received.

Background

The site was safeguarded land in the UDP and formed part of the area that was the subject of a previous outline planning application for residential development (2009/1408). Reserved Matters for Phase 1 was approved in 2010 (2010/0178) and has been delivered on site.

Following the expiry of the original outline application, a hybrid application was submitted (2017/1051) for phase 2 in full and outline for this site (phase 3). Phase 2 is currently being built on site.

This current application is therefore seeking to agree detailed planning matters for phase 3.

Site Description

The site is 11 hectares of agricultural land, located on the northern side of Thurnscoe which is situated between Barnsley and Doncaster with Doncaster being approximately 8 miles to the east and Barnsley 9 miles to the west. The main road through the village is the B6411 and there is a link to the A635 to the south. There is also a railway station within the village which is within walking distance from the site.

Phases 1 and 2 of the development are to the south of the site and the existing residential area of Thurnscoe extends along the western boundary. A railway line that links Sheffield and Rotherham to the south, with Pontefract, Wakefield and Leeds to the north, runs along the eastern boundary of the site; this effectively severs Thurnscoe with more residential areas located beyond it to the east. To the north is open Green Belt.

The housing in the vicinity of the site is predominantly modern in character dating from the mid to late 20th century. The first phase of the redevelopment of the Reema homes site, is complete with houses constructed of a mixed palette of materials including brick, stone, wood cladding and render. Phase 2 is simpler in design and materials reflecting the wider area. The surrounding housing is mixed in character with detached, semi-detached and terraced housing comprising of bungalows, two storey housing and a few three storey blocks. The majority are constructed in red or a dark buff brick with red or grey roof tiles. All are set back from the road with small front gardens with a mixture of front boundary treatments and small, enclosed rear garden areas.

The site is currently open fields which rise to the north east from Lingamore Leys. The rail line along the eastern boundary is located in a steep cut with an existing pedestrian bridge linking this to residential areas to the east. A public footpath runs along the southern boundary before crossing in a north easterly direction to meet this footbridge.

Proposed Development

The site layout has been amended several times from the initial submission and is presented to Members as a residential development of 360 dwellings comprising:

93 x 2 bed dwellings
209 x 3 bed dwellings
58 x 4 bed dwellings

All the properties have off street parking and gardens and there is a large area of open space running north south through the site which includes a MUGA and children's play area. There is a green corridor along the eastern boundary between the houses and rail line.

The site is accessed from two points along Lingamore Leys with the internal road layout forming a broadly grid pattern across the site. Several footpaths are created through the site to maximise permeability and the pedestrian link access the railway line is retained.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Local Plan

Site Allocation: The site is located within the Dearne and forms part of a Housing Allocation.

Site specific policy HS 43:

Former Reema Estate and adjoining land, off School Street, Thurnscoe with an indicative yield of 480. Development is expected to provide a bridge for people and vehicles to use across the railway line connecting the site with Thurnscoe East Estate, and retain, enhance and manage a wildlife corridor on the eastern boundary alongside the rail line. In addition, archaeological remains may be present on the site and an appropriate investigation is required.

SD1 'Presumption in Favour of Sustainable Development'.

GD1 'General Development' provides a starting point for making decisions on all proposals for development setting out various criteria against which applications will be assessed.

LG2 'The Location of Growth'

H1 'The Number of New Homes to be Built' sets the target of new homes for the plan period 2014 to 2033 at 21,546

H2 'Distribution of New Homes' states 14% of new homes to be built in the Dearne

H6 'Housing Mix and Efficient Use of Land' proposals for residential development are expected to include a broad mix of house size, type and tenure and a density of 40 dwellings per hectare is expected

H7 'Affordable Housing' seeks 10% affordable housing in this area

H8 'Housing Regeneration Areas' supports housing market regeneration programmes in lower value submarket areas including Thurnscoe.

T3 'New Development and Sustainable Travel' The site is located in the Accessibility Improvement Zone

T4 'New Development and Transport Safety'

D1 'High Quality Design and Place Making'

GS1 'Green Space' requires new development to provide or contribute towards green space in line with the Green Space Strategy.

GS2 'Green Ways and Public Rights of Way' seeks to protect rights of way from development.

BIO1 'Biodiversity and Geodiversity' requires development to conserve and enhance biodiversity and geodiversity.

CC1 'Climate Change'

CC2 'Sustainable Design and Construction'

CC3 'Flood Risk'

CC4 'Sustainable Urban Drainage'

CL1 'Contaminated and Unstable Land'

Poll1 'Pollution Control and Protection'

PI1 'Infrastructure and Planning Obligations'

SPD's

- Design of Housing Development
- Parking
- Open Space Provision on New Housing Developments
- Sustainable Travel
- Financial Contributions for Schools
- Trees and Hedgerows
- Design of Housing Development
- Affordable Housing
- Biodiversity and Geodiversity
- Planning Obligations

Other

South Yorkshire Residential Design Guide

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise.

Sections of relevance would be:

Section 5 – Delivering a sufficient supply of homes
Section 11 – Making effective use of land
Section 12 – Achieving well designed places

Consultations

Air Quality – A travel plan has been provided with the development and includes a recommendation for connections compatible with electric vehicle charging points be provided with each dwelling. On this basis an operational phase air quality assessment is not required.

Affordable Housing Officer: Support, subject to 5% affordable housing only on this phase. The previous phases delivered in excess of the 10% required by Local Planning Policy H7 therefore this site should deliver a reduced amount to support a rebalance of the market in this area.

Biodiversity Officer: No objections, the Ecology Appraisal and Landscape Strategy Plan are acceptable.

Broadband: No Comments, condition already on the outline approval.

Coal Authority: No comments, standing advice only.

Contaminated Land: I have read through the site investigation report (ref Sirius C8023) that has been submitted to support this application. This investigation has shown there are no elevated levels of contamination on the site. I do not require any further information regarding contamination issues, or require any conditions attaching.

Drainage: I would confirm that in my opinion the conditions regarding drainage applied to the original application referenced above should be applied to this resubmission.

Environment Agency: No comments received

Education: Due to the size of this development both a primary and secondary contribution would be required due to the impact on schools within the area.

Highways: No objections subject to conditions

Natural England: No comments, standing advice only.

National Grid: No comments received

Network Rail: No objections but applicants should be aware of various requirements to protect Network Rail land.. Advice issued to the applicant.

Pollution Control: No objections subject to conditions requiring a scheme of sound insulation.

Public Rights of Way: No objections as existing public rights of way are retained with diverted and or new routes and connections.

Regulatory Services – No objections subject to condition

South Yorkshire Police: No immediate concerns, detailed design out crime comments only.

South Yorkshire Passenger Transport Executive: No objections subject to the delivery of bus stop improvements as conditioned at outline.

South Yorkshire Mining Advisory Service: The site is not located in a Coal Authority Planning Referral area and therefore a coal mining risk assessment is not required. The Geo environmental report (Sirius November 2018) submitted with the application adequately considered the geotechnical and mining legacy for the site along with providing suitable recommendations for safe development.

Tree Officer: The level of impacts on the trees is as expected and with odd exceptions the trees to be removed are poor specimens and none would be considered worthy of individual protection to ensure retention within the scheme. The plan does note protective barriers will be required for the retained trees but does not show where they are to be utilised and as such this additional information will need to be provided prior to commencement, in accordance with the condition on the Outline Approval.

The level of tree planting shown on the landscape plan is acceptable, however it is not specified what species of trees etc. are to be used or where and as such full details of the proposed landscaping will also need to be provided.

Waste: Objected to the original layout as this included several dead ends / cul de sacs which require waste vehicles to undertake reversing manoeuvres. This has been addressed in the revised layout to provide a layout that provides more ease of movement for waste vehicles.

Ward Councillors: No comments

Yorkshire Water: No objections subject to conditions.

Representations

The application has been advertised by neighbour letters, site notices and a press advert. Four letters of objection have been received raising the following concerns:

- Loss of privacy and overshadowing of garden by new houses;
- Unacceptable disturbance from the existing development already (phase 2)
- Impact on services including doctors, school and roads which are already full.
- Loss of greenspace and loss of a view
- The greenspace on phase 1 has been vandalised and the same will happen on phase 3.
- There needs to be more homes for sale and less rented or social houses in the area.
- Impact on roads from so many cars and a lack of parking.

Assessment

Principle of Development

The principle of residential development has been established on the site for a number of years, most recently through approval of planning application 2017/1051 and the adoption of the Local Plan which includes the site as a housing allocation. As such, the principle of residential development on this site is acceptable, subject to assessment against other local plan policies and any material considerations.

Planning application 2017/1051 included the whole of housing allocation HS43, phase 2 being in full and delivering 129 houses. This reserved matters application is for phase 3, the remaining portion of the site and proposes 360 dwellings. This will bring the total for the site to 489 which is slightly over the yield identified in the site-specific policy. The proposed is considered to comply with the site-specific policy and Local Plan policy H6, housing mix and efficient use of land.

Local Plan Policy H8 supports housing market renewal in lower value submarket areas such as Thurnscoe. This scheme is part funded by a Homes England grant and includes a reduced

affordable housing provision to support the creation of a more balanced housing market in this area. In addition, the site includes extensive areas of greenspace with a MUGA and green corridor as well as improved public rights of way and a potential road link to East Thurnscoe, over the railway line.

Visual Amenity

The site layout has been amended to address various concerns including permeability across what is a large residential area. This has informed the layout which now broadly follows a grid pattern. There is a large greenspace running north south through the site which acts to break up the form of development and provides an attractive visual feature. This is proposed to be landscaped with tree planting, grassed areas and a MUGA and natural play park. Several landscaped footpaths are also included, increasing access across the site and to the greenspace and providing attractive features within the development. There is a green corridor along the eastern boundary of the site, providing a buffer to the rail line and creating wildlife corridor with native hedgerows and wildflower meadows.

The housing mix comprises detached and semi-detached dwellings of two and two and a half storeys and following detailed discussions with officers the parking of the site has been designed to provide more tandem parking to frontages which enables more soft landscaping to be more prominent to the entrance of the site and along the spine road. Design and materials are simple with a choice of two brick colours of multi buff and red, with grey or red concrete tile roof with grey doors windows and black rainwater goods.

In terms of other visual amenity considerations, the majority of the site is relatively open and clear of features. Tree protection details and an arboricultural method statement have been provided Overall the amendments to the submitted plan would result in an attractive open layout with plentiful soft landscaping to frontages, green areas to the entrance along Lingamore Leys and running northwards through the site. As such the proposal acceptable in visual amenity terms, complying with local Plan Policy D1.

Residential Amenity

The application has not generated significant objections; however, residential amenity considerations are a sensitive issue with the application overall given that existing dwellings are orientated to overlook the site at present in its open and green form. Separation distances either meet or exceed the requirements at site boundaries and the significant areas of greenspace across the site retain some of the openness with the advantage that this is accessible greenspaces whereas previously the site was an agricultural field. The existing footpath links with East Thurnscoe are also retained and improved with new links across the site added.

Overall Officers are satisfied that residential amenity of existing dwellings is maintained to a satisfactory level, in accordance with Local Plan Policy D1 and in accordance with adopted SPD Design of housing development.

Internally, following protracted negotiations and substitution of house types, the house types proposals now meet with the minimum room sizes set out in the South Yorkshire Residential Design Guide in the majority of cases with only a small percentage of 3 bed dwellings just being below the minimum

Overall the proposal is considered acceptable in accordance with Local Plan Policy D1 and the adopted guidance in the South Yorkshire Residential Design Guide.

Noise

Given the proximity of the site to the railway line a noise impact assessment has been submitted by the applicant. The report concludes that noise from the railway is the dominant noise source and has suggested a scheme of works to mitigate this including suitable glazing and the use of acoustic trickle vents. This has been assessed by the Council's Regulatory Services section who are satisfied with the assessment and, subject to a suitable condition, have raised no objections to the scheme.

Highways

The application has been amended since its first submission to enable a road network that connects well within the existing highways and also internally works for all vehicular traffic including waste and emergency vehicles. This does result in some long lengths of road but these are broken up by 'pinch points' to slow traffic down.

Site specific policy HS43 requires a bridge for vehicles and people to use across the railway line, connecting to East Thurnscoe. Whilst this is not viable to deliver as part of this development, the application layout includes a road link through the site suitable for buses. This can be extended in the future should funding for the bridge be secured. It is therefore accepted that this aspect of the Policy is complied with.

PROW

There are 2 public rights of way running through this site, a public footpath for pedestrians from School Street to the railway bridge and a public bridleway for pedestrians, cyclists and horse riders from the south eastern corner of the site to the railway bridge.

The bridleway connects to Thurnscoe village centre and railway station. The route has a tarmac surface further south, which was surfaced as part of an earlier phase of development. This tarmac surface will be extended through to the railway bridge as part of development works to provide an all-weather through route from the development to Thurnscoe village.

An additional spur has been provided from the bridleway to the estate road and public footpath. This creates a right of way for cyclists from the estate road to the village centre.

The development will therefore improve existing public rights of way and provide new links, in accordance with Local Plan Policy GS2 Greenways and Public Rights of Way and T3 Sustainable Travel.

Drainage

The site is located within Flood Zone 1 (low risk). A condition was imposed at outline stage stating that drainage details need to be agreed prior to the commencement of development. The developer has indicated that foul water will be discharged to the public combined sewer network and has indicated that an underground attenuation tank will be utilised to help deal with surface water drainage. A basin is also shown on the plans close to the MUGA but the applicants have confirmed that this is a dry basin and is only there as a cover for overflow for a 1 in 100 year event. Yorkshire Water and the Council's drainage Section are happy with the principles of the scheme and, subject to detailed designs being worked up as part of compliance with the relevant condition, they have raised no objections to the scheme. Overall therefore the proposal is regarded as being acceptable with regards to flood risk and drainage considerations.

Archaeology

Condition 18 of the outline consent (2017/1051) required an archaeological evaluation to be undertaken and the results submitted with any reserved matters application. This has been fulfilled with the submission of the 'Geophysical Survey Report. Phase 3, Willow Heights, Thurnscoe, South Yorkshire' by Sumo Survey. No certain anomalies of archaeological interest were identified but several anomalies of uncertain origin (which may be archaeological in nature) were recorded. Overall, the results of the survey are sufficient to establish that there are not widespread and extensive archaeological remains across the site that would preclude development, but some further work will still be required to test the 'uncertain anomalies'.

A WSI for trial trenching by MAP Archaeological Practice has also been submitted. This is sufficient as a mitigation strategy for the site. However, as the works detailed in this WSI have yet to be implemented, condition 18 should not be fully discharged at this time.

SYAS advise that an informative be added to the decision notice, should consent be granted, to remind the applicant that the archaeological mitigation secured by condition 18 on the outline consent and detailed within the WSI by MAP Archaeological Practice needs to be completed prior to the commencement of development on the site.

S106 – Affordable housing, off-site public open space, greenspace compensation, education and sustainable travel

This is a reserved matters application therefore s106 requirements are limited to those matters raised at the time the outline planning permission was granted and secured through appropriate condition in accordance with Local Plan policies and the relevant adopted Supplementary Planning Documents. As this was before the adoption of the Sustainable Travel SPD there is no requirement for a contribution under this SPD, albeit improvements to bus stops have been conditioned. The agreed provisions are therefore summarised as follows:-

- Affordable Housing - Local Plan Policy H7 states that housing developments of 15 or more dwellings will be expected to provide affordable housing, with 10% affordable housing provision expected in the Dearne area. However, as the site provided in excess of this on previous phases, it has been agreed that only 5% will be included as part of this development. This is to address existing imbalances in the local market. These will be provided on site
- Education contributions - This development would have a pupil yield of 75 primary and 54 secondary pupils and a S106 contribution would be required as follows:

Primary – 75 pupils at £16,000 =	£1,200,000
Secondary - 54 pupils at £16,000 =	<u>£864,000</u>
Total	£2,064,000

Bus Stop Improvements – Condition 21 of the Outline approval requires improvements to bus stops on Lingamore Leys and Merril Road to be agreed at the time of submitting the reserved matters application. SYPTE have been consulted and confirmed the cost for these improvements as £67,400.

Total contributions = £2,131,400 plus 5% affordable housing

An EV charging point will be provided for each dwelling as would cycle storage for each dwelling without a garage. Overall the proposal is wholly compliant with the requirements of Policy I1 Infrastructure and Planning Obligations which states that development must contribute as necessary to meet all onsite and off-site infrastructure requirements to enable development to take place satisfactorily.

Conclusions

The proposed development will deliver 360 houses, 95% of which are for market sale, in a housing regeneration area where there is a high proportion of rented properties. The scheme also includes a high proportion of family housing in the form of 209 three bedroom and 54 four bedroom properties. A generous proportion of greenspace is included with a NEAP; including MUGA and children's play area and ecological enhancements on site and along the green corridor which also provides a buffer to the railway line.

Existing footpath links are retained and improved, and the site has been laid out to maximise access and permeability across the area. Further the S106 includes funds to improve bus stops on Lingamore Leys and Merril Road.

The proposed is therefore recommended to Members for approval.

Recommendation

Grant subject to conditions and S106

- 1 The development hereby approved shall be carried out strictly in accordance with the amended plans and specifications as approved:

Planning Layout K 1926.01 Rev M
Abbey Working Drawing Pack 1060 Rev 1
Bamburgh Working Drawing Pack 1200 Rev 1
Caddington Plu Housetype H51-CR-001 Rev A
Danbury Working Drawing Pack 1080 Rev 1
Hadley Working Drawing Pack 1350 Rev 1
Hardwick Working Drawing Pack 1260 Rev 1
Lawton Working Drawing Pack 2010 Rev 1
Mawlow Working Drawing Pack 2030 Rev 1
Turton Working Drawing Pack 5260 Rev 1
Planning Drawing Twin Garage 1926.G.02
Planning Drawing Single Garage 1926.G.01
Various Boundary Treatments 1926.B.01
Geophysical Survey Report 16831 (MAP Archaeology Ltd January 2020)
unless required by any other conditions in this permission.

Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 2 Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Thereafter the development shall proceed in accordance with the approved details.

Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with Local Plan Policy D, High Quality Design and Place Making.

- 3 Upon commencement of development details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 4 Upon commencement of development a plan indicating the position of boundary treatment(s) to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the dwelling is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property in accordance with Local Plan Policies GD1 General Development Policy and D1 High Quality Design and Place Making.

- 5 The residential accommodation hereby permitted shall not be occupied unless a scheme of sound insulation works has been installed and thereafter retained. The scheme of sound insulation works installed shall be based on the findings of the noise assessment report, reference NIA/8582/19/8511/v1/Thurnscoe, Phase 3, dated the 26th June 2019, submitted with the application.

The scheme of works shall;

a) Be based on the findings of the noise assessment report, reference NIA/8582/19/8511/v1/Thurnscoe, Phase 3, dated the 26th June 2019, submitted with the application.

b) Be capable of achieving the following noise levels:
Bedrooms: LAeq (8 hour) - 30dB (2300 to 0700 hours);
Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);
Bedrooms: LAFmax - 45dB (2300 to 0700 hours).

c) Where the above noise criteria cannot be achieved with windows partially open, include a system of alternative acoustically treated ventilation to all habitable rooms.

Reason: In the interests of residential amenity in accordance with Local Plan Policy Pol1.

- 6 No development shall be commenced until full engineering, drainage and street lighting and constructional details of the streets proposed for highway adoption have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details.

Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety in accordance with Local Plan Policy T4.

- 7 Before any dwelling is first occupied the roads and footways shall be constructed to binder course level from the dwelling to the adjoining public highway at School Street in accordance with details of a completion plan to be submitted and approved in writing by the LPA.

Reason: To ensure streets are completed prior to occupation and satisfactory development of the site in accordance with Local Plan Policy T4.

- 8 Prior to the commencement of construction works, details of EVCP's shall be submitted to and approved in writing by the LPA. The works shall be installed in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details.

Reason: In interests of promoting sustainable travel opportunities in accordance with Local Plan Policy T3.

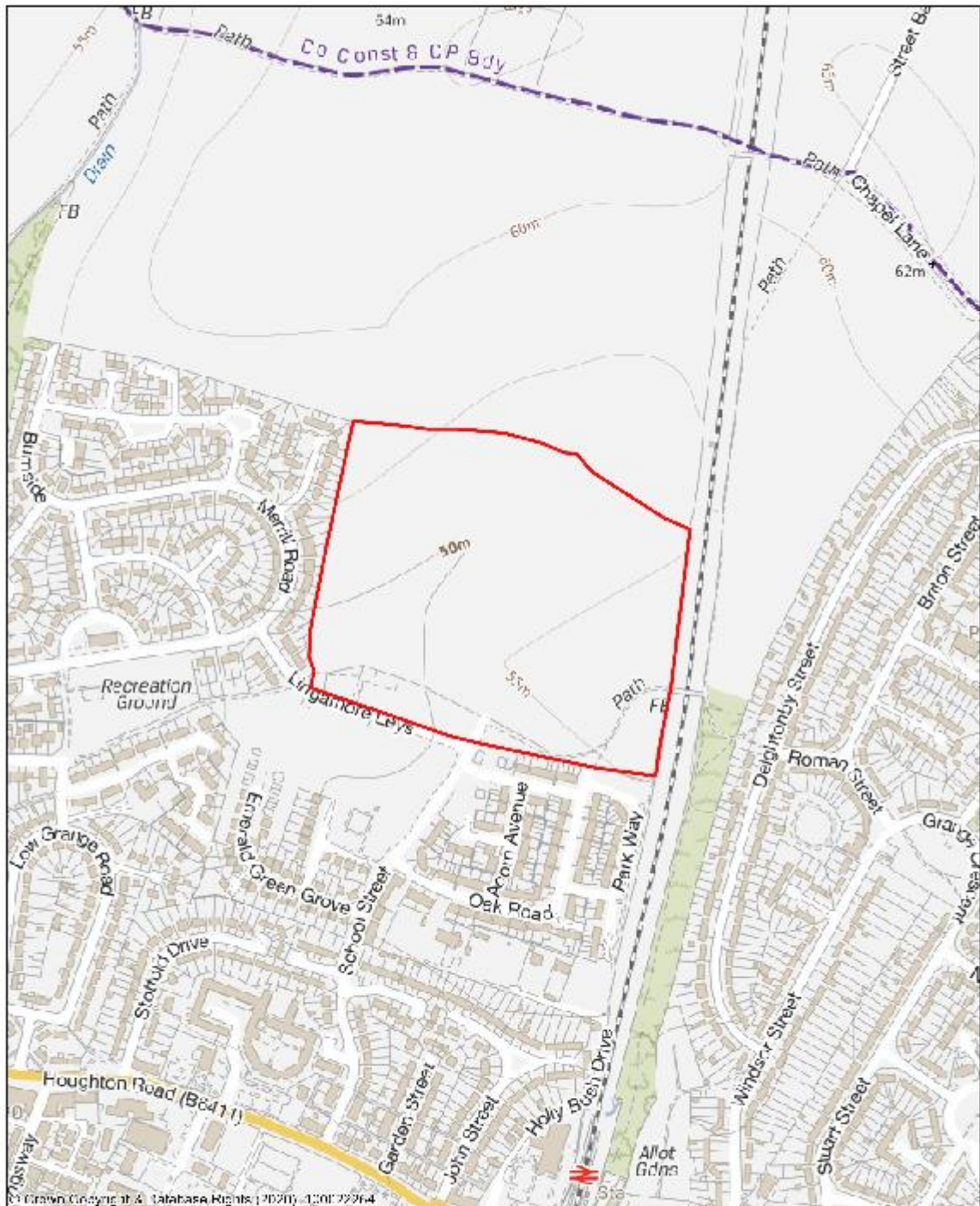
- 9 Notwithstanding the Landscaping Masterplan (C-1787-01 Rev A) submitted with this

planning application, full details of soft landscaping works, including details of the species, positions and planted heights of proposed trees; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

PA Reference:-

2019/0809



BARNSELY MBC - Regeneration & Property

Scale: 1:5000

