

**Yorkshire Land Ltd**

# **Land at Hunningley Lane, Worsbrough Dale, Barnsley**

**Advocacy Statement**

4 April 2014









## Introduction

This Advocacy Statement is submitted on behalf of Yorkshire Land Limited to support the allocation of land at Hunningley Lane, Worsbrough Dale shown edged red on the aerial photograph. Yorkshire Land has a proven track record in using its land and property assets to deliver housing development within the Borough.

The Hunningley Lane site is some 12.55 hectares in extent (gross site area), is presently in agricultural use and identified as Green Belt in the UDP. It was also shown as such in the Development Sites and Places Consultation Proposals Map for Barnsley. Representations have previously been made to the Council to promote the release of the site from the Green Belt and its use for housing. The site (SHLAA Site Ref 547) was considered and appraised as a part of the Barnsley SHLAA 2013 undertaken on behalf of Barnsley MBC by Peter Brett Associates. The site scored well in this process against the assessment criteria and was found to be deliverable with good achievability and, consequently, could be used in the first five years' supply.

Significantly, the site does not provide any Green Belt purpose and by virtue of its strong sustainability credentials and location in the Barnsley urban area, would be ideally suited as a housing allocation site.

We therefore request that the whole of the site be removed from the Green Belt, included within the settlement boundary and hence recognised as part of the urban fabric of Barnsley and allocated as a site suitable to accommodate a broad range of family homes.

## Rationale

The Rt Hon Eric Pickles MP, The Secretary of State for Communities and Local Government's Ministerial Statement 'Housing and Growth' (6 September 2012) confirmed that the Coalition Government's number one priority is to get the economy growing and stated, "We must create the

*conditions that support local economic growth and remove barriers that stop local businesses creating jobs and getting Britain building again."*

The Barnsley Local Plan (Local Plan) provides an opportunity to confirm how the Council's objectively assessed housing needs will be delivered in the plan period, which is expected to extend until at least 2031.

Council Officers have confirmed in the Barnsley Housing Strategy 2014 to 2033 (to be presented to Cabinet on 9 April 2014) that, "In order to meet our housing targets we plan to review and may reallocate some land for housing that was previously designated as Green Belt as part of the Local Plan making process (we anticipate that this will be less than 1% of the current Green Belt land, which currently makes up 77% of all land in the Borough)." Hence, the Barnsley Local Plan will also necessitate the definition of Green Belt boundaries that will be required to endure beyond the extent of the aforementioned plan period (i.e. beyond 2031).

Paragraph 85 of the NPPF recommends that when defining Green Belt boundaries local authorities should, amongst other things, 'define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.'

In this case, as is clearly evident from the aerial photograph, the land is bound by Hunningley Lane to the north west, White Cross Lane and neighbouring residential properties to the south, the cemetery to the north and the railway line to the east.

In respect of the current Green Belt designation, we conclude that for the following reasons the site does not serve a Green Belt purpose:-

- I. Development of this site would not conflict with the purpose of the Green Belt in preventing the uncontrolled growth of urban areas, in that the site lies within the general framework of the

Barnsley urban area as defined by its topographical and landscape setting.

2. As regards, the issue of coalescence, the nearest settlement to Barnsley in the general vicinity of the site is Wombwell. The physical and visual separation between Barnsley and Wombwell derives from the existence of a significant intervening tract of open countryside beyond the aforementioned landscape features and the topographical character of this intervening area.
3. Development of the site would not compromise the character and effectiveness of the existing separation. Importantly, the Green Belt boundary would correspond with established physical features in the landscape, namely the railway line, the cemetery and White Cross Lane, which would provide a physical demarcation between Barnsley and the aforementioned tract of countryside to the east of the site. These are considered to represent well-established, physical features that are readily recognisable and likely to be permanent and that also reflect the wider topographical setting of the Barnsley urban area.

In this context, the site is not considered to perform any Green Belt purpose and, consequently, we conclude that the land could safely be removed from the Green Belt in the emerging Barnsley Local Plan.

### Available

The site is in single ownership and is the subject of legal option agreement. House builders have expressed interest in taking the site forward and are keen to deliver family housing on the site.

There are no apparent constraints to the development of the site. Access can be obtained into the site through the formation of two separate road junctions onto Hunningley Lane

and there are no physical constraints that would preclude its development.

### Suitable

The proposed development can make an efficient and attractive use of the land. Although not currently allocated for housing development, the site represents an excellent opportunity for future housing being located within a sustainable location in Urban Barnsley as confirmed in the Barnsley SHLAA 2013.

The Barnsley B6100 Corridor (Stairfoot – Worsbrough Bridge) is an important public transport corridor that is well served by bus services and the site is also within walking distance of local schools and facilities as well as the town centre.

The Institute of Highways and Transport (IHT) document: *'Guidelines for Planning for Public Transport in Developments'* suggests that, "A maximum walking distance to a bus stop should not exceed 400 metres from any dwelling within a site allocated for housing development." The site meets this important requirement and would therefore provide future residents the opportunity to use alternative travel modes to access key local destinations and is therefore suitable for housing.

The site is sustainable being within close proximity of public transport services on Hunningley Lane and to shops, services and community facilities, including The Worsbrough Centre Hunningley Primary School and Barnsley Academy.

An appropriate master planned solution on the site for residential development would be developed to achieve the objectives of the Council's Economic and Housing Strategies and the emerging Barnsley Local Plan, which is expected to seek to deliver the majority of new housing development within the Barnsley urban area.

The site will provide an opportunity for a residential development to come forward offering a range of family housing accommodation in Barnsley thus helping to realise the Council's strategic objectives.

The development would be likely to generate a demand for one primary school place for every four homes and one secondary school place for every eight homes developed. Hence, the development of up to 334 homes on the site would generate a demand for 84 primary school places and 42 secondary school places.

Due to the site's location and the degree of visual containment provided by existing trees and landscape features, development of the site would neither impact adversely upon the setting of Urban Barnsley nor the surrounding landscape.

Paragraph 8.44 of Barnsley MBC's Development Sites and Places Consultation Draft 2012 (Development Sites and Places Document) confirmed the characteristics that Green Belt sites would require to be considered most favourably for housing. With reference to the aforementioned characteristics, the development of the Hunningley Lane site fulfils these requirements because it would:-

- Enable the Borough to achieve its ambitions of the Economic and Housing Strategies in respect of delivering a broader housing mix;
- Not harm the functions of Green Belt of checking unrestricted sprawl and preventing settlements merging into each other;
- Would result in readily recognisable, permanent and defensible Green Belt boundaries;
- Is well related to existing neighbourhoods in Urban Barnsley, is readily accessible to facilities therein and is therefore sustainable; and
- Will contribute to the economic prosperity and viability of Urban Barnsley

The Hunningley Lane site is viable for housing development and strong market interest in the site demonstrates the likelihood of it delivering well designed, family housing development.

## Achievable

Whilst the gross site area is 12.55 hectares in extent, largely due to the presence of an open dyke the net developable area represents approximately 70% of the overall site area (c. 8.8 hectares). Thus, if we assume that a density of up to 38 dwellings per hectare could be realised in this urban location, then the site could reasonably be expected to accommodate up to 334 dwellings.

If we assume development of the site by two developers working in tandem and that completions would be at a rate of 50 dwellings per annum, then the development could reasonably be expected to be complete within seven years of commencement.

It is considered that development on this site is achievable and there are no known constraints that would preclude its development.

The proposed development of the site would have a number of significant positive effects for the Borough, including the provision of much needed, quality family housing. The Council's Economic and Housing Strategies recognise the need for emerging planning policies to allocate commercially attractive and market facing sites to deliver the homes that will be required in the Borough from now until 2033.





## Highways and Transport

The site can be served from two points of vehicular access onto Hunningley Lane and the associated costs of delivery of the requisite highway infrastructure are not unusual. In the present context, given the indicative net developable area (8.8 hectares) to accommodate development and the assumed yield of up to 334 dwellings, we understand that safe and suitable accesses to the site can be achieved from Hunningley Lane and that development would not have a significant detrimental impact on the local highways network.

Consideration of the wider site access arrangements will be addressed as detailed proposals for development of the site are formulated in coming months. There are no technical highways constraints or extraneous costs associated with delivering the access that would preclude development of the site.

## Utilities

The majority of mains services required to serve development are available within Hunningley Lane. Whilst future development will be required to provide new infrastructure, it will also connect to existing services that presently serve the wider area.

## Flooding and Drainage

The site is not constrained by flood risk since it is not considered to be at risk from flooding, as highlighted on the Environment Agency's National Flood Risk Map. The form and nature of drainage infrastructure will be informed by prior discussion with the Environment Agency and service providers. There are no known constraints in terms of flooding or drainage.

## Ground Conditions

Given the longstanding use of the site as agricultural land there are no known ground constraints or contamination issues.

## Trees

Existing trees within the site will be retained where this is practicable. Proposals for the development of this site will include commitment to safeguard the existing alignment of the open dyke and delivering recreational open space. There are no known Tree Preservation Orders on the site.

## Ecology

Given the predominant use of the site as agricultural land, ecological interests are likely to be limited. Nonetheless, the aforementioned wooded areas will be retained and ecological assessments will inform the nature of future development and confirm appropriate mitigation measures to safeguard any significant ecological interests.

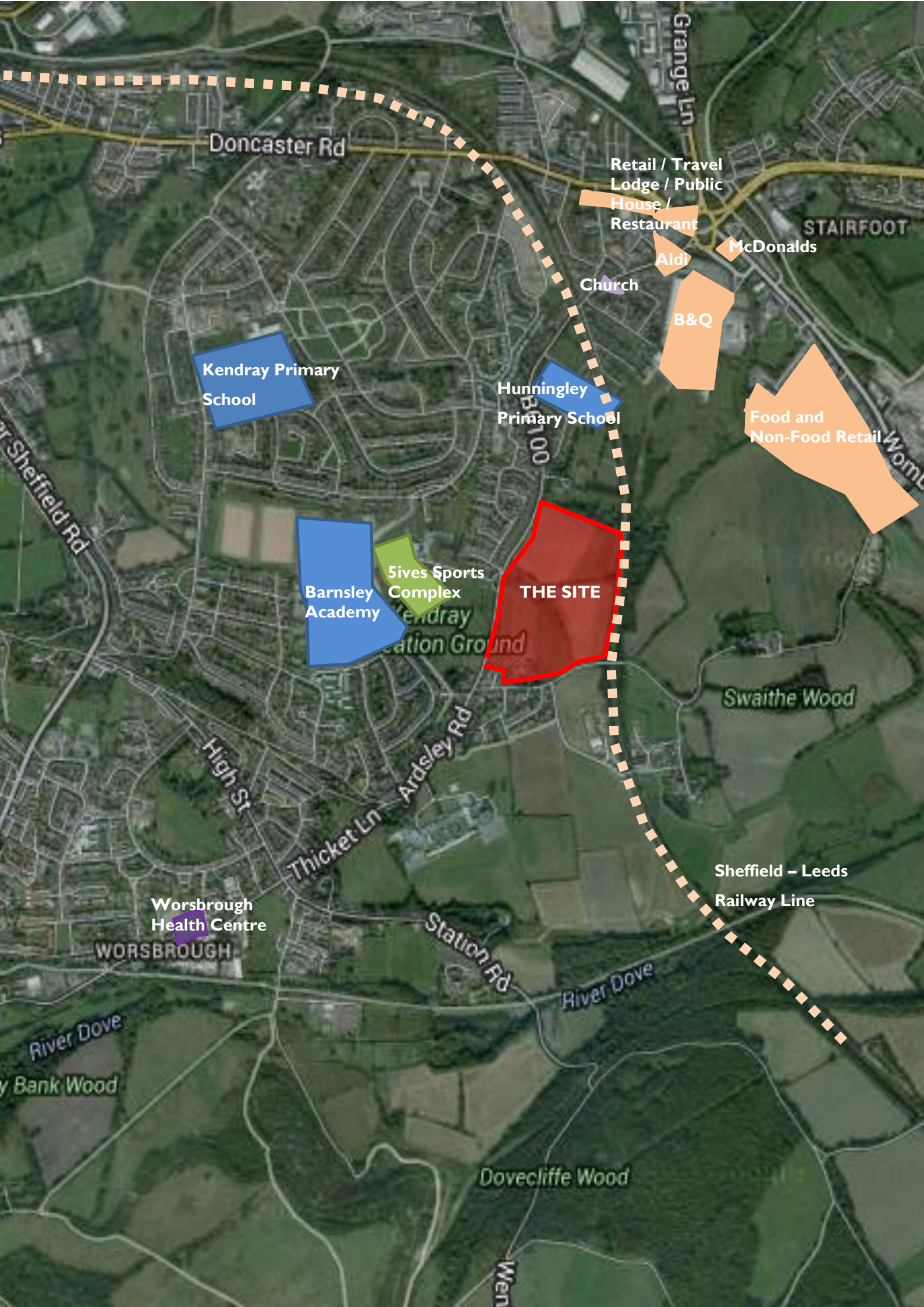
## Cultural Heritage

There is not expected to be any effect on the setting of listed buildings and conservation areas in the area.

## Socio Economic Factors

Given the extent of the site, its development for low density high value housing would contribute significantly to economic activity in the area and support the viability of both Barnsley and the Borough as a whole. In addition, our client is keen to work with the Council to confirm arrangements to maximize local economic benefits by encouraging local employment opportunities and promoting the use of local suppliers where possible in future development of the site.





Doncaster Rd

Grange Ln

Retail / Travel  
Lodge / Public  
House /  
Restaurant

STAIRFOOT

McDonalds

Aldi

Church

B&Q

Kendray Primary  
School

Hunningley  
Primary School

Food and  
Non-Food Retail

Barnsley  
Academy

Sives Sports  
Complex

THE SITE

Swaith Wood

High St

Ardsley Rd

Thicket Ln

Station Rd

Sheffield – Leeds  
Railway Line

Worsbrough  
Health Centre

WORSBROUGH

River Dove

River Dove

Dovecliffe Wood

Wen



## Deliverability

As explained above, there are no known technical matters that should preclude development of the site on a commercial basis. The site is in single ownership and is the subject of an option agreement. Major house builders have expressed interest in taking the site forward and are keen to deliver family housing development on the site.

We have assumed a development density of approximately 38 dwellings per hectare on the proposed allocation and given that the net developable area on the proposed allocation is 8.8 hectares, this would mean that the site could be designed to accommodate up to 334 dwellings.

If we assume development of the site by two developers working in tandem and that completions would be at a rate of 50 dwellings per annum, then the development could reasonably be expected to be complete within seven years of commencement.

## Sustainability Appraisal

The Framework (NPPF) sets out the presumption in favour of sustainable development and the Government's key objective to increase significantly the delivery of new homes. The site is sustainable being within close proximity of public transport services on Hunningley Lane and to shops, services and community facilities, including Hunningley Primary School and Barnsley Academy.

When considering the three pillars of sustainability i.e. social, economic and environmental considerations, the site achieves the key objectives of sustainability in all three areas. Sustainable elements of the project are likely to include:

- Provision of quality homes to meet identified needs as recognised in the Council's Economic and Housing Strategies and attracting new residents and increase housing choice in this part of the Barnsley urban area, thus allowing existing residents to stay in the area.
- Creation of increased local employment opportunities through construction jobs, indirect jobs and increased demand for services. *"Estimates suggest that each new house constructed leads to up to 4 extra jobs in the wider economy"* (Home Builders Federation 'Building a Recovery' December 2010).
- Increased expenditure within the local area. The economic rewards of investment in housing are enormous. *"Every £1 spent on house building puts £3 back into the wider economy. And because every new home built creates jobs, it also gets people back into work."* *"But housing offers so much more. A decent home is a fundamental building block to a healthy, independent and dignified life, providing the secure base people need to achieve their aspirations."* (<http://www.homesforbritain.org.uk>)
- Assuming that 334 family homes will be delivered in Council Tax Bands C, D, E and F Hunningley Lane could reasonably be expected to deliver at least £425,666 in Council Tax payments to Barnsley Metropolitan Borough Council per annum.
- Delivery of up to 334 dwellings in Council Tax Bands C, D, E and F and the anticipated quantum of affordable homes at Hunningley Lane would deliver £386,531 in New Homes Bonus payments to Barnsley Metropolitan Borough Council in year one and £2,319,184 in payments over six years.
- Working with the Council to confirm arrangements to maximize local economic benefits by encouraging local employment opportunities and promoting the use of local suppliers where possible in future development of the site.
- Delivery of any executive housing in this part of the Borough would also increase the generation of Stamp Duty Land Tax payments to the next Government.
- Environmental, social and economic benefits from developing the site
- Introduction of effective sustainable urban drainage strategy to minimize the risk of flooding and maximise biodiversity.







## Conclusions

The site is suitable, available and achievable and hence provides an opportunity for a residential development to come forward and deliver much needed family housing in the Borough thus addressing the ambitions expressed in the Council's Economic and Housing Strategies and anticipated in the emerging Barnsley Local Plan.

The extent of the site will ensure that its development for quality family housing would contribute significantly to economic activity in the area and support the viability of local neighbourhoods in this part of the Barnsley urban area and in the Borough as a whole. In addition, our client is keen to work with the Council to confirm arrangements to maximize local economic benefits by encouraging local employment opportunities and promoting the use of local suppliers where possible in future development of the site.

In these circumstances, we would be obliged if you would keep us informed of progress made on publication of the consultation documents for the emerging Barnsley Local Plan.

We would welcome an opportunity to maintain a constructive dialogue with you in coming weeks and months to ensure that the extent of the opportunity available on this site can be realised and deliver new homes and associated economic benefits as soon as possible.

planners | urbanists | architects | landscape | engagement



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