

Report Precis

Report of the Interim Head of Planning to the Planning Regulatory Board

Date: 20/01/2015

Subject

Applications under Town and Country Planning Legislation.

Purpose of Report

This report presents for decision planning, listed building, advertisement, Council development applications and also proposals for works to or felling of trees covered by a Preservation Order and miscellaneous items.

Access for the Disabled Implications

Where there are any such implications they will be referred to within the individual report.

Financial Implications

None

Crime and Disorder Implications

Where there are any such implications they will be referred to within the individual reports.

Human Rights Act

The Council has considered the general implications of the Human Rights Act in this agenda report.

Representations

Where representations are received in respect of an application, a summary of those representations is provided in the application report which reflects the key points that have been expressed regarding the proposal.

Members are reminded that they have access to all documentation relating to the application, including the full text of any representations and any correspondence which has occurred between the Council and the applicant or any agent of the applicant.

Recommendation(s)

That the applications be determined in accordance with the recommendations set out in the main report which is attached. Full report attached for public and press copy (unless Confidential item).

Background Papers

These are contained within the application files listed in the following schedule of planning applications. They are available for inspection at Barnsley Library and Information Services, The Civic Centre, Eldon Street, Barnsley, S70 2JL.

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2014/0754 Approval**Page 3**

Residential development of 66no. dwellings and associated infrastructure.
Land at Church Lane, Hoylandswaine, Barnsley

2014/1055 Approval**Page 21**

Formation of access roadway and associated infrastructure (Full). Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2) and food & drink (A3, A4, A5) with associated infrastructure.
Land to the North of Dearne Valley Parkway, Birdwell, Barnsley

2014/0807 Approval**Page 38**

Residential Development - 85 no. dwellings (Outline)
Land at Carrington Avenue, Barnsley, S75 1BW

2014/1454 Approval**Page 54**

Change of use of storage caravan to residential use including associated works.
Grange Farm, 67A Grange Road, Royston, Barnsley, S71 4LF

2014/1226 Refusal**Page 61**

Erection of detached bungalow.
4 Robin Lane, Royston, Barnsley, S71 4EA

PLANNING APPLICATIONS – WITH REPORTS

2014/0754

BDW Trading

Residential development of 66no. dwellings and associated infrastructure.

Land at Church Lane, Hoylandswaine, Barnsley

Objections from 30 local residents, the Parochial Church Council of St John the Evangelist, Councillors Barnard and Wilson, Penistone Town Council and Angela Smith MP.

Site Description

The site comprises 3.4ha area of land which is located on the north-western edge of the existing Hoylandswaine village settlement. The site currently comprises fields that were previously used for agricultural purposes.

The central area of the site is located to the west of existing housing on Church Lane/Church Heights and the Parochial Church Council of St John the Evangelist, which is a grade II listed building. Houses also are located adjacent to the site on Haigh Lane to the north and Haigh Head Lane to the south. In addition the site is located next to Hoylandswaine Primary School.

The surrounding land use on the remaining three sides is predominantly open fields and agricultural use. The western boundary abuts Green Belt land. The site is bounded by existing hedgerows and trees, particularly on the eastern boundary which abuts the residential properties. Furthermore the two fields which make up the site are divided by a line of existing hedgerows and trees. There is a small collection of stables currently situated within the south east of the site.

Proposed Development

The application is for full planning permission to construct a development of 66 houses along with provision of associated infrastructure including roads, drainage, public open space and landscaping. The proposed housing development would consist of 2 x two bed, 4 x three bed, 29 x four bed and 31 x five bed houses that would be either two storey or two and a half storeys in height. The overwhelming majority would be detached.

Direct access to the development would be via Church Lane which was built to serve the modern housing estate approved under application B/96/0004/PU. This would connect with Haigh Lane as the main highway passing through the village.

The development would also include a central area of public open space and a landscape buffer. In addition the application would make provision of a commuted sum for the enhancement of public open space off the site.

The plans also include the provision of 6 car parking spaces within the site for use by the Church. In addition the plans include the route of the proposed surface water outfall. This would involve the construction of a new sewer through two fields to the west of the site to a location through to Cross Lane where it is proposed to connect with Tanyard Beck. This would also involve the construction of a SUDS basin in the field.

History

No previous planning applications have been submitted in respect of the majority of land included within the application. However the following applications have been made on a small section of land in the south east corner of the site:-

B/74/0359/PR – Proposed erection of dwellinghouse and double garage. Decision: Refused permission 02/09/1974.

B/75/1111/PU – Proposed erection of 1 dwellinghouse. Decision: Refused permission 27/06/1975.

Policy Context

Planning decision 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 development plan consists of the Core Strategy and the saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has produced a Local Plan Consultation Draft 2014, which shows possible allocations up to 2033 and associated policies. The document is a material consideration but the weight afforded to it is limited by the fact it is at an early stage in its preparation.

Local Development Framework Core Strategy

CSP2 'Sustainable Construction'
CSP3 'Sustainable Drainage Systems'
CSP4 'Flood Risk'
CSP5 'Including Renewable Energy in Developments'
CSP8 'The Location of Growth'
CSP9 'The Number of New Homes to be Built'
CSP10 'The Distribution of New Homes'
CSP14 'Housing Mix and Efficient Use of Land'
CSP15 'Affordable Housing'
CSP26 'New Development and Highway Improvement'
CSP29 'Design'
CSP34 'Protection of the Green Belt'
CSP35 'Green Space'
CSP36 'Biodiversity and Geodiversity'
CSP37 'Landscape Character Assessment'
CSP39 'Contaminated and Unstable Land'
CSP40 'Pollution Control and Protection'
CSP42 'Infrastructure and Planning Obligations'

Saved UDP Policies

UDP notation: Safeguarded Land (the proposed housing site) and Green Belt in the case of the proposed drainage outfall.

Policies WR11/GS10 state that 'In areas shown as Safeguarded Land on the proposals maps existing uses will normally remain during the plan period and development will be restricted to that necessary for the operation of existing uses. Otherwise planning permission for the permanent development will only be granted following a review of the UDP which proposes that development on the land in question'.

GS6 'Extent of the Green Belt'

SPD's

- Designing New Residential Development
- Parking
- Open Space Provision on New Housing Developments

Planning Advice Note's

33 -Financial Contributions to School Places

Other

South Yorkshire Residential Design Guide

Emerging Development Sites and Places DPD

Proposed allocation: Proposed low density housing site. The area of land where it is proposed to construct the drainage outfall would remain in the Green Belt.

- Policy H1 'Uses on Allocated Housing Sites'
- Policy H4 'Phased Release of Allocated Housing Land'
- SD1 Presumption in favour of Sustainable Development
- GD1 General Development Policy

Draft Local Plan

Proposed allocation: Safeguarded Land. The area of land where it is proposed to construct the drainage outfall would remain in the Green Belt.

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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Paragraphs of particular relevance to this application include:

32 – 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

49 – 'Housing applications should be considered in the context of the presumption in favour of sustainable development'.

58 & 60 – Design considerations.

100-104 – Flood risk.

Consultations

Affordable Housing Officer – No objections subject to the terms of the proposed S106 Agreement.

Biodiversity Officer – An updated ecology report has been submitted and assessed

Contaminated Land – No objections.

Conservation Design- Does not object subject to the imposition of conditions.

Drainage – Do not object subject to the imposition of conditions.

Education – No objections subject to the provision of a commuted sum of £91,312 towards funding additional primary school capacity.

Environment Agency – Do not object subject to the imposition of conditions.

Highways – No objections subject to conditions.

Regulatory Services – No objections subject to conditions.

Penistone Town Council – Object on the grounds of overdevelopment in a small village with inadequate and insufficient road access.

Tree Officer – No objections subject to conditions.

SYAS – Do not object subject to the imposition of conditions.

SYPTTE – Recommend that travel master passes are provided to each dwelling to incentivise public transport use.

Yorkshire Water – No objections subject to conditions.

Representations

The application was advertised by neighbour notification, site and press notice. 30 objections have been received from local residents. In addition objections have been received from Councillors Barnard and Wilson, Penistone Town Council and Angela Smith MP. In summary the main concerns expressed are as follows:-

Infrastructure – concerns that the infrastructure of the village would not be able to cope with the additional demands placed by a development of this size in terms of school places, access roads, absence of shops/ a post office and limited public transport. Also concerns regarding the cumulative impact of other developments in the Penistone area on the local infrastructure in terms of local schools and health care capacity.

Harm to the village character/identity – Loss of a greenfield site, loss of agricultural land, harm to the environment, an influx of a disproportionate amount of new residents.

Conflict with the planning policies - Concerns that the site is designated Safeguarded Land in the UDP and that the proposed development would be contrary to CSP8 'The Location of Growth', CSP10 'The Distribution of New Homes', CSP21 'Rural Economy', CSP25 'New Development and Sustainable Travel' and Planning Advice Notice 30 (PAN 30).

Concerns that the development is contrary to the National Planning Policies requiring sustainable forms of development. Concerns that this is a peripheral greenfield site that should not even come into consideration to be developed for housing until the latter part of the LDF plan period, in preference to other more sustainable urban brownfield sites.

Sustainability –It is stated that the proposed development would be contrary to national and local planning policies for the reason that Hoylandswaine is a small village which does not have any shops, healthcare facilities and has poor access to public transport. Associated concerns are therefore raised that the development would be car dependant with few employment opportunities available locally.

Harm to the living conditions for existing residents – Harm to quality of life. Overlooking/loss of privacy. Noise and dust during the construction phase.

Highway safety –

- Concerns that Church lane and Haigh Lane are not wide enough to accommodate the proposed traffic flows due to levels of on street parking by visitors to existing dwellings, the school and the Church.
- Safe access for emergency and service vehicles.
- Poor visibility at the junction between Church Lane and Haigh Lane.
- Concerns that that Haigh Lane is already overused as a popular route to M1.
- Concerns that Cross Lane, Renald Lane and other roads in the area are country lanes that would not remain safe as result of the additional traffic.
- Concerns that pedestrian safety would be comprised by the amount of additional traffic that would be generated by the development and a lack of pavement width, in particular concerns for parents and children accessing the primary school on Haigh Lane. Concerns about the impact on the surface of local roads. Lack of parking in the village/problems of on street parking.
- Existing problems of on street parking at the school and at the corner of Cross Lane leading to conflicts/risk of accidents.
- Concerns that the application proposed inadequate parking for the Church (6 spaces)
- Problems during winter weather.
- Concerns regarding inaccuracies within the Transport Assessment.

Flooding – Concerns that the development would increase incidences of flooding off the site at Haigh Lane, Cross Lane, Mount Pleasant Farm, Cooper Lane and Elmhirst Beck.

Impact on Hoylandswaine Primary School – Concerns that it is full and would not have capacity to accommodate children from the new development. In addition the Governors of the School have written in to request that a car park is provided for the school as part of the application which is currently without any on site provision.

Concerns about the type of housing proposed – Concerns that it would be expensive to buy and that the application does not include sufficient affordable housing.

- Property devaluation.
- Lack of public consultation by the applicant.

Mitigation – It is stated that mitigation for if the development should include the following if allowed:-

- Double yellow lines outside the school.
- Parking restrictions on Church Lane.
- Speed restrictions on both Cross Lane and Renald Lane/Gadding Moor Lane and North Lane.
- Provision of a separate means of access during the construction phase.
- Conditions restricting hours of working and unloading and parking without causing a highway hazard.
- Avoiding the drainage outfall being via a route passing through Cross Lane.
- Prescribing that the development consists of fewer houses which are a maximum two storeys and constructed out of natural stone.
- Designating additional Green Belt land.
- Support is expressed for the proposed buffer planting.
- The proposed central area of public open space should be accessible to existing as well as new residents.
- Concerns are expressed that the existing play area located beside the village hall is located too far away from the proposed development. Therefore a new area should be provided on site within the central area of public open space.

The Parochial Church Council of St John the Evangelist have objected for the following reasons:-

- Church Lane is considered to be an inadequate means of access to the development by virtue of its narrow width and the conflict with vehicles parking to use the church in connection with functions including church activities creating a risk to both vehicular and pedestrian safety.
- Lack of parking in the area when Church Services take place and also on every School day.

Harm to village character – Scale of the development. Disproportionate increase in the size of the village – 6.5% of the CSP10 allocation for new houses outside of Urban Barnsley and the Principal Towns. 17% increase in the amount of housing stock in the village and potentially 25% increase in population.

- Harm to the visual amenity of the adjacent Green Belt land and hedgerows

Drainage – Concerns about existing problems caused by surface water run off from the site at Cooper Lane and sewage capacity in the area.

Affordable housing – Lack of on-site affordable housing, i.e. 6 out of 66 dwellings. A lack of affordable housing has been identified locally out by Penistone Town Council during its Community-Led Plan process. Associated concerns are therefore raised that the development would not cater for the existing population and therefore that the development would not represent a sustainable form of development.

- Gas supply issues.

Assessment

Principle of Development

Planning law is that decisions should be taken in accordance with the Development Plan unless material considerations indicate otherwise.

The current position is that the Development Plan consists of the Local Development Framework Core Strategy, Joint Waste Plan and the saved Policies of the Unitary Development Plan.

The National Planning Policy Framework (NPPF) is also a significant material consideration.

Paragraph 14 of the NPPF states that a presumption in favour of sustainable development should be at the heart of every application decision. For planning application decision taking this means:-

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

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
- specific policies in the Framework indicate development should be restricted.

Current strategic planning in the Borough is set out in the 2011 adopted Core Strategy. The site is located outside the boundary of a Principal Town and is therefore not in a priority location for growth. Other settlements are expected to yield 1,000 dwellings over the plan period to contribute towards the overall aim of delivering 21500 new dwellings. Of these 1,000 over half were committed by 2011 with other permission being granted since (e.g. the two sites in Pilley). Strictly speaking, this means the development plan is not absent or silent.

In respect of whether or not the plan is up-to-date, it is important to note that the Council cannot currently demonstrate a deliverable 5 year supply of housing. Where this is the case, relevant policies for the supply of housing should not be considered up to date.

The existing Unitary Development Plan notation on the proposed housing site is Safeguarded Land (not Green Belt as is stated in a number of representations). This term is derived from the former Planning Policy Guidance Note 2 'Green Belts' which was national planning policy prior to being cancelled by the NPPF. However, Safeguarded Land is a slightly misleading term because this designation actually represents "areas and sites which may be required to serve development needs in the longer term, i.e. well beyond the plan period. It should be genuinely capable of development when needed." (PPG2, Annex B, para B2).

The purpose of the Safeguarded Land designation in the UDP was not therefore to protect the land from development in perpetuity, but rather to designate land on the edge of existing settlements that may have been required to meet longer term development needs without the need to alter existing Green Belt boundaries at the end of the UDP plan period. The Consultation Draft Local Plan now shows potential housing allocations and further safeguarded allocations. On the basis that the site is not located in Urban Barnsley or a Principal Town, it is again shown to be safeguarded. However, given that the emerging plan is at an early stage in its preparation, it can be attributed limited weight.

The Unitary Development Plan was adopted in 2000 and therefore the extent it can be relied upon in terms of current development needs is dated. Indeed the NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. Whilst not strictly a policy relating to housing supply, the site designation is therefore considered out of date.

Given that the site designation and housing supply policies are considered out of date, the overriding consideration is the NPPF. In order to establish whether paragraph 14 applies it is necessary to establish if the proposal is sustainable and if there are any other material considerations that indicate otherwise.

Sustainability

In terms of assessing sustainability, the Council had previously published Planning Advice Note 30, which applies to proposed housing sites. However this references the now superseded Planning Policy Statements 1 and 3 and the Regional Spatial Strategy. In addition SYPTTE now use a Land Use and Transport Integration (LUTI) methodology when providing comments on planning applications, which is not referred to in PAN30. Accordingly, the overriding consideration is the NPPF, which states that there are three dimensions of sustainable development: economic, social and environmental.

In terms of the contribution the proposal makes to the economic role, it would deliver economic benefits in respect of job creation associated with the construction phase and would increase spending power locally. Admittedly these benefits would apply to any residential development but they attract more weight the larger the development proposed and at 66 units, the development is of medium scale.

Given that the Council cannot demonstrate a 5 year supply of housing, the development would therefore make a positive contribution towards social role. Significantly, the scheme proposes 6 affordable homes on site and a contribution equivalent to provision of a further 10 affordable dwellings off site. The recently published Strategic Housing Market Availability Assessment demonstrates a clear need for affordable homes in the west of the Borough and the proposed affordable housing provision, which would meet local needs, attracts significant weight in favour of the proposal. In addition, infrastructure would be provided including public open space. The weight attributed to the contribution the site makes to meeting general open market housing need is somewhat diluted by virtue of the fact that Hoylandswaine is outside the settlement hierarchy. However, given the lack of brownfield sites and that the Green Belt boundary is tightly drawn around the village, there are no obvious alternative sites available within the village that lend themselves to residential development. More significantly, private housing is required in order to

viably deliver the affordable homes. Accordingly, it is considered that the proposal reflects the social role of sustainable development.

In terms of environmental credentials, the development would not give rise to any harm affecting biodiversity interests, subject to the enhancements proposed. However, the site is greenfield and Hoylandswaine is a village settlement that is not a priority for growth in the Core Strategy. In addition, it is located further away from the nearest bus stops than the recommended distance of 400m (750m from the site entrance with further stops being located within 1,200m). Whilst a travel plan is proposed and residents would be provided with travel master passes as an incentive to use the bus and train services at Penistone Train Station and modal shift away from car usage, the location of the site means that a successful modal shift is unlikely and that reliance on private modes of transport would increase CO2 emission over and above those from a more sustainably located site. This is considered to offset any benefits associated with the proposal complying with sustainable construction and energy efficiency policies. In light of these considerations, on balance, I do not consider that the development reflects the environmental role of sustainable development.

Whilst the location of the site means there is some conflict with the environmental role of sustainable development, it is not considered that this renders the development unsustainable per se. It is clear that the development reflects the economic role of sustainable development and the lack of a deliverable 5 year housing supply is a key consideration, which attracts significant weight.

Although the lack of 5 year supply renders housing supply policies out-of-date, it is notable that the Core Strategy seeks to distribute 1100 homes in Penistone (the nearest Principal Town) during the period 2008-2026. Whilst at an early stage in its preparation, the current Consultation Draft Local Plan, shows an indicative housing growth figure of 1471 homes within Penistone between 2014-2033. To meet this figure, three current Green Belt sites (H80, H81 and H82) are proposed, which have a total indicative figure of 975 dwellings. As such, it is clear that significant land will need to be taken out of Green Belt in order to get close to the identified housing growth figure. Until the plan has been through an Examination in Public it is difficult to say with any certainty whether or not the sites will be allocated.

Whilst provision of housing within Hoylandswaine would not count towards meeting needs within Penistone, it is one of the closest of the villages within the Rural West to the Principal Shopping Area of Penistone, where the majority of local services are situated.

Given the absence of a deliverable 5 year supply, the proposed affordable housing provision and that the proposed site is not within the Green Belt, it is considered that greater weight should be attributed to the fact the proposal complies with the social dimension of sustainable development, particularly as the conclusion reached in respect of environmental credentials was finely balanced. Although the site is not shown as an allocation in the Consultation Draft Local Plan and the settlement hierarchy, it is considered that a different test applies in respect of determination of a planning application. Whereas the Consultation Draft Local Plan is seeking to produce a sound spatial strategy based on focusing development in Urban Barnsley and the Principal Towns, it is likely that at particular times during the plan period and on certain sites, departures from the proposed spatial strategy will occur. In addition, the Core Strategy envisages that a further 500 dwellings will be delivered on sites outside of Urban Barnsley and the defined Principal Towns. Taken as a whole, on balance, the development is considered sustainable and as long as the adverse impact do not significantly and demonstrably outweigh the benefits or material considerations indicate otherwise, the presumption in paragraph 14 of the NPPF applies.

Green Belt

The plans include the preferred route of the proposed surface water outfall, which would pass through the fields to the north west of the site to provide attenuation to enable surface water through Green Belt land off the main site. This would involve the construction of a new sewer

through two fields to the west of the site to a location through to Cross Lane where it is proposed to connect with Tanyard Beck. This would also involve the construction of a SUDS basin in the field that would provide attenuation to enable the surface water to be discharged at a restricted greenfield run off rate.

Forms of inappropriate development are defined in the NPPF. Exceptions include engineering operations provided that works preserve the openness of the Green Belt and do not conflict with the purposes including land within it. The works would be undertaken at below ground level in the case of the pipe and ground level in the case of the SUDS basin and so openness would not be affected, nor would the purposes of including land in the Green Belt. Therefore it is determined that the proposal would not result in a form of inappropriate development in the Green Belt.

Visual Amenity

The site is sensitive in that the development would represent an extension of the village settlement. The proposed housing development would also be adjacent to areas of the Green Belt comprising open countryside. Furthermore the Parochial Church Council of St John the Evangelist is a grade II listed building and there are a number of mature trees within the grounds of the Church adjacent to the site boundary, which are protected by a Tree Preservation Order. Additionally there are hedgerows containing some additional trees located around the boundaries of the site and there are a number of mature trees in the centre of the site.

The layout has been designed to retain the existing hedgerows and all of the trees of value on the site, including the central group, which would be incorporated within an area of public open space.

The Design and Access statement explains that the application has sought to achieve an exemplar standard of design under the criteria of the Building for Life scheme. I am in agreement that this would be a development of high quality taking on board the standard of design relating to the individual house types and the amount of existing and proposed landscaping that would form part of the development, including private gardens.

I also consider large detached houses to be appropriate in context taking into account the existing development throughout the village, including the estate located immediately adjacent to the site.

A criticism of the application is that it does not include many smaller two or three bedroom houses. However increasing the number of houses as part of the proposed application would have a number of negative consequences, including the fact that groups of semi-detached or townhouses that would be introduced to accommodate smaller dwellings would appear out of character in the context of the surrounding area in design terms. In addition there would be other issues to take into account such as the potential for increased car journeys to and from the site. In my view therefore I would afford more weight to the need to satisfy CSP29 'Design' in this case rather than CSP14 given the sensitivities around this site.

In addition consideration has been afforded to the impact on the setting of the Church of St John as a grade II listed building. The Heritage Statement accompanying the application concludes that 'the development will remove an element of openness to the setting of the building and urbanise the context to the west although through scheme layout, landscape planting and design, potential impact can be reduced. Important aspects of significance within the setting of the Church will be retained including the curtilage setting, landscape enclosure and inter-relationship with the Vicarage to the north. It is concluded that the proposed development will give rise to harm, which is less than substantial, to the heritage significance of the Church. The harm will be indirect and upon the setting of the listed building with no direct impacts upon the physical fabric'.

The Conservation Officer is in agreement with this conclusion resolving not to object having regard to CSP30 'The Historic Environment' and the NPPF. In particular this is for the reason that the proposed layout of the design and landscaping still allows for a strip of open space (buffer) to the

west, but retains the avenue of mature trees and open space running westwards retaining that connection with the landscape beyond. The church is also accompanied by trees which will provide a degree of screening.

Residential Amenity

The main criteria for assessing this issue are the Designing New Residential Development SPD and Core Strategy policy CSP40 'Pollution Control and Prevention'. Again the application is sensitive in relation to this point in that a number of existing dwellings located on Haigh Lane, Church Heights and Haigh Head Road overlook the site. However, loss of view is not a material planning consideration and the proposals have been designed to ensure that the separation standards set out in the Designing New Residential Development SPD are achieved to existing properties, which is the requirement in planning terms. Safeguarding existing amenity is also assisted by the land levels with the proposed properties being located below the existing where the relationships nearer to the minimum standards occur. The proposals would therefore safeguard existing amenity levels to the standards required by the SPD.

Within the proposed development, the layout has been designed to ensure that the standards for the spaces between dwellings and for garden sizes are met. The usual conditions would be required to minimise the effects of nuisance that would be caused during the construction phase in line with CSP40.

Highway Safety

The main criteria for assessing this issue are CSP26 'New Development and Highway Improvement' and CSP25 'New Development and Sustainable Travel'.

The effects of the development on the local highway network has been analysed within a Transport Assessment (TA). The TA concludes that the Church Lane/Haigh Lane junction can comfortably and safely accommodate the traffic generated by the proposed development. However the information contained within the representations has identified problems with the level of on street parking on Church Lane and the junction between Haigh Lane. Therefore highways consider that it would be necessary for the development to include measures to prevent parking at the junction of Church Lane/Haigh Lane, and the northern side of Church Lane. In addition 6 parking spaces are proposed within the development for use by the Church, which would compensate for some of the loss of opportunities for on street parking on Church Lane.

The internal site layout has been designed to embrace the principles of guidance contained within Manual for Streets and the South Yorkshire Residential Design Guide in that where possible the movement of pedestrians would be afforded priority over vehicle movements. In addition the plans include a minimum 2 parking spaces per dwelling as per the requirements of the SPD.

Highways have afforded consideration to all the matters within the application and have resolved not to object subject to conditions.

Other S106 considerations – education, public open space and affordable housing

Open space provision – New green space provision is required to be provided as part of the development in accordance with SPD: Open Space Provision on New Housing Developments. The plans have been designed to include a central area of greenspace located. This would satisfy the policy requirements in terms of informal play. However in this case the needs would also indicate the need for the development to contribute towards the enhancement of existing play facilities off the site at a cost to the applicant of £70,294.84 which would form part of a S106 Agreement. Furthermore maintenance arrangements for the on-site POS can be secured by condition, or as part of a S106 Agreement.

Affordable housing – 6 of the dwellings are proposed on site as part of the development, which is equivalent to 9% of the overall number of dwellings. Policy CSP15 states that 25% of the dwellings should be affordable in the Penistone area and remaining amount is proposed to be made up via the payment of a commuted sum of £978,632.25 for the provision of, or improvements to existing affordable housing located off the site. These provisions have been agreed in principle between the applicant and the Affordable Housing Officer as a suitable mix as a means of complying with Core Strategy policy CSP15 and would form part of a S106 Agreement.

Education – The application raises issues for primary school places in the area. Consequently it has been assessed that there is a need for the applicant to pay a commuted sum to contribute towards the provision of facilities for additional school primary school places under Planning Advice Note 33 'Financial Contributions to School Places'. This figure has been calculated at £91,312 and would be covered by the S106 Agreement.

Other Considerations

Trees

The Tree Officer is content with the details of the application, subject to the retention of the existing hedgerows and trees of value would be retained as is indicated. He is also content that the development would not impact upon the existing TPO trees located off the site within the grounds of the Church. However this would need to be ensured by conditions.

Biodiversity

The main criteria for assessing the application is CSP36 'Geodiversity and Biodiversity'. The application is accompanied by an ecological assessment. This has concluded that the site contains habitats of mostly low ecological value.

The hedgerows and trees have a moderate ecological value. This raises no significant issues given that all the hedgerows and trees of value would be retained, which would require suitable conditions to be imposed.

In addition it is predicted that the proposed balancing pond would create an aquatic habitat that would be suitable for numerous species of plant life which would then support invertebrate and amphibian species.

The Biodiversity Officer is content with the recommendations subject to a condition requiring the recommendations to be followed through.

Drainage/Flood Risk

The Flood Risk Assessment has concluded that the site is not at risk of flooding. In addition the site would not increase the risk of flooding off site as it would include sufficient storage within the site so as to ensure that surface water run off rates do not exceed the existing as per the requirements of CSP4 'Flood Risk'. The Drainage section, Environment Agency and Yorkshire Water are content that the risks to the development are being adequately assessed. As such they are content for the application to proceed, subject to conditions requiring the technical details to be approved prior to the commencement of development as is proposed.

Ground Conditions

The desk top investigation has assessed that the site is suitable for its proposed use having regards to policies CSP39 'Contaminated and Unstable Land'. Pollution Control are content that the risks to the development are being adequately assessed and are sufficiently comfortable for application to proceed subject to conditions requiring the results and any mitigation measures to be submitted prior to the commencement of development.

Archaeology

An archaeological desk based assessment (DBA) was submitted as supporting information with this application. The DBA found that potential for medieval remains was low but potential for prehistoric and/ or Roman remains was less certain. This was due to the presence of probable Iron Age enclosures just to the north west of the site.

Subsequently, a geophysical survey, by Archaeological Services was undertaken. No anomalies of significant archaeological potential were identified. These results, combined with the information from the DBA, are sufficient to characterise the archaeological potential as not of the highest order but are not sufficient to rule out any potential for archaeological remains altogether.

Standard archaeological practice requires that geophysical survey results are 'ground-truthed' by a programme of trial trenching. The geophysical survey notes linear trends, resulting from recent agricultural practices, and these may mask earlier archaeological features. Many discrete anomalies were identified and it was noted that any of these "could, in theory, be archaeological in origin" although the sheer number was thought to indicate a more probable geological origin. Given that there is still some potential for buried archaeological remains to exist on this site, any ground disturbance associated with the development could, therefore, destroy finds and features of archaeological importance. As such, further archaeological investigation would be required to quantify that potential and to ensure that any remains present are recorded as mitigation. SYAS have therefore recommended that the necessary archaeological investigation is secured by imposing a condition requiring that trial trench site investigation work is undertaken prior to the commencement of development.

The Balancing Exercise

In summary, the proposed housing development would be built upon land which designated as Safeguarded in the UDP. However, this designation was only made on sites that were genuinely capable of development when needed and the relevant policy is classed to be out of date by the National Planning Policy Framework.

As such paragraph 14 of the NPPF would indicate that planning permission should be granted for sustainable development unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted.

My assessment concludes that the site can be considered sustainable and the impacts of the proposed development would not be at a level to be considered significant and adverse so to outweigh the benefits taking into account the planning policy and other material considerations set out in the above report. This is summarised as follows:-

- The site is located outside the boundary of a Principal Town and is therefore not in a priority location for growth. However other area settlements are still expected to yield 1000 dwellings over the plan period to contribute towards the overall aim of delivering 21500 new dwellings before 2026 in accordance with the adopted Core Strategy.
- The proposals are considered to represent a form of sustainable development having regard to the three dimensions of sustainable development in the NPPF: economic, social and environmental considerations in that the development 66 high quality new family dwellings which would make a significant contribute towards addressing the shortfall in the 5 year housing land supply. In addition the development has been judged acceptable with regards to environmental considerations such as the visual amenity of the adjacent Green Belt, effects on biodiversity and trees, sustainable construction methods having regard to the mitigation proposed which would include the proposed landscaping buffer, retention of trees and hedgerows and the provision of incentives to use public transport.

- The proposal would deliver a high quality form of housing development that is considered satisfactory in relation to design and providing adequate amenity standards for the residents of new and existing dwellings taking into account CSP14, CSP29 and the Designing New Residential Development SPD.
- The proposal is judged acceptable on highway safety grounds subject to the mitigation proposed taking into account policies CSP25, CSP26 and CSP40.
- The proposals are considered to satisfy the relevant Core Strategy policies covering other material considerations including flood risk, biodiversity, land stability, trees, pollution control issues and sustainable construction.

Therefore it is recommended to the Board that the application is granted planning permission, subject to the conditions listed below. In addition a S106 Agreement would be required in relation to the provision of on-site and off-site public open space, on site and off site public open space, a contribution towards primary school places and travel master passes.

Recommendation

Grant planning permission subject to conditions and a S106 Agreement (Public open space, affordable housing, education, public transport)

Grant subject to:-

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby approved shall be carried out strictly in accordance with the following plans and specifications as approved unless required by any other conditions in this permission:-

Location Plan - KSL Designs (HS-LP/01 rev 0)
 Planning Layout - HS-PL / 01 Rev D
 Housetype 469 Elevations (AD-469/01)
 Housetype 469 Floor Plans (AD-469/02)
 Housetype 454 Elevations (AD-454/01)
 Housetype 454 Floor Plans (AD-454/02)
 Housetype 497 Elevations (AD-497/01)
 Housetype 497 Floor Plans (AD-497/02)
 Housetype 534 Elevations (AD-534/01)
 Housetype 534 Floor Plans (AD-534/02)
 Housetype 536 Elevations (AD-536/01)
 Housetype 536 Floor Plans (AD-536/02)
 Housetype 526 Elevations (AD-526/01)
 Housetype 526 Floor Plans (AD-526/02)
 Housetype 575 Elevations (AD-575/01)
 Housetype 575 Floor Plans (AD-575/02)
 Housetype 533 Elevations (AD-533/01)
 Housetype 533 Floor Plans (AD-533/02)
 Housetype 206 Elevations (AD-206/01)
 Housetype 206 Floor Plans (AD-206/02)
 Housetype 383 Elevations (AD-383/01)
 Housetype 383 Floor Plans (AD-383/02)
 Garage Single (GS/01)
 Garage Double (GD/01)
 Garage Twin (GT/01)

Garage Triple (GT/01)

Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.

- 3 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 LDF Core Strategy Policy CSP 29, Design.

- 4 No development shall take place until full details of the proposed external materials have been 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 LDF Core Strategy Policy CSP 29, Design.

- 5 Pedestrian intervisibility splays, having the dimensions 2m x 2m, shall be safeguarded at the drive entrance/exit such that there is no obstruction to visibility at a height exceeding 1m.

Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

- 6 Sightlines, having the dimensions 2.4m x 43m, shall be safeguarded at all the internal road junctions such that there is no obstruction to visibility at a height exceeding 1.05m above the nearside channel level of the adjacent highway.

Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

- 7 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:

- Measures to prevent parking at the junction of Church Lane/Haigh Lane, and the northern side of Church Lane

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

- 8 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- The parking of vehicles of site operatives and visitors
- Means of access for construction traffic
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- Measures to control noise levels during construction

Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with Core Strategy Policies CSP 26 and CSP 40.

- 9 Vehicular and pedestrian gradients within the site shall not exceed 1:12.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.
- 10 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.
- 11 Prior to the occupation of the development a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car, and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved, it shall be fully implemented and retained as such thereafter.
Reason: In the interest of promoting use of public transport, in accordance with Core Strategy Policy CSP 25.
- 12 No development shall take place until:
- (a) Full foul and surface water drainage details, including a scheme to reduce surface surface water run-off by at least 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority;
 - (b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;
 - (c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways;
- Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented and the scheme shall be retained throughout the life of the development.
Reason: To ensure proper drainage of the area, in accordance with Core Strategy policy CSP4.
- 13 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved hard landscaping details shall be implemented prior to the occupation of the buildings.
Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.

14 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.

15 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas for a minimum of 5 years, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.

Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.

16 Prior to the commencement of development or other operations being undertaken on site in connection with the development, the following documents prepared in accordance with BS5837 (Trees in Relation to Construction 2005: Recommendations) shall be submitted to and approved in writing by the Local Planning Authority:

- Tree constraints plan (TCP)
- Tree protection plan (TPP)
- Arboricultural method statement (AMS)

No development or other operations shall take place except in complete accordance with the approved methodologies. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure the continued well being of the trees in the interests of the amenity of the locality.

17 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40.

18 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position of boundary treatment to be erected. The boundary treatment shall be completed before the dwelling is occupied. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property in accordance with Core Strategy policy CSP 29.

19 The dwellings shall achieve a Code Level 3 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that replaces that scheme). No dwelling shall be occupied until a Final Code Certificate has been issued for it certifying that Code Level 3 has been achieved.

Reason: In the interest of sustainable development in accordance with Core Strategy Policy CSP2.

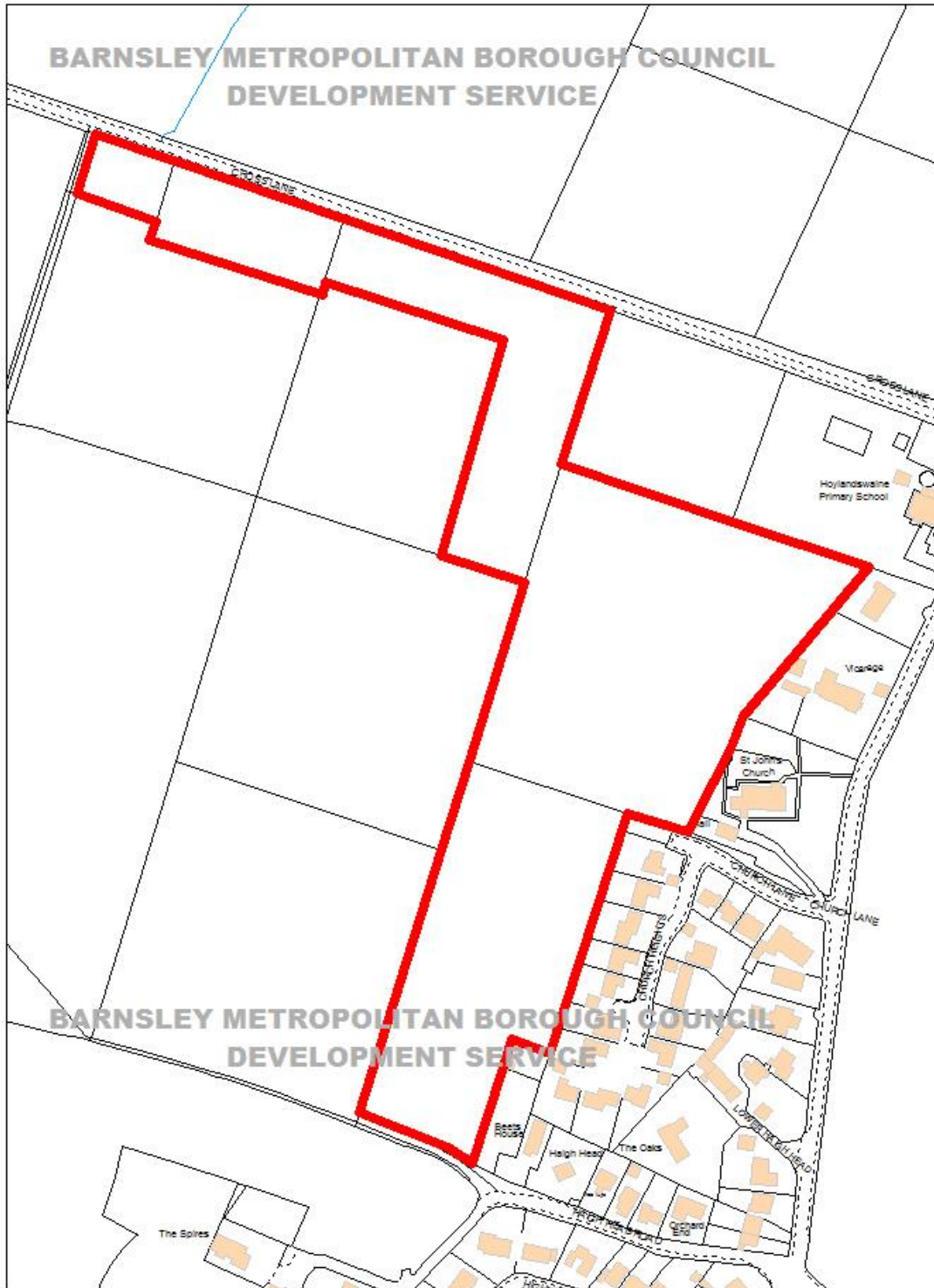
- 20 Prior to commencement of development, details of a scheme to reduce the developments carbon dioxide emissions by at least 15% by using decentralised, renewable or low carbon energy sources or other appropriate design measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and upon completion of the development a report shall be submitted to and approved by the Local Planning Authority demonstrating that at least a 15% reduction in carbon dioxide emissions has been achieved. In the event that the use of other decentralised, renewable or low carbon energy sources or other appropriate design measures are also required to achieve a 15% reduction in carbon dioxide emissions, full details of such proposals and a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved details shall be implemented in accordance with the approved timetable and all the approved measures shall be retained as operational thereafter.
Reason: In the interest of sustainable development, in accordance with Core Strategy policy CSP5.
- 21 Prior to commencement of development full details of the mitigation measures identified in the JCA Limited Ecological Survey report ref 11385/DR rev 1, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
Reason: To conserve and enhance biodiversity in accordance with Core Strategy Policy CSP 36.
- 22 No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:
- The programme and method of site investigation and recording.
 - The requirement to seek preservation in situ of identified features of importance.
 - The programme for post-investigation assessment.
 - The provision to be made for analysis and reporting.
 - The provision to be made for publication and dissemination of the results.
 - The provision to be made for deposition of the archive created.
 - Nomination of a competent person/persons or organisation to undertake the works.
 - The timetable for completion of all site investigation and post-investigation works.
- Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.
Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated in accordance with Core Strategy Policy CSP 30.
- 23 No building or other obstruction shall be located over or within 5.0 (five) metres either side of the centre line of the large diameter water mains or over or within 3.0 (three) metres either side of the centre line of the sewer which cross the site.
Reason: In order to allow sufficient access for maintenance and repair work at all times.

PA reference :-

2014/0754

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BARNESLEY MBC - Development Service

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NORTH
Scale 1:2500

2014/1055

Mr Stuart Ashton

Formation of access roadway and associated infrastructure (Full). Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2) and food & drink (A3, A4, A5) with associated infrastructure.

Land to the North of Dearne Valley Parkway, Birdwell, Barnsley

Site Location and Description

The site is located to the north of the roundabout which serves junction 36 of the M6 Motorway with the A6195 Dearne Valley Parkway dual-carriageway. The A6195 extends along the sites southern boundary, Rockingham Roundabout is also located on the sites frontage, this includes a stub access directly in to the site.

The land is roughly rectangular in shape, it covers an area of approximately 8.3ha and is relatively flat. Historically, the site formed part of Rockingham Colliery. Following its closure site was restored and vegetation in the main comprises of self-set trees (largely contained to the sites boundaries) and improved grassland. A footpath crosses the site and there is a large attenuation drainage pond located towards the south eastern corner.

To the west the site is bound mainly by residential properties accessed from Sheffield Road. There is open Green Belt Land to the North and East, located some 400m beyond the eastern boundary is Shortwood Business Park.

Nearby Proposed Developments

The Council is currently considering two other applications adjacent to the site:

- 2014/1452: Mixed use scheme of retail (A1), office (B1), food and drink (A3/A4/A5), employment use (B2), clinic/health/day centre (D2), hotel (C1) and petrol filling station (Sui Generis) (Outline) at Land off Dearne Valley Parkway, Birdwell for Hartwood Estates.
- 2014/1516: Replacement and upgrade of A61 Birdwell Roundabout, realignment and upgrade of links to the A61 Sheffield Road and to Junction 36 of the M1, construction of a new balancing pond, to create a new roundabout junction to the east side of Birdwell Roundabout, carriageway re-alignment and tie-in to the A6135 Sheffield Road, construction of a new section of carriageway linking northwards, the creation of a second new roundabout junction connecting to Rockingham Roundabout, inclusion of new spurs at Roundabout 1 and Roundabout 2 to facilitate links for future development and the creation of an additional slip road exit lane off the M1 at Junction 36 for BMBC.

Officers gave consideration to these applications being referred to the same Planning Board but as the applications were lodged at later dates and given there are unresolved issues with the first of these, it was not deemed reasonable to withhold determination of this particular application. However, where relevant, consideration has been given to the various scenarios and potential cumulative impacts.

Proposed Development

The application has been submitted in hybrid form which includes full planning permission for the formation of a new roadway and associated infrastructure and outline permission for a phased mixed-use development comprising of employment uses with associated infrastructure.

The full planning permission would comprise of the construction of a spine road including the creation of pedestrian footways, drainage infrastructure and soft landscape service strips. The Road would be designed to serve neighbouring land to the south west (owned by Hartwood Estates) as well as serve to safeguard a potential future access to land located to the north (currently Green Belt).

With the exception of the access details, all matters relating to the layout, design, scale and landscaping would be reserved for subsequent approval. The intention is that this would be delivered on a plot by plot basis.

The application defines the following range of parameters to allow proper assessment and control of the proposed scheme. The maximum defined floor space for the site as a whole would be 16,000m², this could be split across the uses defined above, the individual floorspace for these uses would however, be capped to a maximum as follows:

B1 Light industrial – 6,000m²
B8 Storage & Distribution – 9,000m²
A3/A4/A5 Food & Drink – 1,900m²
C1 Hotel – 2,700m²
Sui Generis / B2 – Car Showroom/Garage – 2,000m²

The submitted Parameters Plan is intended to inform subsequent Reserved Matters applications and includes:

- Maximum heights of buildings by location within the development site
- Specified locations for landscape buffer planting and close boarded (acoustic) fencing
- A “Good Neighbour Zone” within the site where uses, layout, landscaping, lighting and hours of operation etc can be controlled to preserve neighbouring residential amenity
- A “Daytime Delivery Zone” where daytime/evening deliveries only are anticipated given the nature of uses proposed

Land within the planning application boundary to the northeast of the proposed development area is identified for the provision of a Sustainable Urban Drainage System. The scheme is anticipated to incorporate a swale and pond(s) suitable to attenuate the surface water drainage flows from the development site before out-flow to the existing watercourse in this location. The swales and ponds proposed in this area will be landscaped and planted to maximise the amenity and biodiversity benefit of the system. Should topographical or engineering constraints prevent creation or limit the operation of a SUDS system in this location, then an on-site drainage system would be designed.

The illustrative Proposed Site Plan demonstrates how the site plots, landscaping infrastructure and rights of way may be developed in full. This drawing serves to demonstrate how a development in conformity to the outline application and the parameters set out below may be configured.

Policy Context

Planning decision 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 development plan consists of the Core Strategy, saved Unitary Development Plan policies and the Joint Waste Plan. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has produced a Consultation Draft Local Plan, which shows possible allocations up to 2033 and associated policies. The document is a material consideration but the weight afforded to it is limited by the fact it is at an early stage in its preparation.

Core Strategy

CSP 1 Climate Change
CSP 2 Sustainable Construction
CSP 3 Sustainable Drainage Systems
CSP5 Including Renewable Energy in Developments.
CSP8 Location of Growth
CSP 19 Protecting Existing Employment Land
CSP25 New Development and Sustainable Travel
CSP 26 New Development and Highway Improvement
CSP27 Parking Strategy
CSP29 Design
CSP31 Town Centres
CSP39 Contaminated and Unstable Land
CSP 40 Pollution Control and Protection

Supplementary Planning Documents (SPD)

Residential Amenity and the Siting of Buildings
Parking.

Saved UDP Policies

HN3 (Employment Sites) HN3/2 Rockingham Employment Site: Identifies sites to be developed/retained for employment uses.

ED7 (Existing Employment Areas): States employment policy areas identified on the proposals map will remain in employment use. Development will normally be permitted for business, industry and storage and distribution. Class A1 (Shops) and Class A2 (Financial and professional services) will not be permitted.

S3 (Retail Development Outside Defined Shopping Centres): Directs retail development towards the defined centres followed by edge of centre then out of centre sites that are suitable, viable and available.

Consultation Draft Local Plan: Employment Land

Policy E3 Employment Site Policies: Planning permission will be expected to be granted if details are provided in accordance with site specific policies:

HOY2 Rockingham: The development will be expected to:

- Account for the reduction in developable area to accommodate the planned roundabout improvements
- Consider the impact on residential amenity and include appropriate mitigations where necessary.
- Consider the potential impact on the nearby Shortwood and Hay Green LWS
- Retain the hedgerow along the north edge

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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of

doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, relevant policies include:

- General principles para's 17
- Building a strong economy para's 18-22
- Design para's 58 – 65

Consultations

- Barnsley Development Agency: Supports the scheme.
- Biodiversity Officer: No objections, recommends mitigation measures and proposed biodiversity enhancements.
- Coal Authority: The Geo-environmental Site Assessment Report has been informed by an appropriate range of sources of information; including a Coal Mining Report, BGS geological mapping, Coal Authority Mine Abandonment Plans and the results from some comprehensive site investigations. The Authority are satisfied with the conclusions and raise no objections.
- Contaminated Land officer: Support the recommendations of the site investigation reports, no objections.
- Design: The scheme was presented to the design panel and embraces points which were raised.
- Drainage: No objection subject to conditions.
- Environment Agency: No objection subject to the recommended conditions including compliance with the recommendations of the FRA.
- Forestry Officer: No objections
- Highway Agency: No objection
- Highways: Following detailed modelling of the local highway network and identified mitigation measures, it is not considered that the development would have a severe impact upon the local highway network. No objections are raised subject to the recommended conditions.
- Public Rights Of Way: No objections, recommend that the diverted right of way is designed to accommodate a separated cycleway and equestrian verge to contribute towards longer term objectives of developing an existing cycleway within the vicinity.
- SYMAS: No objections, confirm that the site is suitable for development.
- SYP ALO: No objections
- SYPTE: No objections
- Tankersley Parish Council: Welcome the prospect of further employment in the area.
- Yorkshire Water: No objections, public sewers cross the site but the indicative layout would observe their location.

- Ward Councillors: No objections as such, comments have been made about the similarities of uses with those proposed on the adjacent site subject to planning application 2014/1452.

Representations

The application was originally advertised by way of a site notice and properties which share a boundary to the site have been consulted in writing. Neighbouring properties have also been subsequently consulted on amendments to the parameter plan.

In total 9 letters of representation have been received although only 3 of these are specific to the application, the others relate to the application by Hartwood Estates (2014 1452) on the adjacent site. A right to speak has also been requested.

The reasons for objection can be summarised as follows:

- The local highway network is at capacity, the development will only add to the significant levels of congestions already experienced within the area.
- Units would be unnecessarily close to residential properties.
- Land should not be developed next to residential areas for business uses when there are existing premises vacant.
- Adverse environmental impacts on residents from noise, smell, waste and light pollution.
- Public will cut through the adjacent housing estate to visit the public house and fast food outlets, this will cause a great deal of disturbance.
- The development would increase crime within the area.
- Traffic will increase within Alverley way whereby employees and visitors will park to avoid queueing/congestion associated with the A61/Dearne Valley Parkway
- With the pending development of the Aldi Store a decision should be withheld until the full traffic impacts of this development are understood.
- Who will maintain the landscaping along the western boundary.
- Insufficient consideration has been given to the noise, light and fume impact of the access road on residents

Assessment

Principle of Development

The site has formed part of an established employment allocation since the adoption of the UDP in 2000. Despite the favourable location, immediately adjacent to the Dearne Valley Parkway and in close proximity to junction 36 of the M1 motorway, to date neither the site, nor adjoining land has yielded any employment/economic use.

The Council recognises that there is at present a shortage in the supply/allocation of employment land within the Borough. This is recognised within the emerging Local Plan which aims to allocate approximately 300ha of land for employment purposes to meet future industry and business needs. The Local Plan intends to extend the existing allocation at Rockingham to form a much larger employment allocation along the corridor of the Dearne Valley Parkway. The application site, along with those towards Birdwell Roundabout, forms a potential 'gateway' to what is hoped will be a prosperous economic corridor. Whilst the Consultation Draft Local Plan is at an early stage in its preparation and is therefore afforded limited weight, the position in relation to shortage of employment land is undisputed. The proposed employment uses (B1, B2 & B8), which account for approximately two thirds of the floorspace, therefore reflect the land use allocation, Core Strategy policy CSP19 and the relevant paragraphs within the NPPF.

The application does contain food & drink uses (A3/A4/A5) of up to 1,900sqm and a hotel (C1) of up to 2,700sqm which are defined as main town centre uses. CSP31 and the NPPF require town

centre uses such as these to be located within defined centres and if no suitable and available sites can be demonstrated in such locations it is then necessary to consider edge of centre sites with preference given to sites that are well connected to the adjacent centre.

The applicant asserts that the catchment for the town centre uses would be generated from user of the proposed development (and those of future allocations within the vicinity), passers by, and local people. The catchment is therefore primarily focused around the Dearne Valley Parkway. The scale of the development is such that it would not form a destination from further afield, as such the applicant suggest that the catchment from passers-by would be undeterminable and the catchment from local people would realistically, be those within walking distance of the site who would primarily use the pub/restaurant element of the site.

In the interests of robustness, it was requested that the catchment area be extended to a 10 minute drive time. By doing this, sites within Hoyland Common, Stocksbridge, the YEB Depot on Harborough Hill Road and a site off Heelis Street close to the town centre have been assessed. All were subsequently discounted on grounds of either suitability or lack of availability. This conclusion is not contested and accordingly, it is not considered that there is sequentially preferable site. In addition, the proposal is below the threshold for requiring an impact assessment. Accordingly, the proposed uses are considered compliant with national and local retail policies.

Whilst the proposal does not conflict with retail planning policy, strictly speaking, it is contrary to policy CSP19, which seeks to protect existing employment land for employment uses (B1, B2 and B8). This is due to the fact that approximately 30% of the proposed uses fall outside the B1, B2 and B8 classes which the policy seeks to retain the land for. To some extent the shortage of employment land provides further justification to retain the site specifically for 'B' uses.

However, it is recognised that it since 2008 it has been challenging for developers to bring forward viable employment-led schemes and this to some extent explains why the site is yet to be developed. Partly in recognition of this, European funding has been secured in principle to deliver four of the proposed industrial units. While this funding had not been confirmed, the developer would be required to complete development of the four industrial units within a set timescale. This will ensure that employment uses will be delivered in addition to the other higher value uses proposed and in any case, a condition can also be imposed limiting the non-employment floorspace.

Although limited weight can be attributed to the Consultation Draft Local Plan, it is apparent that this seeks to create a strategic business park around Junction 36 of the M1. Most business parks have an element of ancillary uses such as those proposed in this application and these tend to be prominently located. Increasingly, they come forward in the early stages of a development to act as a catalyst and also to assist in respect of cashflow, improving overall viability. Although there is no adopted policy advocating the inclusion of a proportion of higher value uses, officers are of the view that these should be focused around Birdwell and Rockingham Roundabouts and split evenly between the various landowners to assist the viability of each particular proposal that is submitted. Accordingly, given wider objectives and the need to secure a planning permission that would help secure the funding for the four industrial units, it is considered that the conflict with policy CSP19 is not considered significant. The proposal is therefore considered to be an appropriate employment-led, mixed use development.

Highways

This proposal is located directly near to Birdwell roundabout /Junction 36 of the M1 Motorway, which the Highway Authority note is at or close to capacity. Accordingly, Highways issues concerning congestion have been raised within the representations . Core Strategy policy CSP26 is clear that mitigation will be required if it can be demonstrated this proposal would create or add to highway safety problems or the efficiency of the highway. The NPPF is also clear, at paragraph

32, that where there are significant impacts from development improvements can be undertaken within the transport network. It also states permission should only be refused 'where the residual cumulative impacts of development are severe' .

A Transport Assessment has been submitted to support both the outline and full elements of the hybrid application. The maximum amount of development which can be accommodated on the site is 16,000sqm, but due to changing market conditions, the developer requires flexibility in the amount of floor space for each of the potential uses.

This poses a potential problem in highway terms in that the proposed uses generate different amounts of traffic and, therefore, a " worst case" trip generation mix of development has been selected, and tested on the existing highway network. Given the sensitivity concerning congestion on the heavily trafficked strategic road it is particularly important that the worst case is assessed, and if necessary controlled.

In recognition of the above issues, junctions around the site have been modelled to assess the impact of the development, and any necessary mitigation measures that might be required. The Transport Assessment submitted models traffic capacity, queues and delays at roundabouts. This showed that both the Rockingham and Shortwood Roundabouts operate within capacity in the opening year and the future design year of the development. However, as expected, it also demonstrated Birdwell Roundabout is at present operating over capacity and this would be worsened by the development.

National guidance states that it is not the responsibility of a development to mitigate the impact of background traffic, and the developer must seek to achieve 'nil detriment ' . Mitigation has been proposed in the form of a minor widening on the A61, and additional signing/lining on the A61 arm of Birdwell Roundabout, the justification being that this would give clearer direction to drivers allowing them to choose lanes more efficiently/effectively. This avoidance of late lane changing would in turn reduce congestion by allowing more vehicles to pass through the junction.

The proposed improvements were assessed using ARCADY transport model and the results show that the proposed highway improvements would more than mitigate the impact of the development. In turn, this would provide additional capacity. Due to the sensitive nature of this location and in the interests of robustness, it was requested that the impact of the development also be tested using VISSIM modelling. This has been undertaken by an independent highway consultant. The VISSIM model differs slightly from ARCADY, it is a multi-modal microsimulation which assesses the wider road network as a whole, and not just specific junctions. This also concluded that the identified mitigation package would be sufficient to address the impacts associated with the development, resulting in slight improvements to Journey time of vehicles passing through Birdwell roundabout. Objections raised in this regard are therefore not supported.

The proposed improvements have also been the subject of a Road Safety Audit and whilst this has identified minor issues, these can be easily addressed at detailed design stage.

As the amount of traffic generated by the development is critical, it is recommended that a condition is applied to control the total number of new trips on the network within the am and pm peaks. This can be achieved by limiting the floor space that could be applied for at Reserved Matters for each of the uses.

In summary, whilst the proposed development would inevitably have some impact on the nearby highway network, the mitigation measures identified ensure the development provides a safe, secure and convenient access for all road users in accordance with Core Strategy policy CSP 26. On this basis, the residual cumulative impacts of development would not be considered severe and in this respect the proposal would also reflect national policy contained in the NPPF.

Relationship with and Implications for Other Developments in the Area

The Council has lodged a planning application for significant improvements to Birdwell roundabout and provision of new roundabouts to address existing and future congestion issues. If approved and implemented, this would ensure more than sufficient capacity to accommodate traffic generated from this application as well as the adjoining site, which is subject to an undetermined application. However, as this application is being considered in advance, it is necessary to ensure it will not have a severe impact on the existing network (subject to mitigation). If approved, this application would be treated as a committed development and it would therefore be necessary for other applicants to factor in traffic generation from this site when establishing whether their scheme can be accommodated on the network.

This application includes an access to the adjoining land to the south west, which is subject to a separate planning application (2014/1452). The Highways Authority maintains that the adjoining land can only be accessed from Rockingham Roundabout. To ensure that this is achieved and to not prejudice wider economic development, a condition is recommended requiring access to be provided in accordance with an agreed timescale.

There are separate discussions ongoing regarding the potential introduction of a 5th arm off Rockingham Roundabout as an alternative to the access shown to the adjoining land as part of this application. If the current application is granted and subsequent agreement is reached regarding a 5th arm, this may necessitate amendments to the approved scheme but the applicant is aware and these could be dealt with as a variation. Officers therefore considered deferring determination of this application pending the outcome of discussions regarding introduction of a 5th arm. However, this would have led to a significant delay for the applicant, which officers do not think it is reasonable given the proposal complies with relevant land use policies and that the applicant has positively engaged in the transport modelling process.

Public Footpath

It is proposed to divert the existing public footpath which crosses the site. This would be positioned along the western boundary whereby it will link into the existing footpath network including a link to Alverley Way. The footpath will be incorporated into the proposed soft landscaped buffer zone to create an attractive environment. The Public Rights of Way officer has identified that there is a long term objective to improve the footpath/cycle network within the area and as such, sufficient space has been safeguarded to ensure that further enhancement would not be prejudiced.

Design/Visual Amenity

The current application seeks only to establish the principle of mixed use development. Details of design, scale, layout and landscaping would need to be submitted under a subsequent Reserved Matters application, should planning permission be approved.

The proposals have endorsed the concept of a Master-planned approach which would be enforced by the Parameters plan. Pivotal to this is the delivery of the access which also offers scope to access the land to the south-west (Hartwood) as well as land to the north. The submitted parameter plan shows a good balance between developed areas and soft landscaping. As stated above, the layout would be subject to subsequent consideration, although in reality it is unlikely that this should differ significantly from that which has been indicated. In this regard it shows a clear Hierarchy of buildings, in that the fast food restaurant/public house and smaller employment uses would be accommodated along the frontage of the Parkway with the larger employment buildings located along to the rear. Taken with a comprehensive landscaping scheme this would achieve an attractive frontage which actively engages with the Dearne Valley Parkway. It would also help to enforce a desired 'gateway' feature to what will hopefully be come a strategic employment site.

The western boundary would comprise of a robust landscape buffer, this would comprise of an earth bund (approximately 3m high) supporting tree planting above, the bund would have a minimum width of 21m. The indicative levels state that buildings would be of a comparable two storey height to those of the nearest residential properties. Taken with the sites levels, this would provide an effective source of screening between the site and adjacent residential properties. The landscaping along the boundary would be subject to a maintenance agreement that would be addressed as part of the Reserved Matters.

As previously noted it is a level site which is defined by strong boundaries, these being in the main, the Dearne Valley Parkway, and residential boundary to the west. These features contribute as mitigating factors which would help to reduce the visual impact of the development, as it would present itself as a natural extension along the dual-carriageway.

In terms of existing features there are few constraints which could affect a comprehensive development such as proposed. The site has been primed for development for a significant time with the development platform and connections with relevant infrastructure being in place. There is little vegetation of any significant merit and trees which do exist tend to be located towards the sites boundaries, whereby the future retention should not be compromised.

In summary of the considerations on design/visual amenity grounds, the application is not considered to raise any significant issues at the outline stage. It is considered that a high-quality development can be achieved at the site which incorporates sustainable techniques and complies with CSP29 'Design' and relevant criteria of SPD.

Residential Amenity

The site is bounded to the west by residential development, there are in total 8 properties which share this boundary these fronting Alverley Way, Lynham Avenue and Locksley Gardens. Concerns have been expressed within the representations about further encroachment of employment uses towards existing residential properties. It should be noted that the site has a long-term allocation for employment use, and that there is already an established employment uses within the locality at Rockingham Business Park.

Representations have typically centred upon amenity concerns, such as noise and light pollution, concerns have also been expressed about the scale of the development and the impact upon outlook. As the application is in outline form, it is not possible to determine the exact relationship between buildings and residential properties. However, the indicative plan includes a 21m wide landscape buffer and suggests that the nearest unit would be approximately 35m from the nearest residential property.

There are two key principles which would be established by virtue of the parameter plan. This indicates that robust planting scheme along the western boundary whereby the collective measure of an earth bund, tree planting and acoustic fencing would provide effective screening and noise attenuation between the properties and units within the development. This would also ensure that compliance can be reached with SPD 'Residential Amenity and the Siting of Buildings'. The other principle which would be established relates to internal accesses, matters which have been subsequently amended since the original planning submission. In this regard the spur/link to the south-western land (owned by Hartwood Estates) has been re-orientated to achieve a maximum separation distance beyond the bund. The safeguarded route to the north has been positioned further east between units 4 & 5, a significant distance from that of the residential properties.

Whilst the landscape bund and acoustic fencing will go some way to addressing concerns regarding noise, a 'good neighbour zone' is also proposed within the vicinity of the western boundary. This would translate to restrictions controlling hours of operations and deliveries to specific units. Taken as a package this is considered to be more than sufficient to address

residents' concerns. Further analysis of noise, light and air consideration would also be undertaken as part of the detail of Reserved Matters.

Overall, given the established employment uses within the area, the identified mitigation would be sufficient to ensure that the interests of resident's amenity can be sufficiently protected.

Ground Conditions / Mining Legacy

The site falls within the Coal Authority's defined Development High Risk Area. As such, the applicant has obtained appropriate and up-to-date coal mining information to inform a Geo-environmental Site Assessment Report and the Appraisal of Ground Conditions and Coal Mining Review. These correctly identify that the application site has been subject to past surface mining operations and is also likely to have been subject to historic unrecorded underground coal mining at shallow depth.

Records confirm that a mine entry has been stabilised to an appropriate standard and would be remote from any of the areas where development is proposed (based on the indicative layout). In addition, they confirm the presence of competent backfill across the area. Coal mining legacy issues have therefore been discounted. However, it is recommended that some further load testing is undertaken to test the behaviour of the backfill in order to inform future foundation designs to units within the development (to be secured by condition). This approach is endorsed by the Coal Authority and SYMAS.

Sustainability

Core Strategy Policy CS2 requires non-residential development to meet BREEAM rating Very Good. Policy CSP 5 of the Core Strategy states that all new development of 1,000sqm of non-residential floor space will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15%.

A Sustainability Framework has been prepared for the site. It is anticipated that each phase/plot will provide detailed information on how the requirements of Policies CS2 and CS5 would be met as part of future reserved matters submissions, this will ultimately be secured through appropriate conditions.

Drainage & Flood Risk

The Environment Agency Flood Map has identified that the site lies in an area of Zone 1 Flood Risk meaning the risk of flooding from rivers etc is low. An open watercourse/pond exists within the north eastern boundary of the site in an adjacent field to the development proposals. This is a tributary of the downstream watercourse known as Shortwood Dike. There is also a surface water balancing pond located within the eastern corner of the site, this feature has been designed above required capacity and is a facility associated with the adjacent public highway.

Ground conditions are not favourable to support soakaways so it is proposed to address surface water by discharging via the watercourse/balancing pond, this would see the expansion of the pond as deemed appropriate and would ensure that current Greenfield run off rates are achieved.

With regard to foul drainage Yorkshire water confirm that there are sewers within the site, a connection to which should therefore be readily available.

Subject to the above works being secured by a condition, the proposed development can satisfy the requirements of National Planning Policy Framework as well as Core Strategy polices CSP1, CSP3 and CSP4. Accordingly, the Environment Agency, Yorkshire Water and the Council's Drainage Engineer raise no objections.

Air Quality

Whilst the borders an AQMA, the significance of the development in terms of contribution to air quality issues is considered to be slight to negligible. This is supported by Regulatory Services whom raise no objections.

Biodiversity

The application is supported by a detailed ecological assessment. The site comprises in the main of naturally vegetated hardstanding or semi improved grassland with some trees and hedgerows to the boundaries. The site is not subject to any designations and the nearest Local Wildlife Site is a sufficient distance away to avoid at risk.

The road (which is subject to the detailed application) would take a central alignment through the site which would result in a minimum disturbance. Further ecological assessments would be required as part of each of the Reserved Matters applications, where mitigation measures can be tailored as appropriate. However, in the main there are no reasons why trees and hedgerows cannot be retained, and where appropriate bolstered as part of details submitted at Reserved Matters.

More generally, the provision of landscaping, green buffer zones and SUDS would all provide potential areas of habitat providing a degree of biodiversity enhancement. A range of further mitigation measures can be considered with detailed matters in accordance with policy CSP36.

Conclusion

The proposal is considered to comply with local and national planning policy in that it would support economic development on an allocated employment site. The proposals would bring into economic use to an underutilised site the investment in which would result in much needed job creation boosting the local economy.

The application has adequately demonstrated that the site is of an appropriate size to accommodate the scale of development proposed. Its location directly on to the Dearne Valley Parkway and M1 Motorway means that it is ideally located in relation to the strategic highway network. The identified package of mitigation measures means that the site will be acceptable from a highways, amenity, drainage, and ecological perspective.

There are therefore no significant or demonstrable adverse impacts associated with the development and the application has successfully demonstrated that an adequate access can be achieved without compromising highway safety.

Recommendation

Grant subject to:-

- 1 Application for approval of the matters reserved in Condition No. 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.
Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-

- (a) the layout of the proposed development.
- (b) scale of building(s)
- (c) the design and external appearance of the proposed development.
- (d) landscaping

Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.

3 The access arrangements hereby approved shall be carried out substantially in accordance with the details shown on the plans: Site Location Plan 11462-100 RevB, Parameters Plan 11462-105 RevE, Existing Site Plan 11462-101RevC, Proposed Site Plan (illustrative masterplan)11462-110 RevL, Existing Site Plan - Public Footpath 11462-104 RevB, Proposed Site Plan- Public Footpath 11462-114 RevC, Existing Site Sections 11462-102 RevB, Proposed Site Sections 11462-112 RevB, Access Road General Arrangement 4652-R1 RevD, Access Road Longitudinal Section 4652-R2 RevC, Landscape Plan - Western Boundary V11462 L01 RevD, Coloured Landscape Sections & Elevations V11462 L02 RevA and specifications within the following reports Planning Statement 05/09/14, Statement of Community Involvement 05/09/14, Design and Access Statement 05/09/14, Arboricultural Assessment 05/09/14, Transport Assessment inc. Travel Plan 05/09/14, Geo-Environmental Site Assessment 05/09/14, Appraisal of Ground Conditions and Coal Mining of Review 05/09/14, Drainage & Flood Risk Statement 19/12/14, Noise Assessment 05/09/14, Air Quality Assessment 05/09/14, Employment and Town Centre Uses: Catchment Area and Sequential Assessment 19/12/14, Rockingham 1 Ecological Survey and Assessment Summary 19/12/14, Rockingham Sites Ecological Appraisal 19/12/14, GCN Survey Reports (2013 and 2014) 19/12/14, Water Voles and Badger Survey Report 19/12/14, Breeding Bird Survey and Report (2014) 19/12/14, Rockingham 1 Bat Survey 19/12/14, as approved unless required by any other conditions in this permission.

Reason: To ensure a safe and adequate access can be achieved to the highway network, in accordance with Core Strategy Policy CSP 26.

4 The reserved matters shall be designed in substantial accordance with details contained with the details shown on the Parameters Plan 11462-105 RevE.

Reason: To ensure that design aspirations of the sites development are achieved and that the privacy and amenities of the occupiers of adjoining residential property are safeguarded in accordance with Core Strategy Policy CSP 29.

5 Detailed plans shall accompany the reserved matters submission indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to 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 in accordance with Core Strategy Policy CSP 29, Design.

6 The development hereby approved shall not exceed a maximum of 16,000sqm of floorspace, of which a maximum 1,900sqm (12%) may be food & drink (A3/A4/A5) uses, 2,700sqm (17%) hotel (C1) and 2,000sqm (13%) car showroom/garage (sui generis/B2) uses, the details of which shall be submitted as part of the application for approval of reserved matters.

Reason: To ensure the development conforms with the approved outline planning permission and stays with the maximum assessed level of development.

- 7 A scheme for disposing of surface water by means of a sustainable drainage system shall accompany the reserved matters application. The scheme shall include the following details:
- Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - A timetable for its implementation; and
 - A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime.
- The development shall be implemented in accordance with the approved sustainable drainage scheme and maintained thereafter in accordance with the approved management and maintenance plan.
- Reason: To ensure proper, sustainable drainage of the area in accordance with Core Strategy policy CSP3.**
- 8 All on-site vehicular areas within any phase shall be surfaced and drained in an approved manner prior to that phase of the development being brought into use. The method of drainage shall include an interceptor of adequate capacity.
- Reason: To prevent mud/debris from being deposited on the public highway to the detriment of road safety in accordance with Core Strategy Policy CSP 26.**
- 9 Sight lines, having the dimensions 2.4m x 43m, shall be safeguarded at the drive entrance/exit, such that there is no obstruction to visibility at a height exceeding 1.05m above the nearside channel level of the adjacent highway.
- Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 10 The final mix of development must not result in greater than 103 and 132 two way vehicle trips in the weekday AM peak hour (0800 to 0900) and the weekday PM peak hour (1700 to 1800) respectively. The total number of trips will be determined based upon a formula to be approved in writing with the local planning authority. The development shall then be undertaken in accordance with the approved details.
- Reason: To control the number of new vehicles on the highway network and prevent additional congestion in accordance with policy CSP26.**
- 11 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:
- Amendments to lining to increase the lane width on the Sheffield Road entry to Birdwell Roundabout;
 - Provision of additional directional lining;
 - Provision of an advance directional sign.
- The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.
- Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.**
- 12 The layout submitted as part of any reserved matters application shall include full details of a vehicular route to be provided from the site entrance which leads through to the south western boundary of the site. The development and vehicular route shall thereafter be implemented in accordance with a timetable to be agreed in writing with the local planning authority.
- Reason: To ensure that access to adjoining land is not prejudiced in the interests of comprehensive and sustainable planning in accordance with policy CSP 26.**

13 No phase of development shall take place, until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period for that phase. The Statement shall provide for:

- The parking of vehicles of site operatives and visitors
- Means of access for construction traffic
- Phasing of the development
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- Measures to control noise levels during construction

The works shall be completed in accordance with the approved details and a timetable shall be submitted and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with Core Strategy Policies CSP 26 and CSP 40.

14 Within 6 months of the occupation of any unit a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car, and allow for regular reporting and monitoring to be undertaken. Once approved the Travel Plan shall be fully implemented.

Reason: In the interest of promoting use of public transport, in accordance with Core Strategy Policy CSP 25.

15 Details shall accompany the Reserved Matters submission indicating how it is intended to secure the improvement and retention of existing or provision of alternate footpaths within the site. Thereafter the development shall proceed in accordance with the proposed details.

Reason: In the interests of residential amenity and to ensure that pedestrian access is facilitated in accordance with CSP25.

16 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

17 No development shall take place until full foul drainage details have been submitted to and approved in writing by the Local Planning Authority, the scheme shall then be implemented in accordance with the approved details.

Reason: To ensure proper drainage of the area, in accordance with Core Strategy policy CSP4.

- 18 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 4 metres, measured horizontally, of any sewer or culverted watercourse that crosses the site.
Reason: To prevent damage to the existing [sewer, watercourse or culverted watercourse] in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 19 Notwithstanding the details submitted within the ecological assessment detailed plans shall be submitted with the Reserved Matters application indicating biodiversity mitigation and enhancement measures. Thereafter the development shall proceed in accordance with the approved details.
Reason: To conserve and enhance biodiversity in accordance with Core Strategy Policy CSP 36.
- 20 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 21 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.
- 22 No development works shall begin until a report, endorsed by a competent engineer experienced in ground contamination and remediation, has been submitted and agreed with the Local Planning Authority. The report shall, amongst other matters, include the following:-
1. A survey of the extent, scale and nature of contamination.
 2. An assessment of the potential risks to human health, property, adjoining land, groundwaters and surface waters, ecological systems and archaeological sites and ancient monuments.
 3. An appraisal of remedial options, and proposal of the preferred option(s).
 4. A remediation statement summarising the works to be undertaken (if required).
- The above must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11. The development shall thereafter be undertaken in full accordance with the submitted report.
Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Core Strategy Policy CSP 39.

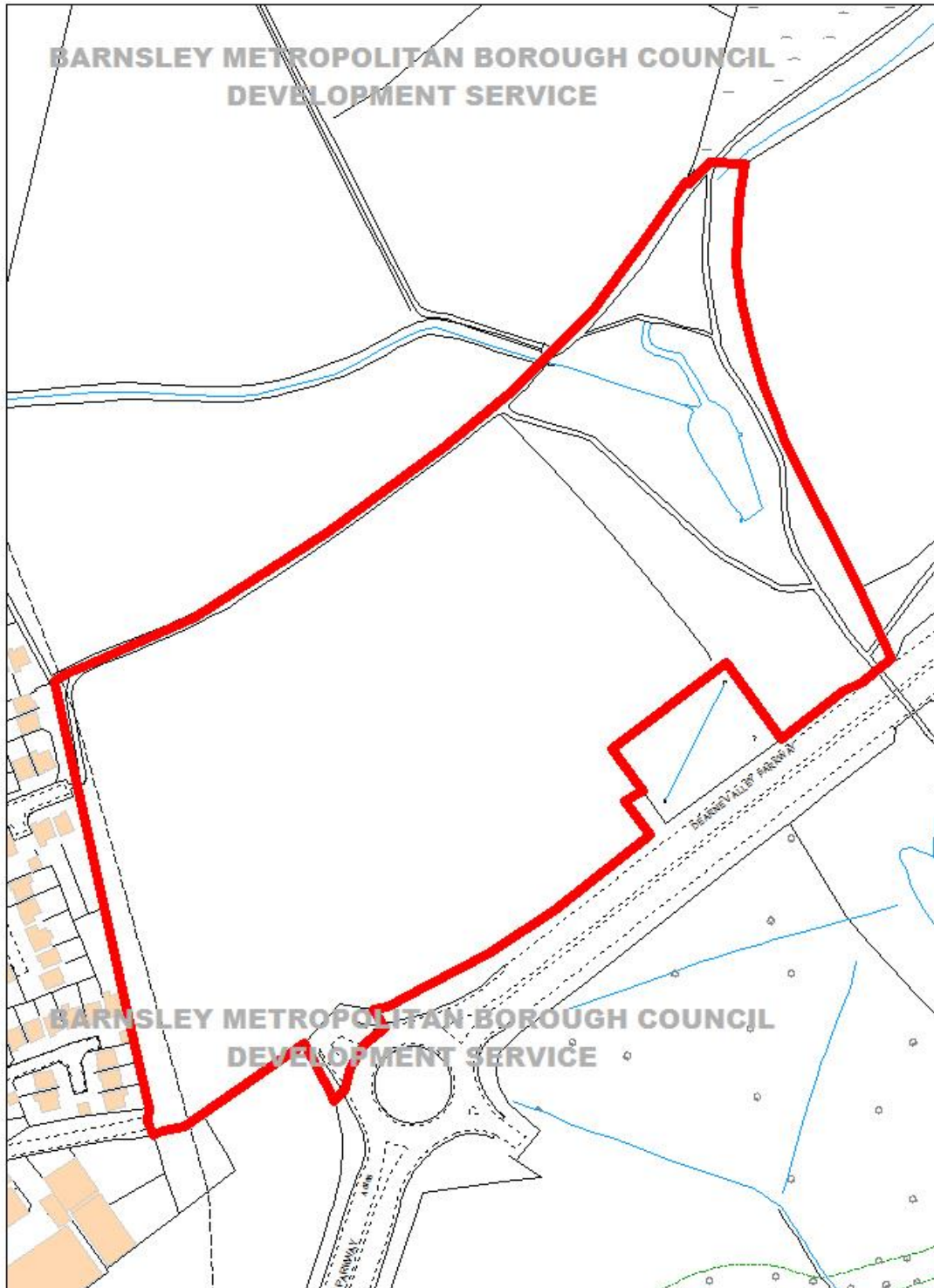
- 23 The development hereby approved shall be carried out in accordance with the recommendations detailed within section 8.2.2 of the Geo-environmental Site Assessment Report (October 2013, prepared by RSK Environmental Ltd), the findings shall be documented within a report which shall be submitted in writing for approval by the Local Planning Authority. Should further ground work investigations or mitigation work be agreed this shall be completed in accordance with a timetable to be agreed in writing with the Local Planning Authority.
- Reason: To ensure that the developer has demonstrated that the development can be undertaken and occupied in a safe and secure manner given the proximity of the development to former mining works. landfill site which is known to be producing landfill gas and in accordance with Core Strategy Policy CSP 39.**
- 24 The hours of operation for the B1 uses hereby permitted shall be carried on only between the hours 07.00hrs-22.00hrs Monday-Sunday.
- Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**
- 25 The hours of operation for the A3/A4/A5 uses hereby permitted shall be carried on only between the hours 06.00hrs-00.00hrs Monday-Sunday.
- Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**
- 26 Deliveries to any units located within the 'good neighbour zone' as indicated on the Parameter Plan ref 11462-105 REV E shall be only take place between the hours of 0700 & 1900 Monday to Sunday.
- Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40.**
- 27 Details shall accompany the reserved matters of a scheme to reduce the developments carbon dioxide emissions by at least 15% by using decentralised, renewable or low carbon energy sources or other appropriate design measures 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 and upon completion of the development a report shall be submitted to and approved by the Local Planning Authority demonstrating that at least a 15% reduction in carbon dioxide emissions has been achieved. In the event that the use of other decentralised, renewable or low carbon energy sources or other appropriate design measures are also required to achieve a 15% reduction in carbon dioxide emissions, full details of such proposals and a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved details shall be implemented in accordance with the approved timetable and all the approved measures shall be retained as operational thereafter.
- Reason: In the interest of sustainable development, in accordance with Core Strategy policy CSP5.**
- 28 All buildings within the proposed development shall achieve BREEAM standard of 'very good' or equivalent. Upon completion of the development, an energy performance certificate shall be provided to the Local Planning Authority demonstrating that the required standard has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.
- Reason: In the interest of sustainable development, in accordance with Core Strategy Policy CSP2.**

PA reference :-

2014/1055

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Scale 1:2500

2014/0807

Mr Andrew Fairest

Residential Development - 85 no. dwellings (Outline)

Land at Carrington Avenue, Barnsley, S75 1BW

16 letters of objection from local residents

Background

Members will recall that the application was deferred in December to allow officers to discuss with applicant and Sport England whether the £250k compensation proposed at the Dorothy Hyman Facility in Cudworth could be utilised to benefit existing sports pitches and sporting facilities closer to the site.

Having given full consideration to this, officers remain of the view that the proposed compensation, which is split between additional and enhanced provision at the nearby Fleets site and the Dorothy Hyman Centre, is the optimal solution because:

- The Dorothy Hyman artificial pitches are unfit for purpose and have no prospect of coming back into use without private investment. In addition, in October the FA announced a push towards greater use of AGPs including utilising them for greater league play and moving towards creation of greater football hubs around them.
- Whilst Dorothy Hyman is relatively remote from the application site, it is a significant Council-owned facility with a wide catchment and benefits from appropriate changing facilities, parking provision etc. A new AGP would ensure a quantitative and qualitative improvement in provision throughout the borough. Significantly, by directing the monies to Dorothy Hyman, it will be possible to bid for match funding from Sport England to replace the existing running track, which is approaching the end of its life span. A successful bid would result in further enhancements to sports facilities throughout the borough.
- A thorough assessment was undertaken as to whether there were available facilities closer to the application site where monies could be spent. However, there are no suitable ones within Council or College ownership and given the facilities already in situ at Dorothy Hyman, it is unlikely that the same quality of provision could be secured for the same cost on another site.
- Sport England, the FA and Council Officers are collectively of the view that the package of measures strikes the appropriate balance between meeting local and borough wide needs. If members are minded to pursue an alternative more localised compensation package, Sport England would object meaning the Council would have to refer the application to the Secretary of State to establish whether he wishes to call in the application. This would have significant implications for both the applicant and officers in respect of resourcing a public inquiry and is something both parties wish to avoid.

Site Location and Description

Carrington Avenue site is located within the suburb of Honeywell, an established residential area located approximately, 1 km north of Barnsley Town Centre. The site is rectangular in shape and covers an area of approximately 2.6ha, it supports two football pitches which are used in connection with Barnsley College's Honeywell Campus.

The site is bounded by Carrington Avenue to the West, properties on Honeywell Lane to the South, a railway line to east and the back of properties on Smithies Lane to the north. It is located approximately 2.5m below the street level of Carrington Avenue. In recognition of the recreation

use of the site vegetation is limited to the sites boundaries, this comprises of 19 individual trees and 2 hedgerows.

The site is not publically accessible, a palisade fence defines the boundary and access is taken via secure gate onto Carrington Avenue. Carrington Avenue does not at present support a footway along the sites boundary.

Proposed Development

The application has been submitted in outline form for residential development including details of access.

An indicative plan has however, been submitted suggesting a total of 85units which would comprises of 6 house types ranging from 2 bedroom to 4 bedroom accommodation. A single point of vehicle access would be provided from Honeywell Lane and a pedestrian access onto Carrington Avenue. The layout also indicates a central area of Public Open Space. To address open space requirements on equipped children's play, a play area would be provided on Honeywell within the college's grounds. This has been approved on a previous planning application ref 2009/0609.

To meet with the local and national validation requirement the application has been accompanied with the following reports:

- Planning, Design and Access Statement
- Heritage Statement
- Flood Risk Assessment
- Noise Impact Assessment
- Travel Plan
- Statement of Community Involvement
- Housing Statement
- Transport Assessment
- Phase 1 Desk Study Report
- Arboricultural Report

The planning statement confirms that the College is rationalising its estate, this it is stated would service borrowing undertaken for the development of the New Sixth Form and Construction centres. The College now use playing pitches at the fleets to address their recreation needs, as such the Carrington Pitches are considered to be surplus to their requirements .

Policy Context

Planning decision 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 development plan consists of the Core Strategy, saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has produced a Consultation Draft of the Development Sites & Places Development Plan Document (DSAP), which shows possible allocations up to 2026 and associated policies. The document is a material consideration but the weight afforded to it is limited by the fact it is at an early stage in its preparation.

Core Strategy

CSP1 Climate Change
CSP2 Sustainable Construction
CSP3 Sustainable Drainage Systems
CSP4 Flood Risk
CSP5 Including Renewable Energy in Developments
CSP8 Location of Growth
CSP10 The Distribution of New Homes
CSP14 Housing Mix and Efficient Use of Land
CSP25 New Development & Sustainable Travel
CSP26 Development & the Highway Network
CSP29 Design
CSP35 Green Space
CSP36 Biodiversity and Geodiversity
CSP39 Contaminated and Unstable Land
CSP40 Pollution Control and Protection
CSP42 Infrastructure and Planning Obligations

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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, relevant policies include:

Para 9 Sustainable Development – positive improvements
Para 17 Core Planning Principles
Para 32 Transport Assessment
Para 35 Transport & Location of Development
Para 58 Good design – considerations
Para 123 Noise
Para 124 Air Quality

Saved UDP Policies

The site is allocated as an existing community facility of the saved UDP map.

H8a Existing residential areas

SPDs/SPGs

Parking
Open Space Provision on New Residential Development
South Yorkshire Residential Design Guide

Emerging Local Plan (Consultation Draft)

Identifies the site as School Grounds.

Consultations

Affordable Housing: Expect affordable housing to be secured which equates to 25% of the total housing provision.

Biodiversity Officer: No objections subject to a conditional approval which addresses the mitigation of the ecology report.

Civic Trust: No objections.

Contaminated Land: No objections

Design: No objections.

Environment Agency: No objections

Drainage: No objections subject to conditions

Forestry: Trees of highest amenity value can be retained on site, no objections subject to recommended conditions

Highways: No objections subject to the recommended conditions.

PROW: No objections

Sport England: No objections subject to the agreed compensation package being secured within a section 106 agreement.

SYPALO: No objections provide general advice on SBD

SYPTE: No objections

Waste Management: No objections

Yorkshire Water: No objections.

Representations

The application has been advertised by way of a site and press notice and properties which share a boundary to the site have been consulted in writing on two occasions following an amendment to the proposed layout. 16 letters of representation have been received the reasons for which can be summarised as follows:

- The sports field should be retained as an essential recreation facility they should not be considered surplus to requirements, their loss would be harmful to the reputation of the locality.
- The fleets site does not represent adequate compensation, the areas is too isolated.
- The playing fields are well used and should retain as a community asset.
- Personal space and privacy would be lost for existing residents of Carrington Avenue as a result of direct overlooking from the new properties.
- The development will increase in additional congestion on local roads.
- The playing field is an excellent local amenity and should be retained.
- Local services would struggle to accommodate the additional burden placed by a development of this size, local schools are at capacity.
- Residents would be exposed to excessive levels of noise during the construction of the site.
- The number of units being proposed is too high.
- It is not acceptable to expect children living within the site to have to cross Honeywell Lane to access the proposed children's play area.
- There is insufficient provision for visitor parking on Carrington Avenue.
- Views across the valley would be spoiled.
- There is no demand for additional properties.
- The proposals will fuel the obesity epidemic.
- The properties would appear out of balance with existing (older) housing stock.
- Would be an overdevelopment of the site, Carrington Avenue is too narrow to support the scale of development.

Assessment

Principle of Development

The adopted Core Strategy recognises Barnsley as a key focus for growth. The site lies in close proximity to the town centre giving easy access to the facilities and services available and sustainable transport links. The site is in a predominantly residential area bounded by the railway line to the east and Carrington Avenue to the West therefore is well contained within the urban envelope. As a result it can be concluded that the proposal is sustainable in principle.

The site is designated as a community space and in recognition of its recreation function is also identified on the Green Space register. Core Strategy policy CSP35 'Green Space' states that development proposals that result in the loss of Green Space will only be tolerated where; 'an assessment shows that there is too much of that particular type of green space in the area which it serves and its loss would not affect the existing and potential green space needs of the borough'.

In recognition that the development would affect playing field land there is a statutory requirement to consult with Sport England. Sport England's policy is to oppose any planning application which will result in the loss of playing field land unless it is satisfied that the application meets with one or more of five specific exceptions. These exceptions are covered within paragraph 74 of the National Planning Policy Framework (NPPF). Amongst other things this identifies that playing fields can only be built upon where; 'the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location'.

If the Council is minded to grant planning permission for an application in the face of an objection from Sport England, then the requirements of The Town and Country Planning (Consultation) (England) Direction 2009 apply. This instructs LPA's to refer the application for consideration by the Secretary of State.

As well as the recreation function that the playing fields serve, they also contribute positively to the areas character, a point which was raised frequently within the representations. They do form a valued amenity asset and this should be given due weight in the consideration of the proposals, when development would clearly represent a significant departure from their current status.

Notwithstanding consideration to the above Green Space matters, should it be demonstrated that adequate compensation can be achieved for the playing field loss, in the absence of an up-to-date 5 year housing supply the Presumption in Favour of Sustainable Development would apply. This only applies to relevant policies that concern the supply of housing, other relevant development plan policies and material considerations should, however, still be considered.

Green Space Compensation

The applicant has submitted a playing pitch assessment in order to demonstrate that the site is surplus to requirements. The site currently provides 2 adult football pitches. The Playing Pitch Strategy (2011) identifies a surplus of adult pitches in the Northern area but a deficiency in mini and junior pitches. To compensate for the loss of the existing Green Space the applicant has therefore put forward a compensatory package that includes:

- Two under 7/under 8 mini pitches to be created on informal open space to the south of the changing rooms at the Fleets to be made available for community use as secured by formal agreement (a planning application for the creation of the two mini football pitches is on this agenda as application 2014/0823);
- Modification and improvements to the existing playing fields at the Fleets to improve the capacity and overall function of the facility as a multi pitch site for both College and community use, including the installation of fencing around the current playing fields, and creation of a

new playing pitch layout (facilitated by qualitative improvements to drainage) to incorporate the senior football pitches currently used by College and utilisation of the remaining area to provide two further mini pitches. (Combined with the two pitches outlined above, this would result in a total of four mini football pitches and two senior football pitches at the Fleets site all subject to an updated formal community use agreement).

- A commuted sum of £250,000 for the reinstatement of a full sized fit for purpose artificial turf pitch (AGP) at Dorothy Hyman Leisure Centre to include a new '3 G carpet' suitable primarily for football use and new fencing and lighting with other associated upgrading works to meet current design and technical standards.

The above package of works has followed extensive discussions with the applicant and Sport England, it has ultimately been met with approval and is therefore considered sufficient to address the loss of the 2.6ha playing area. Sport England have therefore raised no objections to the scheme subject to the securing of the compensatory package via a legal agreement (S106), and as such it is considered that the requirements of policy CSP35 have been addressed.

Notwithstanding consideration to compensation requirements, policies CSP34, CSP42 and SPD Open Space Provision on New Housing Developments require housing developments that exceed 20 residential units to provide green space, either on site or through an off-site contribution to upgrade existing green space. This is determined in the individual context of green space needs within the locality.

A green space assessment has been undertaken in order to determine what green space needs are in the locality. In terms of District Level parks, the site is served by Wilthorpe Park however the wider Honeywell area is severely deficient in access to parks and open spaces and many of the spaces that are available are small and are lacking in quality.

A central area of open space has been indicated on the submitted plan, this could potentially be upgraded to support a LEAP standard children's play area when Reserved Matters are subsequently submitted. The planning statement commits to the provision of a play area linked to an historical permission (ref 2009/0609), this is adjacent to the Honeywell campus entrance and fronts onto Honeywell Lane. The proposed location of the play area is considered to be appropriate and will serve the residents of both the development site and wider community. This would be secured within a new section 106 agreement.

In addition, there will be a requirement for an off-site contribution for formal recreation. Based on the submitted unit split this is calculated at £77,230, however, as the plan is only for indicative purposes the amount may vary come the submission of Reserved Matters.

Sustainability

The NPPF sets out that there are three dimensions to sustainable development: economic, social and environmental:

- The economic role relates to building a strong, responsive and competitive economy by ensuring sufficient land of the right type is available at the right time to support growth.
- The social role includes the provision of the supply of housing to meets the needs of present and future generations by creating high quality built environment, with accessible local services.
- The environmental role relates to protection and enhancement of our natural, built and historic environment, helping to improve biodiversity, use natural resources prudently, minimize waste and pollution, adaption to climate change and moving to a low carbon economy.

Within Barnsley PAN30 provides a sustainability checklist for the assessment of new residential developments. However, it is not part of the statutory development plan and is out-of-date

following the publication of the NPPF. Nevertheless PAN30 does not preclude development on Green Field sites, when applying the application against the provisions of the sustainable checklist the site does demonstrate the necessary sustainable credentials which would otherwise permit development. This is achieved in the main due to the location within the established suburb of Honeywell, on the periphery of the town centre with its associated links means that it is ideally located in terms of access to services etc.,

The NPPF not only commits to the presumption of sustainable development but stresses that it is essential 'to significantly boost the supply of housing'.

With regard to meeting the NPPF's definition the development would contribute positively to fulfilling an economic, social and environmental role. The addition of the units would contribute directly to the choice of housing which would also contribute meeting employment and servicing needs. There would also be direct economic gains associated with the construction phase of the development. The social role would be fulfilled by commitments to affordable housing, education, highway improvement and public open space. On the environmental role appropriate ecological mitigation can be secured and the houses would be designed to achieve significant carbon savings, however, any contribution at best can only be considered as neutral.

On the matter of the environmental impact and the sustainable credentials of the development, this would have to be looked at in detail as part of the Reserved Matters. The applicants have however, made a commitment to ensuring that all dwellings achieve a Code Level 3 rating in relation to the Code for Sustainable Homes. This would deliver properties with improved levels of thermal insulation, efficient glazing and lighting. In accordance with CSP5 the potential to further reduce energy/CO2 emissions by 15% through the use of decentralised energy solutions, this would also be looked at in detail through a Reserved Matters application, and conditioned as deemed appropriate.

Overall, whilst the contribution to the environmental dimension of sustainable development would be largely neutral, the proposal would significantly contribute to the economic and social dimensions and as such, the development is considered to be sustainable. On this basis, it is considered the presumption in favour of sustainable development applies.

Highways

The submission is outline in nature with the details of access to be determined at this stage. As detailed earlier the site is bounded to the west by Carrington Avenue, to the north by residential properties adjacent to Smithies Lane and to the south by Honeywell Lane. It is bound to the east by the Hallam Rail Line.

The development would be built to maximum number of 85 dwellings. The indicative plan states that a total of 69 of the proposed properties would take access from a new priority junction onto Honeywell Lane, this would be located between no. 26 and no.50 Honeywell Lane. A further 16 of the properties will take direct access from driveways onto Carrington Avenue.

At the point of the proposed junction the carriageway is approximately 7.3m in width, it does however, narrow to a single lane where it passes through a tunnel under the Railway Line to the south which is controlled by signals. There have been concerns raised over the safety of additional vehicles passing through the tunnel, a review of the accident record indicates that there have been no accidents along Honeywell Lane, or Carrington Avenue within the last 5 years. Highway safety issues have been a concern expressed within the representations received. In accordance with policy CSP26 new development must be designed to ensure that safe, secure and convenient access for all road users can be achieved. Mitigation must be secured where there is either a known or potential safety issue on hand.

A Transport Assessment has been submitted in support of the application, this demonstrates that there is sufficient capacity on the local highway network to accommodate the demands associated with the development of the scale proposed.

Highways have raised no objection subject to the recommended conditions, which in brief would secure

6m radius kerbs at the junction with Honeywell Lane and a 2m wide footway to adoptable standards along the entire western frontage with Carrington Avenue. The highways to be provided within the site would consist of a 5.5m carriageway with 2no 2m footways, junction radii would be 6m and visibility splays having the dimensions 2.4m x 43m can be achieved at relevant junctions, all turning heads would accommodate the manoeuvring requirements of refuse and emergency vehicles.

The location of the site is highly sustainable given the links which it forges with the town centre and the relevant services it supports. Pedestrian, transport and cycling links are all on hand which would promote sustainable modes of travel, thus reducing impact upon the highway network.

Design / Visual Amenity

The current application seeks only to establish the principle of a residential development, the site would be defined by a maximum threshold, 85 units. Details of design, scale, layout and landscaping would need to be submitted under a subsequent Reserved Matters application, should planning permission be approved. The design would therefore be assessed with consideration to the SYRDG and the SPD 'Designing New Residential Development'.

Residential development would represent a significant departure from its current Greenfield Status within a relatively dense housing environment. Many of the objections have raised this as a concern, with the consensus being that this would be harmful to the character of the locality. This value cannot be dismissed, and policy CSP35 offers a protection for such sites. It needs to be stressed that the site is not subject to any special designations, including Green Belt, SSSI's, Landscape Value or Conservation Area, its loss has been adequately compensated for and it is located within a highly sustainable location, its visual amenity attributes alone would therefore not be sufficient to outweigh the NPPF's presumption in favour of sustainable housing development.

The site is defined by strong boundaries provided by the highway and railway line, it also occupies a lower level which is below that of the existing residential properties. These features contribute as mitigating factors which would help to reduce the visual impact of the development, with the site being effectively 'boxed in' by the highway which borders principle frontages. In this regard the site would present itself as an acceptable form of infill development which is clearly compatible with adjoining uses.

Concerns have been raised from residents over the scale of the development proposals. The density of the development would equate to 32uph, this is below the density advocated by CSP14 'Housing Mix and Efficient Use of Land'. This is considered appropriate given the design aspirations for the site, and to also to ensure that subsequent development would be in-keeping with the character of the surrounding environment. In recognition of the objections already being raised, there is no desire to insist that the development threshold should be increased.

Locally architectural styles vary significantly, the design suggests a mixture of semi and detached 2 – 4 bedroom properties including a single bungalow. The proposals would therefore provide an element of cohesion with the existing housing stock. The individual design of the properties would be considered in detail as part of the Reserved Matters submission, it is however, considered relevant to condition that no property along Carrington Avenue be more than 2 storeys in height on its principal elevation.

In terms of existing features, there are few constraints which significantly influence the design or layout. The site is flat and its recreation nature means that tree cover and hedgerows are generally located along its boundaries. The indicative layout shows that existing trees and hedgerows can in the main be lost although approximately 2 trees would have to be lost to accommodate the access road. A landscape strategy can be accessed and considered as part of the Reserved Matters.

In summary of the considerations on design/visual amenity grounds, the application is not considered to raise any significant issues at the outline stage. It is considered that a high-quality development can be achieved at the site which incorporates sustainable techniques and complies with CSP29 'Design' and relevant criteria of SPD.

Affordable Housing

The site falls within the Barugh, Darton, Gawber and Wilthorpe sub market. In the absence of any known viability issues Policy CSP15 requires a contribution of 25% towards affordable housing on new housing development within these areas. The indicative development of 85 units at 25% would generate an affordable housing requirement of 21 units on-site, the policy could however, also be met through the payment of a commuted sum or a mixture of both.

The applicant is of the opinion that it will not be viable to meet the affordable housing policy requirement and is therefore in the process of submitting a development appraisal to demonstrate this. Based on experience of other schemes in the area, officers accept that house values in the immediate locality will not be sufficient to viably deliver the 25% requirement. However, without seeing the appraisal it is difficult to say what figure, if any, can be secured. Officers therefore suggested that the precise amount should be assessed at the Reserved Matters stage. In response, the applicant points out that they intend to dispose of the site with outline permission and that without certainty on the level of affordable housing provision it will be difficult to agree on a valuation. As such they have asked if the recommendation to board could be to grant permission subject to conditions but give delegated authority for officers to agree the level of affordable housing provision. On the basis that the assessment of a development appraisal process is a technical issue and that the provision of affordable housing is not a determining factor (in the same way it is for application 2014/0754), officers are content to present this recommendation to members and seek authority to subsequently agree the precise amount. In doing so, members should be mindful that although officers will seek to secure the maximum amount that is viable, the prospect of the scheme not delivering any affordable units cannot be discounted.

Education

Concerns have been raised about the capacity at of local schools, it is understood that at present local primary schools are operating at capacity. This may be addressed in part by the recent announcement of the proposed Elements Free School on the adjacent Honeywell Campus. This however, does not have the benefit of planning consent, but, in any case a contribution would still be required in lieu of the scale of the development.

Discussions with Education identify a year on year growth on the demand for primary places over the next 4 years. The figures are taken from the number of children registered on the school roll and projections taken from the 2013 census. Fortunately the situation with secondary places is more favourable with current growth expectations having been accounted for within the building schools for the future programme.

In view of this, to mitigate against the pressure of the additional classroom places brought by the development a condition would be applied to ensure that a suitable contribution is secured when Reserved Matters are considered. The contribution would have to be paid in full when work first commences on site. This would ensure that the developments are policy compliant, and objections on these grounds therefore cannot be sustained.

Trees

The trees on the site have mainly established by self-seeding themselves around the playing field edge. A formal hedge and a small group of mature trees are located on the boundary to Honeywell from which the access would be taken. All the trees within the site are within a good condition and appear to have been subject to regular maintenance/pruning.

The proposed layout would require the loss of two trees to create a new vehicle entrance at the southern end of the site. These trees have both been categorised as 'C' and comprise of a Lime and Alder. There are no reasons why the remaining trees cannot be retained.

The loss of the two trees which are of a low amenity value would be compensated for with the sites subsequent landscaping strategy. The full arboricultural implications of the access on the remaining trees within the group can be addressed through the submission of further details as part of a condition.

Residential Amenity

Amenity issues have been raised within the representations, concerns include a loss of privacy to existing properties which front Carrington Avenue. Whilst the submitted layout is for indicative purposes only, it clearly demonstrates that relevant spacing and amenity standards can be achieved/secured as part of the subsequent Reserved Matters process.

However, in recognition that the access and maximum numbers are fixed, it is reasonable to assume that the Reserved Matters is unlikely to deviate significantly from the layouts being suggested, this suggests that the arrangements between existing and proposed properties on Carrington Avenue would observe the spacing standards of the SPD.

Drainage

The site is located within a low risk (Flood Zone 1) area. Development located within Flood Zone 1 is identified as being suitable for all types of development and the risk of flooding is low. The Environment Agency has been consulted and raised no objections to the FRA subject to details of surface water disposal being conditioned.

The site would be developed with separate foul and surface water drainage systems. The proposed surface water drainage systems would have to be designed with an allowance for climate change and restricted to the greenfield discharge rates with appropriate attenuation proposals incorporated.

Ecology and Biodiversity

The application is supported by a detailed ecological assessment which has included subsequent amendments to address the requirements of the biodiversity officer. The ecological value of the sports field is limited, comprising in the main of improved grassland. As detailed above, with the exception of the 2 trees all other trees and hedgerows can be retained.

The recommendations in the Extended Phase 1 report have been met with the support of the Biodiversity officer. The provision of onsite open space as well as overall landscaping would all provide potential areas of habitat providing a degree of biodiversity enhancement. A range of further mitigation measures can be considered with detailed matters in accordance with policy CSP36.

Land Contamination and stability

The preliminary site investigation report identifies that there is potential for some onsite contamination risks. This should not be to an extent that should comprise residential development. As is common with most developments it is recommended that a condition is applied requiring an intrusive site investigation to be undertaken. Accordingly, the contaminated land officer has raised no objections.

In terms of coal mining legacy the site is located within a low risk area so there is no requirement for further analysis to be undertaken.

Conclusion

The loss of the playfields is regrettable. The application has however, successfully demonstrated adequate compensation for their loss. The proposals would result in qualitative and quantitative improvements to football provision at the Fleets and Dorothy Hyman sites, which would be of a wider community benefit.

At present the Authority is unable to demonstrate a five year supply of specific, deliverable sites for residential development. In addition, the proposals are considered to be sustainable taking into account the three dimensions of sustainable development (economic, social and environmental) referred to in the NPPF. Accordingly, the NPPF Presumption in Favour of Sustainable Development applies. Having thoroughly assessed the proposals against other relevant development plan policies and taking into account other material considerations, including those raised in representations, it is not considered that there are adverse impacts which significantly and demonstrably outweigh the significant benefits (subject to securing the necessary mitigation sought within the S106 agreement and recommended planning conditions). On this basis, the proposals are considered acceptable.

Recommendation

Members resolve to grant planning permission subject to:

- Completion of a section 106 agreement securing off site recreation improvements at the Fleets and Dorothy Hyman stadium.
- The conditions listed below, with delegated powers given to officers to negotiate the precise level of affordable housing to be specified in condition 23 and vary/remove the condition as appropriate.

Recommendation

Grant subject to:-

- 1 Application for approval of the matters reserved in Condition No. 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-
- (a) the layout of the proposed development.
 - (b) scale of building(s)
 - (c) the design and external appearance of the proposed development.
 - (d) landscaping
- Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.**
- 3 Detailed plans shall accompany the reserved matters submission indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to 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 in accordance with Core Strategy Policy CSP 29, Design.**
- 4 The reserved matters shall be designed in substantial accordance with details contained with the details shown on the plan 'Proposed Layout CS071060/A/003 Rev A'.
- Reason: To ensure that design aspirations of the sites development are achieved in accordance and that the privacy and amenities of the occupiers of adjoining residential properties are safeguarded in accordance with Core Strategy Policy CSP 29.**
- 5 The development hereby approved shall not exceed a maximum of 85 residential units, the details of which shall be submitted as part of the application for approval of reserved matters.
- Reason: To ensure the development conforms with the approved outline planning permission and stays with the maximum assessed level of development.**
- 6 No residential property along the sites western boundary fronting Carrington Avenue shall have a frontage to the highway that is greater than two storeys in height.
- Reason: To safeguard the privacy and amenities of the occupiers of adjoining residential property in accordance with Core Strategy Policy CSP 29.**
- 7 The development hereby permitted shall not begin until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of or enhancement to off-site public open space in accordance with Core Strategy policy CSP35 and the Open Space Provision on New Housing Developments SPD. The provision or enhancement of the off-site open space shall be provided prior to completion of the development in accordance with the approved scheme.
- Reason: In the interests of residential and visual amenity to ensure adequate provision of public open space in accordance with Core Strategy Policy CSP 29.**
- 8 No development shall take place until:
- (a) Full foul and surface water drainage details, including a scheme to reduce surface water run off by at least 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority;
 - (b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;

(c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways;

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development.

Reason: To ensure proper drainage of the area in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

- 9 All on-site vehicular areas within any phase shall be surfaced and drained in an approved manner prior to that phase of the development being brought into use.

Reason: To prevent mud/debris from being deposited on the public highway to the detriment of road safety in accordance with Core Strategy Policy CSP 26.

- 10 Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the drive entrance/exit such that there is no obstruction to vision at a height exceeding 1m above the nearside channel level of the adjacent highway.

Reason: In the interest of road safety in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.

- 11 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.

Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.

- 12 Visibility splays, having the dimensions 2.4m x 43m, shall be safeguarded at the junction of the access road with Honeywell Lane, such that there is no obstruction to visibility and forming part of the adopted highway.

Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

- 13 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:

- Provision of a 2m wide footway on the Carrington Avenue frontage;
- Measures to prevent parking at the junction of the access road with Honeywell Lane;
- Measures to prevent parking on the southern side of Honeywell Lane;
- Provision of a pedestrian facility at Honeywell Tunnel;

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.

- 14 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- The parking of vehicles of site operatives and visitors
 - Means of access for construction traffic
 - Loading and unloading of plant and materials
 - Storage of plant and materials used in constructing the development
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - Wheel washing facilities
 - Measures to control the emission of dust and dirt during construction
 - Measures to control noise levels during construction
- Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement, and CSP 29, Design.**
- 15 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
- Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 16 Development shall not commence until details of the phasing of the development has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.
- Reason: To ensure a safe and adequate highway network, in accordance with Core Strategy Policy CSP 26.**
- 17 Prior to the occupation of any dwelling within the development a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car, and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved, it shall be fully implemented and retained as such thereafter.
- Reason: In the interest of promoting use of public transport, in accordance with Core Strategy Policy CSP 25.**
- 18 No phase of development or other operations being undertaken on site shall take place until the following documents have been submitted to and approved in writing by the Local Planning Authority in respect of that phase:
- Arboricultural impact assessment
 - Tree protective barrier details
 - Tree protection plan
 - Arboricultural method statement
- No development or other operations shall take place except in complete accordance with the approved methodologies.
- Reason: To ensure the continued well-being of the trees in the interests of the amenity of the locality.**

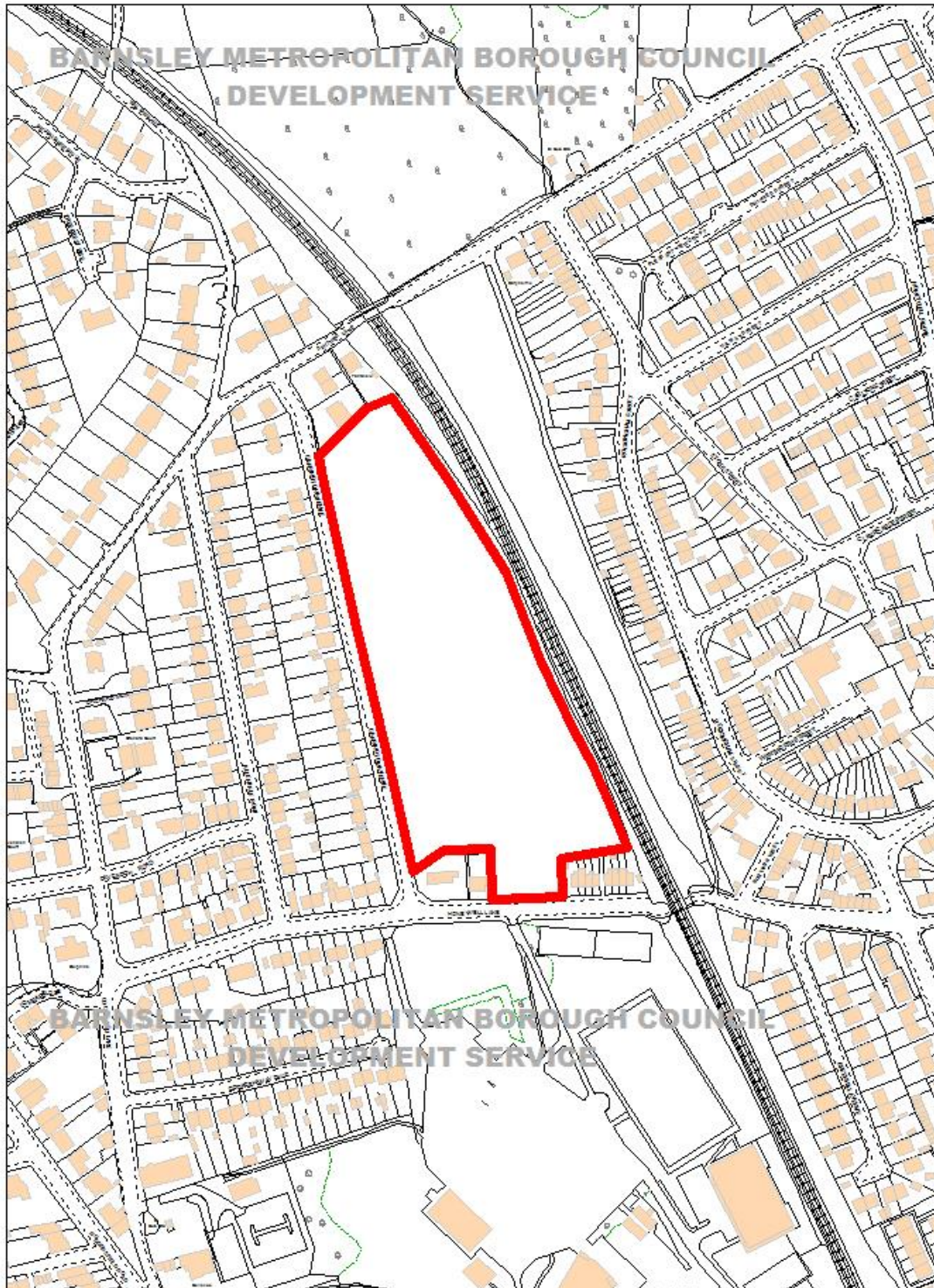
- 19 The dwelling(s) shall achieve a Code Level 3 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that replaces that scheme). No dwelling shall be occupied until a Final Code Certificate has been issued for it certifying that Code Level 3 has been achieved.
Reason: In the interest of sustainable development in accordance with Core Strategy Policy CSP2.
- 20 Prior to commencement of development, details of a scheme to reduce the developments carbon dioxide emissions by at least 15% by using decentralised, renewable or low carbon energy sources or other appropriate design measures 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 and upon completion of the development a report shall be submitted to and approved by the Local Planning Authority demonstrating that at least a 15% reduction in carbon dioxide emissions has been achieved. In the event that the use of other decentralised, renewable or low carbon energy sources or other appropriate design measures are also required to achieve a 15% reduction in carbon dioxide emissions, full details of such proposals and a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved details shall be implemented in accordance with the approved timetable and all the approved measures shall be retained as operational thereafter.
Reason: In the interest of sustainable development, in accordance with Core Strategy policy CSP5.
- 21 Notwithstanding the details submitted within the ecological assessment detailed plans shall be submitted with the Reserved Matters application indicating biodiversity mitigation and enhancement measures. Thereafter the development shall proceed in accordance with the approved details.
Reason: To conserve and enhance biodiversity in accordance with Core Strategy Policy CSP 36.
- 22 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.
- 23 Full details of proposed affordable housing provision shall accompany the reserved matters submission. Details shall include:
- i. The percentage proposed
 - ii. A full viability appraisal using the HCA's Development Appraisal tool
 - iii. The type, tenure and location of the affordable housing provision
 - iv. The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
 - v. The arrangements for the transfer of the affordable housing to an affordable housing provider[or the management of the affordable housing] (if no RSL involved) ;
 - vi. The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
 - vii. The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.
- The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it.
Reason: To ensure appropriate levels of affordable housing in accordance with CSP15.

PA reference :-

2014/0807

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BARNSLEY MBC - Development Service

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Scale 1:2500

2014/1454

Mr S Eaton

Change of use of storage caravan to residential use including associated works.

Grange Farm, 67A Grange Road, Royston, Barnsley, S71 4LF

7 individual letters of objection and an objection letter from Royston Tenants and Residents Association (TARA).

Site Description

The application relates to Grange Farm off Grange Road in Royston. The site equates to approximately 9 acres and has previously been used for agricultural purposes. On the site is a static caravan, two modern barns and a number of smaller out buildings and structures. The site is within the Green Belt and lies to the south of a large housing estate consisting of predominantly semi-detached ex Local Authority properties. Access is taken off Grange Road between two pairs of semi-detached properties via a track.

Background

Members will recall that at PRB in April 2014 an application for the change of use of the caravan to 1 No Gypsy pitch, including erection of portable day room/utility block and improvement works to the site (2013/1051) was refused for the following reason:

In the opinion of the Local Planning Authority, it is not considered that arguments presented by the applicant in support of the scheme clearly outweigh the substantial harm to the Green Belt. This is further reinforced by uncertainties regarding the extent to which the applicant and her family follow a nomadic habit of life. Accordingly, it is not considered that very special circumstances exist and as such, the proposal is contrary to Core Strategy policy CSP 34 and paragraph 87 and 88 of the NPPF.

A subsequent appeal was withdrawn in October 2014.

Proposed Development

The applicant now seeks permission to change the use of the existing static storage caravan to residential accommodation. Contrary to the previously refused application, the applicant is not claiming gypsy/traveller status and no longer proposes the portable day room/utility block. They are simply applying to change the use of the existing storage caravan to residential use.

As part of the proposal and as a justification, the applicant would carry out improvement works to the site including the removal of a railway carriage, lockup containers, livestock building and deposited materials.

The remainder of the site will continue to be used for the purposes of small scale farming activities and keeping of horses which are grazed on the land. The agricultural buildings would therefore continue to be used to store hay, farming equipment and implements.

Site History

01/0248 – Siting of non-residential caravan (existing use) Certificate of Lawfulness - approved

03/0968 – Erection of cattle shed, store and barn – approved subject to the following conditions

2012/0320 – Erection of 1 no. agricultural dwelling – Withdrawn

2013/1051 - Change of Use of Storage Caravan (Static) to 1 No Gypsy Pitch, Including erection of portable Day Room/Utility Block and Improvement Works to the Site (Including Removal of Railway Carriage, Lockup Containers and Deposited Materials) – refused

Policy Context

Planning decision 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 development plan consists of the Core Strategy, saved Unitary Development Plan policies and the Joint Waste Plan. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has produced a Consultation Draft Local Plan, which shows possible allocations up to 2026 and associated policies. The document is a material consideration but the weight afforded to it is limited by the fact it is at an early stage in its preparation.

Core Strategy

CSP34 'Protection of the Green Belt'

In order to protect the countryside and open land around built up areas the extent of the Green Belt will be safeguarded and remain unchanged.

The Green belt boundaries will be subject to localised review only which may result in changes necessary to deliver the Borough's distribution of new employment sites set out in CSP12.

CSP 29 sets out the overarching design principles for the borough to ensure that development is appropriate to its context. The policy is to be applied to new development and to the extension and conversion of existing buildings.

Saved UDP Policies

GS8A 'The Re-use & Adaption of Buildings in the Green Belt'.

Other material considerations

South Yorkshire Residential Design Guide - 2011

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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, paragraphs 87 and 89 are relevant which state inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. A local authority should regard the construction of new buildings as inappropriate in Green Belt.

Consultations

Highways DC – No objections

Regulatory Services – No objections

Public Rights of Way Officer – No objections

Ward Councillors – No comments

Representations

7 individual letters of objection and an objection letter from Royston Tenants and Residents Association (TARA).

The main points of concern are:

- Agricultural Green Belt land
- Noise and Disturbance
- Unsuitable access
- Restriction of public right of way
- Set a precedent for similar future applications
- Inaccuracies on application

Assessment

Principle of Development

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF lists some exceptions, including the re-use of buildings provided they are permanent and of substantial construction. However, as the structure is a caravan this exception does not apply and accordingly, for permission to be granted, it is necessary for the application to demonstrate very special circumstances. The NPPF is clear that these will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The applicant has put forward three distinct arguments, which he considers provide very special circumstances. These are:

1. There would be a number of improvements to the visual amenity of the Green Belt through the removal of existing unsightly structures, improvements to the land etc.
2. Future restrictions on the site could be made through the use of planning conditions for development/activities which could potentially be carried out on site under permitted development rights.
3. The use of the caravan for residential purposes will provide a much needed security presence minimising the need for more visually harmful security measures such as barriers/fencing.

On their own, it is considered that none of the arguments amount to very special circumstances but it is necessary to establish whether, collectively, the benefits clearly outweigh the substantial harm by inappropriateness and any other harm. These are considered under the headings below;

Purposes of Including Land in the Green Belt

The proposal is, by definition, inappropriate development in the Green Belt to which substantial weight is attached. It is also necessary to establish the extent to which the proposal conflicts with the five purposes of including land in the Green Belt as well as the impact on openness and any other harm.

The caravan is already in situ due to its use for storage in association with the agricultural use and would remain in its current position. The site would not appear overly residential in nature as the agricultural uses which currently take place would continue and the agricultural buildings would be retained. Accordingly, the proposal would not result in unrestricted sprawl, merging of neighbouring towns or encroachment into the countryside. In addition, there would be no conflict the other purposes of the Green Belt.

Impact on Openness of the Green Belt

As part of the application, the site would be tidied with some structures removed including the railway carriage, shipping container, livestock building and general miscellaneous materials around the site. This would significantly enhance the appearance of the site and the openness of the Green Belt. Furthermore, conditions can be imposed to limit further development, such as additional buildings and outside storage, which has the potential to detrimentally affect openness and could otherwise be carried out under permitted development rights. Accordingly, it is accepted that other than harm by inappropriateness, there is no other harm which needs to be factored in as part of the Green Belt balancing exercise. Indeed, the benefits to the openness of the Green Belt and visual amenity more generally attract significant weight.

Security Considerations

The majority of concern expressed by residents and the TARA in relation this application mirror those of the previous application. Predominantly these involve nuisance through dogs barking, fires burning etc. The applicant has carried out burning in the past but contends that some of the fires were started by others and that dog barking was partly due to the need to have a security presence on site (although it is noted that the site was used for a time for unauthorized kenneling, which ceased at the request of Council officers).

Undoubtedly, a security presence on the site could be beneficial. However, it is difficult to establish the weight that should be attributed to this consideration because it will only be possible to know if a presence on the site has been beneficial over time. In addition, when considering a previous application for an agricultural workers dwelling on the site, officers required the applicant to demonstrate that there was a functional need for a presence on site and that this need could not be met by living in an existing dwelling within the vicinity. To some extent, the same issues apply. There are several houses on Grange Road which back onto the site and could potentially be occupied and provided with clear views of the site in order to maintain surveillance. As such, the weight attributed to the security argument is considered less than significant.

Impact on Residential Amenity

There were in excess of two hundred objections to the previous application and also a special Royston Tenants and Residents Association (TARA) meeting which the applicant attended. However, this number has significantly reduced under this application to seven individual letters and also an objection from TARA.

Issues cited in the objections (dogs barking, burning) can be addressed by other legislation and do not therefore provide a justification to refuse the application. In any case, as explained above, it is possible that a security presence on site could reduce anti-social behavior.

The existing caravan is located in excess of 50m from the rear garden of the nearest dwellings to the north. Given the separation distance, the proposal will not detrimentally impact on existing residents in terms of overshadowing, overlooking or loss of outlook. It is also unlikely that the proposal would result in an increase in vehicular movements to and from the site given that the applicant currently has to travel to the site from elsewhere. In order to ensure this remain the case a condition can be imposed linking occupation of the caravan to the ownership of Grange Farm. On this basis, the proposal would not have a significantly detrimental impact on the amenity of existing residents.

Amenity of the Applicants

The caravan is a modest structure and based on the internal spacing standards contained within the South Yorkshire Residential Design Guide, the applicant was advised that if officers were minded to grant permission they would be likely to restrict occupation to a single person. In response, the applicant requested that his partner and her dependent also be allowed to occupy the caravan. Following an assessment of how the three would be accommodated, officers are content to allow this but maintain that to allow more than three persons could lead to a scenario where there is a subsequent request for a larger replacement caravan or structure. Whilst, theoretically, this would be dealt with on its merit at the time, the caravan is ultimately too small to provide permanent living accommodation for more than three persons and in the event that permission is granted, a condition is recommended to prevent occupation by more than three persons.

Public Right of Way

There is a public right of way crossing the site. The proposal does not affect the route of the right of way and the applicant is legally required to ensure it is made available. Concerns have been expressed that the PROW has previously been blocked and that the route is unclear. In order to address these concerns and in addition to the improvements proposed by the applicant, a condition can be imposed requiring fencing to be erected to demarcate the route and encourage greater use. Some further weight can therefore be attributed to this as a potential benefit of the proposal.

Highway Safety

Although the access to the site is relatively narrow and unmade, the proposed use is unlikely to generate significantly more vehicular movements. As such, Highways DC have raised no objections to the proposal.

Council Tax

Recent enquiries relating to the site have revealed that Council Tax has been charged on the caravan since 26th January 2001 but the caravan has not been used for residential purposes for a continuous 10 year period.

Green Belt Balancing Exercise

The proposal is inappropriate development in the Green Belt to which substantial weight is attached. However, there is no conflict with the purposes of the Green Belt and no other harm has been identified. The applicant has put forward a number of arguments in favour of the proposal and whilst individually none of these attract sufficient weight to clearly outweigh the identified harm, when considered collectively, the case is finely balanced.

The benefits to visual appearance of the site and the ability to introduce controls such as prevent additional structures and outside storage attract significant weight. The introduction of fencing to demarcate the public right of way would also potentially make it a more attractive route and this

attracts further weight. However, potential security benefits are harder to quantify and accordingly it is difficult to establish their weight. On this basis, it is not considered that a permanent permission can be justified. Instead officers consider that a suitable compromise would be for a temporary permission, which will allow a subsequent assessment of whether the security presence has resulted in material benefits. In addition, should the applicant find that the restriction on occupancy is too onerous, this would give him time to potentially purchase a house nearby. As such, it is suggested that a temporary permission should be granted for a period of 3 years.

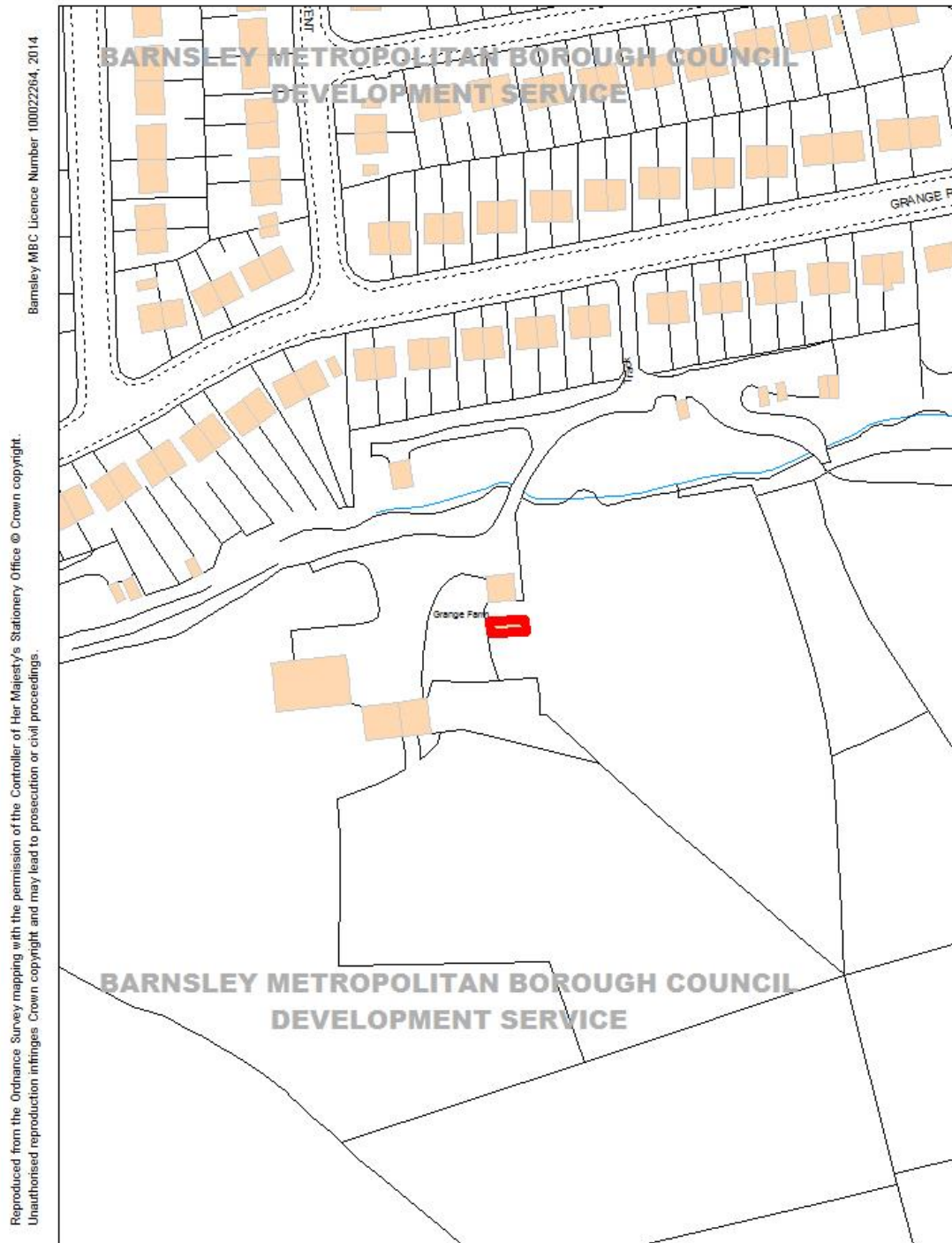
Recommendation

Grant temporary permission subject to the following conditions:

- 1 The use hereby permitted shall be for a limited period ceasing on the 20th January 2018.
Reason: In the interests of the visual amenities of the Green Belt and in accordance with Core Strategy Policy CSP 34.
- 2 The development hereby approved shall be carried out strictly in accordance with the plans (1695/002 Rev d) and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.
- 3 Prior to commencement of the use, the railway carriage, shipping container and livestock building shown on Drawing No. 1695/002/D shall be removed from the site
Reason: In the interests of the visual amenity of the Green Belt.
- 4 No commercial or industrial activities shall take place on the land, no additional portable buildings shall be brought onto the site and no outside storage shall at any time take place on the site.
Reason: In the interests of the residential amenities of nearby residents and the visual amenity of the Green Belt.
- 5 The caravan shall only be occupied by the owner of the site, his partner and her dependent. In the event that the site or the agricultural buildings are sold on during the duration of the permission, the residential use shall cease.
Reason: In the interests of residential amenity and to ensure compliance with Green Belt policy.
- 6 Prior to the commencement of the use, details of a means of enclosure demarcating the route of the public right of way shall be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved details upon commencement of the use and retained as such thereafter.
Reason: In order to enhance the attractiveness of the Public Right of Way in accordance with policy CSP 25.


PA reference :-

2014/1454



BARNESLEY MBC - Development Service

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Scale 1:1250

2014/1226

Mr D Allen

Erection of detached bungalow.

4 Robin Lane, Royston, Barnsley, S71 4EA

No objection letters received. Cllr Tim Cheetham supports the application and has requested that it is referred to PRB on the basis that it would be an appropriate form of development given the context and that impact on neighbouring properties had been considered acceptable by the inspector at the last appeal.

Site Description

4 Robin Lane is a detached bungalow constructed in the late 1980's. The application site is to the South of the dwelling and forms part of the existing rear garden, measuring approximately 980m². The site is mainly laid to lawn and enclosed by mature hedging/planting to three sides. There are neighbouring residential properties to the West and South West of the site with Green Belt bordering the Eastern boundary and Safeguarded land beyond the Southern boundary.

Site History

2011/0152 - Erection of 1 no. detached dwellinghouse – refused for the following reasons;

- 1 In the opinion of the Local Planning Authority the proposed dwelling would be contrary to Policy H8D of the Unitary Development Plan, the Council's Supplementary Planning Guidance Note 3 and the principles of PPS 1 and 3 in that its design (in terms of eaves height, roof design and fenestration) would be architecturally inconsistent with the character of the host and immediately adjacent properties, to the detriment of visual amenity.
- 2 In the opinion of the Local Planning Authority, the proposed development would be contrary to UDP Policy H8D and SPG 3, in that it would be an undesirable form of backland development, materially detrimental to the amenities of the host property by reason of disturbance from increased residential and vehicular activity.
- 3 The proposed development fails to provide sufficient and suitable accommodation within the site for the turning of emergency and refuse vehicles in order to enter and exit the site in a forward gear. Consequently, the proposal would not meet Building Regulation standards and reduce highway safety to an unreasonable degree, contrary to UDP Policy T2.

2011/0556 – Erection of detached bungalow (Resubmission of 2011/0152) – refused for the following reasons

- 1 In the opinion of the Local Planning Authority, the proposed development would be contrary to UDP Policy H8D, Core Strategy (submission version) policy CSP 29 and SPG 3, in that it would be an undesirable form of backland development, materially detrimental to the amenities of the host property by reason of disturbance from increased residential and vehicular activity.
- 2 The proposed development fails to provide a convenient vehicular access with sufficient and suitable accommodation within the site for the turning of emergency and refuse vehicles in order to enter and exit the site in a forward gear. Consequently, the proposal would not meet Building Regulation standards and would lead to servicing vehicles waiting in Polar Terrace for long periods reducing the free flow of traffic to an unreasonable degree, contrary to UDP Policy T2. In addition, the excessive man-carry distance from Poplar Terrace to the dwelling would be detrimental to the amenity of the occupants of the proposed dwelling, contrary to UDP policy H8A and policy CSP 29 in the submission version of the Core Strategy.

2013/0042 – Erection of 1.no detached bungalow – refused for the following reasons;

- 1 In the opinion of the Local Planning Authority, the proposed development would be contrary to saved UDP Policy H8D, Core Strategy policy CSP 29 and SPD 'Designing New Housing Development', in that it would be an undesirable form of backland development, materially detrimental to the amenities of the host property by reason of disturbance from increased residential and vehicular activity.
- 2 The proposed development fails to provide a convenient vehicular access with sufficient and suitable accommodation within the site for the turning of emergency and refuse vehicles in order to enter and exit the site in a forward gear. Consequently, the proposal would not meet Building Regulation standards and would lead to servicing vehicles waiting in Polar Terrace for long periods reducing the free flow of traffic to an unreasonable degree, contrary to saved UDP policy H8D, Core Strategy policies CSP 26 & 29 and SPD 'Designing New Housing Development'. In addition, the excessive man-carry distance from Poplar Terrace to the dwelling would be detrimental to the amenity of the occupants of the proposed dwelling, contrary to UDP policy H8A and policy CSP 29 of the Core Strategy.

A subsequent appeal was dismissed (Ref: APP/R4408/A/13/2196520) for the following reason;

I conclude that the development would not provide a safe and convenient access and would therefore conflict with Policies CPS 26 and CPS 29 of the Core Strategy and the principles of the Supplementary Planning Document "Designing New Housing Development", March 2012, and the National Planning Policy Framework. Amongst other things these require developments to provide safe, secure and convenient access and to avoid the introduction of vehicular and pedestrian movements close to an existing garden or its boundary.

Proposed Development

The applicant seeks permission to erect a detached bungalow to the rear of the existing bungalow (4 Robin Lane). The proposed dwelling would be exactly the same design and be in the same position as that refused under applications 2011/0556 and 2013/0042 (3 bedrooms with and integrated garage). However, the access has been changed so that it utilises the same access point off Robin Lane which serves numbers 2 and 4 and the drive way would be located to the West of the application property rather than the previously refused access which was to the East.

Policy Context

Planning decision 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 development plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has produced a Consultation Draft of the Local Plan, which shows possible allocations up to 2033 and associated policies. The document is a material consideration but the weight afforded to it is limited by the fact it is at an early stage in its preparation.

Core Strategy

CSP 2 'Sustainable Construction' – All new dwellings will be expected to achieve at least a level 3 rating under the Code for Sustainable Homes or equivalent

CSP 4 'Flood Risk' The extent and impact of flooding will be reduced by expecting all development proposals on brownfield sites to reduce surface water run-off by at least 30%.

CSP 26 – New Development and Highway Improvement – New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

CSP29 – Design – High quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley. Development should enable people to gain access safely and conveniently.

Saved UDP Policies

Policy H8 (Existing Residential Areas) – Areas defined on the proposals map as Housing Policy Areas will remain predominantly in residential use.

H8A – The scale, layout, height and design of all new dwellings proposed within the existing residential areas must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy, landscaping and access arrangements.

H8D – Planning permission for infill, backland or tandem development involving single or a small number of dwellings within existing residential areas will only be granted where development would not result in harm to the local environment or the amenities of existing residents, create traffic problems or prejudice the possible future development of a larger area of land.

SPDs/SPGs

SPD 'Designing New Housing Development'

SPD 'Parking' provides parking requirements for all types of development.

Other material considerations

South Yorkshire Residential Design Guide - 2011

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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, the policies above are considered to reflect the 4th Core Principle in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings. They also reflect the advice in paragraph 58 (general design considerations) and paragraph 64, which states that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'. Paragraph 53 also states that LPAs should consider the case for setting out policies to resist inappropriate development of residential gardens.

Consultations

Yorkshire Water Services Limited – No objections subject to conditions

Highways DC – No objections

Drainage (Wayne Atkins) – No objections subject to conditions

Cllr Tim Cheetham – supports the application

Representations

None

Assessment

Principle of Development

Saved UDP policies H8A and H8D and Core Strategy policies CSP 26 and 29 provide the policy framework for assessing backland and tandem developments, they are reinforced further by guidance provided within Supplementary Planning Guidance Document 'Designing New Housing Development', which states 'tandem development, with one dwelling directly in front or behind another sharing the same access will almost always be resisted', and the South Yorkshire Residential Design Guide. The National Planning Policy Framework also has many parallels to above policies and states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Backland developments are not without controversy and the Council has in recent times sought to ensure a more consistent approach is applied to such proposals. This as a whole has been supported by the Planning Inspectorate whereby the Council's decision to refuse inappropriate developments has been upheld in recent planning appeals. The main concern is that backland represents an 'ad-hoc' form of development, which can fundamentally undermine the proper (comprehensive) planning of an area. To allow such proposals can indicate a departure from the long established local pattern of development, this can also make it harder for the Council to resist further (similar) proposals in future which in turn can progressively erode the area's character.

2 no. previous applications for a similar development were refused under application numbers 2011/0152 and 2011/0556. It is acknowledged that there has been a change in policy both locally, regionally and nationally since those refusals. However, the main UDP policies (H8A and H8D) which the previous applications were assessed against have been saved. SPD 3 has also been replaced by SPD 'Designing New Housing Development' but the majority of the advice contained within the previous document has been carried over into the new document. In addition, PPS 3 has been abolished and replaced by the National Planning Policy Framework but the new national document has a strong emphasis on high quality design and good standard of amenity for all existing and future occupants of land and buildings. In addition, it states that Local Planning Authorities should consider the case for setting out policies to resist inappropriate development of residential gardens.

Furthermore, application 2013/0042 for a bungalow on the site was refused and dismissed at appeal under currently adopted policies and guidelines.

Residential Amenity

The proposed development would result in a long private drive. There would be noise and disturbance arising from the use of such a private drive and the associated manoeuvring areas. It is acknowledged that the applicant has taken some encouragement from the Planning Inspectors comments from the previous appeal as they disagreed with the Council's comments and concluded that the impact on residential amenity of the proposed dwelling and associated access 'would not be so severe as to warrant refusal on this issue alone'.

However, the appeal was dismissed as the proposal would not provide a safe and convenient access. In order to address the Planning Inspectors and Highways DC's concerns with the previous access, it has resulted in the driveway being moved from the Eastern boundary (adjacent to open fields and away from the front and side elevation of the host property) to the Western boundary which is immediately adjacent to the side elevation of the host property and the side boundary shared with number 2 Robin Lane. As such, the driveway would run in close proximity to 2 dwellings and their associated rear amenity space. The coming and going of vehicles and pedestrians along that drive would be intrusive and potentially annoying to residents, regardless of any screening that might exist or be provided, contrary to H8D and SPD 'Designing New Housing Development'.

It is acknowledged, that a similar development has been constructed to the rear of 2 Robin Lane under application 98/1245. However, this development was approved prior to current policies and guidelines and also takes direct access from Back Poplar Terrace rather than from Robin lane, avoiding the access road running alongside the host property and the issues associated with that as outlined above. As such, the neighbouring development is not backland or tandem and is not contrary to policies and guidelines.

In addition to the above comments, policy CSP 29 of the Core Strategy states development should enable all people to gain access safely and conveniently. However, the length of the access from the adopted highway would be in excess of 100m and the refuse pick collection point serving the application property would be a similar distance, resulting in an excessive man-carry distance. This is especially the case due to the required number of recycling bins which would result in several trips on collection days. As such, this would be inconvenient and to the detriment of the residential amenity of future occupants.

Visual Amenity

The area is predominantly residential with a mix of houses and bungalows on the edge of the settlement. The site is part of the rear garden of 4 Robin Lane and is relatively level with established hedges on the boundaries. Adjacent is 2 Robin Lane, also a bungalow, and another bungalow, built in the former rear garden of 2 Robin Lane, which takes its access directly from Back Poplar Terrace (as such, is not backland or tandem development).

As with the previously refused applications, the proposed property would be identical to number 4 Robin Lane in terms of footprint and design. However, the surrounding properties front onto the highway. The proposal would require a large access road to be constructed adjacent to the side garden of the host property, as such, the proposal would not integrate well within the immediate area to the detriment of the overall character and layout resulting in an 'ad-hoc' form of development. To allow such proposals can indicate a departure from the long established local pattern of development and could make it harder for the Council to resist further (similar) proposals in future which in turn can progressively erode the area's character.

Highway Safety

The previous application was refused partly on highways grounds in that the scheme failed to provide sufficient and suitable accommodation within the site for the turning of emergency and

refuse vehicles in order to enter and exit the site in a forward gear. This is still the case, however, the applicant has discussed the scheme with Building Control and the Fire Officer and an agreement has been reached to install a sprinkler system.

The scheme has been amended since the previous refusal and dismissed appeal in order to address concerns raised by the Highways Officer and the Planning Inspector. The Highways Officer still raises concerns with regards to refuse collection and the width of the access, however, they state that any impact on highway safety would not be significant and a refusal on those grounds could not be sustained, therefore, Highways DC have not objected to the application.

As mentioned above, the access has been amended to accommodate the majority of the previously raised concerns but this has created additional issues with regards Residential Amenity.

Summary

Supplementary Planning Guidance Document 'Designing New Housing Development', states 'tandem development, with one dwelling directly in front or behind another sharing the same access will almost always be resisted'.

The proposed driveway would run in close proximity to 2 dwellings and their associated rear amenity space. The coming and going of vehicles and pedestrians along that drive would be intrusive and potentially annoying to residents, regardless of any screening that might exist or be provided, contrary to H8D and SPD 'Designing New Housing Development'.

The proposal would not integrate well within the immediate area to the detriment of the overall character and layout resulting in an 'ad-hoc' form of development. To allow such proposals can indicate a departure from the long established local pattern of development and could make it harder for the Council to resist further (similar) proposals in future which in turn can progressively erode the area's character.

Recommendation

Refuse

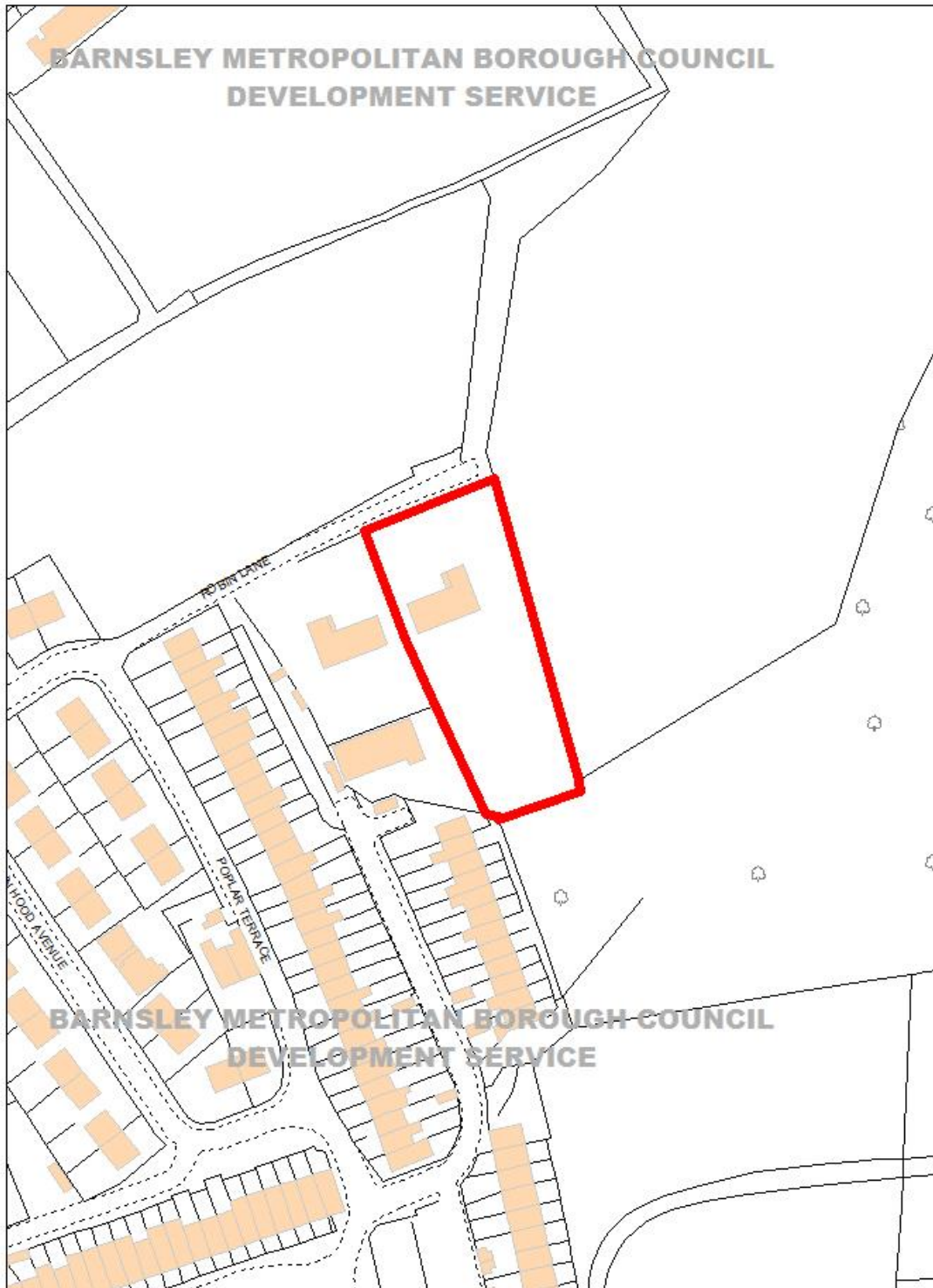
- 1 In the opinion of the Local Planning Authority, the proposed development would be contrary to saved UDP Policy H8D, Core Strategy policy CSP 29 and SPD 'Designing New Housing Development', in that it would be an undesirable form of tandem/backland development, materially detrimental to the amenities of the host property and neighbouring property by reason of disturbance from increased residential and vehicular activity. Furthermore, the proposal would not integrate well within the immediate area to the detriment of the overall character and layout resulting in an 'ad-hoc' form of development.

PA reference :-

2014/1226

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BARNSELY MBC - Development Service

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Scale 1:1250

BARNSELY METROPOLITAN BOROUGH COUNCIL

PLANNING APPEALS

1st December 2014 to 31st December 2014

APPEALS RECEIVED

The following appeals have been received during this month

<u>Reference</u>	<u>Details</u>	<u>Method of Appeal</u>	<u>Committee/Delegated</u>
2014/0846	Formation of new front door opening in existing sealed off window (Listed Building Consent) 3 High Street, Dodworth, Barnsley	Written Representations	Delegated
2013/1067	Erection of 500kW single wind turbine (60m to hub and 87m to tip blade) with associated access track, substation and compound Moor Lane, Great Houghton, Barnsley	Written Representations	Committee

APPEALS WITHDRAWN

1 appeal was withdrawn in the month of November 2014.

APPEALS DECIDED

<u>Reference</u>	<u>Details</u>	<u>Method of Appeal</u>	<u>Decision</u>	<u>Committee/Delegated</u>
2014/0600	Conversion of dwelling to 2 no. apartments 69 Park Road, Worsbrough, Barnsley	Written Representations	Dismissed	Delegated
2013/1096	Erection of 1 no. 24.8m (to hub) high wind turbine with a tip height of 34.5m. Land associated with Pule Hill Farm, Rag Lane, Thurgoland, Sheffield	Written Representations	Dismissed	Committee

16 Appeals decided since April 2014

2 Appeals allowed since April 2014

87.5% of all appeals dismissed since April 2014