

Public Document Pack



MEETING:	Planning Regulatory Board
DATE:	Tuesday, 18 December 2018
TIME:	2.00 pm
VENUE:	Council Chamber, Town Hall, Barnsley

AGENDA

SITE VISITS:

1. Site Visit Details

Planning Applications Nos: 2018/0965 and 2017/1451

Please meet at the Town Hall for immediate departure at 10.30 a.m.

Plan Number	Site	Approx Time of Arrival
2018/0965	Signalised gyratory roundabout with improvements to the existing Dodworth Road/Broadway/Pogmoor Road junction and reconfiguration of park at Penny Pie Park, Dodworth Road/Pogmoor Road, Barnsley	10.40 a.m.
2017/1451	Development of up to 232 dwellings with associated open space, road and drainage infrastructure (Outline with all matters reserved apart from means of access) (Amended Description) at land west of Wakefield Road, Barnsley.	11.30 a.m.

Please note: Members of Planning Regulatory Board should not become involved in discussions with either the applicant nor local residents when on site visits.

**The remainder of the agenda will be considered at
2.00 p.m. in the Council Chamber**

2. Declarations of Interest

To receive any declarations of pecuniary or non-pecuniary interest from Members in respect of the under mentioned planning application/s which is/are subject of a site visit.

MEETING:

3. Minutes (Pages 5 - 6)

To receive the minutes of the meeting held on 20th November 2018.

Planning Applications

Any planning applications which are to be the subject of individual representation(s) at the meeting will be dealt with prior to any other applications.

If you have any queries in respect of the planning applications included within this pack, or if you would like to register to speak at the meeting, please contact the Planning Department directly at developmentmanagement@barnsley.gov.uk or by telephoning (01226) 772593.

4. Dodworth Road/Broadway/Pogmoor Road junction and Penny Pie Park, Dodworth Road - 2018/0965 - For Approval (*Pages 7 - 48*)
5. Job Centre Plus, 68 High Street, Goldthorpe - 2018/1126 - For Approval (*Pages 49 - 56*)
6. Land west of Wakefield Road, Barnsley - 2017/1451 - For Approval (*Pages 57 - 76*)
7. Cote Lane, Thurgoland - 2018/1195 - For Approval (*Pages 77 - 86*)
8. Land to the east of Cote Lane, Thurgoland - 2018/0338 - For Approval (*Pages 87 - 98*)
9. Land off Newland Avenue and Carrs Lane, Cudworth - 2018/1275 - For Approval (*Pages 99 - 112*)
10. Penistone Grammar School ALC, Huddersfield Road, Penistone - 2018/1266 - For Approval (*Pages 113 - 124*)
11. Keresforth Centre, House 1-12, Keresforth Close, Barnsley - 2018/1340 - For Approval (*Pages 125 - 136*)
12. Dawsons, Wath Road, Elsecar - 2018/1284 - For Approval (*Pages 137 - 144*)
13. 20 Steeton Street, Elsecar - 2018/1345 - For Approval (*Pages 145 - 148*)

Planning Appeals

14. Planning Appeals - 1st to 30th November 2018 (*Pages 149 - 150*)

To: Chair and Members of Planning Regulatory Board:-

Councillors D. Birkinshaw (Chair), Coates, M. Dyson, Franklin, Gollick, David Griffin, Hampson, Hand-Davis, Hayward, Higginbottom, Lamb, Leech, Makinson, Markham, Mitchell, Noble, Pickering, Richardson, Riggs, Saunders, Spence, Stowe, Tattersall, Wilson and R. Wraith

Matt Gladstone, Executive Director Place
David Shepherd, Service Director Regeneration and Property
Paul Castle, Service Director Environment and Transport

Joe Jenkinson, Head of Planning and Building Control
Matthew Smith, Group Leader, Development Control
Andrew Burton, Group Leader (Inner Area), Development Management
Bob Power, Senior Legal Officer (Locum)

Parish Councils

Please contact Elizabeth Barnard on email governance@barnsley.gov.uk

Monday, 10 December 2018

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MEETING:	Planning Regulatory Board
DATE:	Tuesday, 20 November 2018
TIME:	2.00 pm
VENUE:	Council Chamber, Town Hall, Barnsley

MINUTES

Present

Councillors D. Birkinshaw (Chair), Coates, Franklin, Gollick, David Griffin, Hand-Davis, Hayward, Higginbottom, Lamb, Markham, Mitchell, Noble, Pickering, Richardson, Riggs, Saunders, Spence, Stowe, Tattersall and R. Wraith

In attendance

Councillors Andrews BEM (Deputy Leader) and Miller (Cabinet Member for Place)

57. Declarations of Interest

There were no declarations of Pecuniary or Non-Pecuniary interest in respect of any items on the agenda.

58. Minutes

The minutes of the meeting held on the 23rd October, 2018 were taken as read and signed by the Chair as a correct record.

59. 34 Gawber Road, Barnsley, S75 2AF - 2018/0994 - For approval

The Head of Planning and Building Control submitted a report on **Planning Application 2018/0994** (Change of use of dwelling to residential family support centre, erection of a two storey rear extension and split level part single storey/part two storey side extension at 34 Gawber Road, Barnsley)

Ms Sue Yatgin (representing the applicant) addressed the Board and spoke in favour of the officer recommendation to grant the application.

Ms Josette Smith addressed the board and spoke against the officer recommendation to grant the application.

RESOLVED that the application be granted in accordance with the officer recommendation subject to an additional condition requiring the submission and approval of a detailed management plan for the operation of the premises.

60. St. John the Baptist Church of England Junior School, 82 High Street, Penistone S36 6BS - 2018/0727 - For approval

The Head of Planning and Building Control submitted a report on **Planning Application 2018/0727** (Car Park at St John the Baptist Church of England Primary School, High Street, Penistone)

RESOLVED that the application be granted in accordance with the officer recommendation subject to the completion of a Section 106 Agreement to secure the

compensation for the loss of green space (£18,000) and a change to the wording specifying where the commuted sum can be spent from within 1km of the site to the whole of the Penistone West Ward.

61. Planning Appeals - 1st to 31st October 2018

The Head of Planning and Building Control submitted an update regarding cumulative appeal totals for 2018/19.

The report indicated that 7 appeals were received in October 2018. It was reported that 11 appeals had been decided since 1st April, 2018, 7 of which (64%) had been dismissed and 4 (36%) had been allowed.

RESOLVED that the report be received.

Chair

Item 4

2018/0965

Applicant: Barnsley MBC – Highways, Engineering and Transportation

Description: Signalised gyratory roundabout with improvements to the existing Dodworth Road / Broadway / Pogmoor Road junction and re-configuration of park

Site Address: Penny Pie Park, Dodworth Road/Pogmoor Road, Barnsley

Objections from 238 residents in response to the consultation carried out on the original plans and documents. An additional 17 comments have been received in response to the consultation carried out on the amended plans and further supporting documents. A number of objections make reference to the petition set up on the 38 degrees website which contained 2,637 signatures at the time of writing this report. Cllr Kitching, Barnsley Civic Trust, CPRE, Penistone Friends of the Earth and the School Council at Shawlands Primary School also object and Angela Smith MP has written in support of the residents who have made contact to express concerns. Comments requesting changes have been received from Barnsley Road Club cycle group.

Supportive responses have been received from 4 residents, Horizon Community College, South Yorkshire Passenger Transport Executive and Stagecoach.

Site Description

The site comprises the existing signal controlled crossroads where the A628 Dodworth Road is crossed by the A6133 Pogmoor Road/Broadway, the adjacent areas of public Highway and Penny Pie Park which is located immediately to the north east of this junction.

The A628 Dodworth Road is the main road into Barnsley Town Centre from junction 37 of the M1 and from the western areas of the Borough including Penistone and the Trans Pennine crossing to Manchester, which connects Barnsley Town Centre with the Woodhead pass. Whilst some of the roads feeding into the crossroads are two lanes they are only a single lane when turning in any direction or heading straight on.

Barnsley Town Centre is located a short distance away to the east of the site approximately 1 mile away. Additional pressures on the junction are created by it also being located a short distance away from Barnsley Hospital with that being served directly off the A6133 Pogmoor Road. In addition Doncaster bound traffic is signposted to turn south along Broadway to eventually connect with the A635. Furthermore the park is located directly opposite Horizon Community College which has a capacity of 2000 pupils and lies immediately to the south. Pelican pedestrian crossings are located on all 4 sides of the crossroads.

The site and immediate surroundings predominately consist of long established residential areas which are heavily built up in nature. Residential properties with addresses on Dodworth Road, Pogmoor Road and Garden Court are located directly opposite the park. In addition dwellings on Grosvenor Walk, St Martins Close and St Catherines Way are located side on to the park to the east and north respectively. In the case of the latter two however they are separated from the park by the Barnsley to Huddersfield railway line which abuts the site along the full length of the northern site boundary. The site is also located adjacent to open land which is the Pogmoor Recreation Ground/football pitch for approximately half the length of the northern boundary.

Penny Pie Park occupies large grounds amounting to 4.59 hectares of land. It is well provided for by trees around the edges. However the majority of the park is open grassland in the central areas. It is relatively level throughout with no significant topographical undulations. In the north west corner it contains an equipped children's play and a multi used games court. A footpath is located around the edges. In close proximity to the cross road it hosts an electricity substation which comprise two single storey buildings within a compound. In the south east part of the site there is ambulance transfer pad and an associated access onto Dodworth Road for in the emergency situations that the helicopter air ambulance is required to land within the park. A further non signal controlled crossing point which includes a pedestrian refuge in the centre of the road is located nearby provide a crossing point to the opposite side of Dodworth Road and Horizon Community College. Both Dodworth Road and Pogmoor Road have bus stops along the sections of the road passing next to the park. These are marked out within the road and are without a dedicated layby.

Proposed Development

The proposal is to replace the existing signal controlled crossroads and replace it with a new multi lane gyratory road system which would be built within Penny Pie Park that is located immediately adjacent to the crossroads.

The stated aim of the development is to address the problem with the existing crossroads junction which operates over capacity at the present time, resulting in substantial queuing in all directions during peak hours. This would be achieved by removing the conflict that occurs between the right turns onto Broadway from the A628 Dodworth Road and the westbound movement towards the motorway from Pogmoor Road. It is predicted that this would greatly improve capacity for traffic on Dodworth Road in both directions, which would lead to less queuing.

The new road system would see the road system widened to up to 3 lanes of traffic. The road system has been designed as a one way loop. 3 lanes of traffic would feed into the gyratory from Dodworth Road inbound towards the town centre. A left turn lane would provide access to Pogmoor Road. Inbound from Pogmoor Road 3 lanes would feed into the system with one lane going onwards into the town centre and 2 lanes coming back around to connect with Dodworth Road heading westbound to the M1 and new left turn lanes to Horizon and Broadway. New traffic signal controlled junctions and pelican crossings would be installed in each of the 3 corners of the new road system and at the reconfigured junction with Horizon Community College. The existing section of Pogmoor Road adjacent to the park would be downgraded and replaced by the new road system for through traffic. Those properties and Whitehill Avenue would connect to the gyratory via provision of a dedicated left turn lane and a new left turn only junction.

The gyratory would include a 3m wide shared footway and cycle way located around all sides and passing through the middle of the retained parkland in the centre of the gyratory. A 1m high gabion wall would be built along the northern and eastern edge of the new road for sound attenuation purposes. The plans also include fencing to separate the retained areas of park from the road system. Additional noise mitigation measures are shown to the west and north adjacent Pogmoor Road and the boundary with the railway line/Pogmoor Recreation Ground in the form of 1.5m high gabion basket wall and to the east in the form of 3m acoustic fence which would sit alongside the existing vegetation on that boundary to limit noise affecting the houses beyond this boundary located on Grosvenor Walk and Dodworth Road. A similar 2.4m high fence would then be built in the grass verge further to the south on the other side of Dodworth Road for the purposes of reducing sound levels at Firs Care Home at the side of the existing entrance to Horizon.

An equipped children's play area and multi-use games area/outdoor gym would be retained in the section of the park that would be preserved to the north of the new road system. Their locations would be altered slightly but they would stay in the same area of the park as they are located currently. The equipped play area would be upgraded to Neighbourhood Equipped Play Area (NEAP) standard which means it would be designed to serve a substantial residential area with a minimum play zone of 1000sqm and no less than 8 items of play equipment. In addition the nature story trail would be re-provided within the park. Furthermore enhancements would be provided at Pogmoor and Sugdens Recreation Grounds located nearby. This would consist of the upgrade of the equipped childrens play area from Equipped Play Area (EPA) to Neighbourhood Equipped Area for Play (NEAP) standard at Sugdens Recreation Ground at Stocks Lane and the provision of a footpath, benches and dog fouling bins at Pogmoor Recreation Ground.

The road alignment would directly impact on some of the existing trees located around the edges of the site which would need to be removed. The worst affected areas would be the group of trees located immediately to the north east of the existing crossroads and the area where the two new junctions would be formed with Pogmoor Road in the north west corner and Dodworth Road in the south east. Existing trees would be retained just inside the boundary of the new road system. In addition the plans include provision for the planting of new trees on both sides of the new road.

Other provisions include a maintenance access and associated hard standings to both sides of the retained parkland, which the applicant has confirmed would be allowed to be used by the ambulances on the occasions where the air ambulance helicopter is required to land in the park in emergency situations.

Relevant Planning History

There have been no previous planning applications involving the majority of land included within the site. No previous planning applications of any up to date relevance. There is a record advising that part of the site is was the subject of planning application reference B83/1455/BA which saw the granting of permission for the western relief road in May 1984 (Broadway).

Historically the parkland accommodated a colliery, a brickworks and a railway branch line pre-1900, further, there were clay pits and tramways pre 1950. Post 1960 the buildings associated with the brickworks were removed and the clay pits infilled with landfill thought to consist of domestic waste. The park was created thereafter.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

The 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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan that is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan

Proposed Local Plan Allocation – Urban Greenspace/Local Strategic Highway Network/Urban Fabric

Relevant Local Plan Policies are:

SD1 Presumption in favour of Sustainable Development
GD1 General Development
LG2 The Location of Growth
E1 Providing Strategic Employment Locations
E2 The Distribution of New Employment Sites
E7 Promoting Tourism and encouraging Cultural Provision
H1 The Number of New Homes to be Built
H2 The Distribution of New Homes
T1 Accessibility Priorities
T3 New Development and Sustainable Travel
T4 New development and Transport Safety
T5 Reducing the Impact of Road Travel
D1 High Quality Design and Place Making
LC1 Landscape Character
HE1 Historic Environment
HE3 Developments affecting Historic Buildings
HE6 Archaeology
TC1 Town Centres
GS1 Green Space
BIO1 Biodiversity and Geodiversity
CC1 Climate Change
CC3 Flood Risk
CC4 Sustainable Drainage Systems (SUDS)
CL1 Contaminated and Unstable Land
Poll1 Pollution Control and Protection
AQ1 Development in Air Quality Management Areas
UT2 Utilities Safeguarding

Saved UDP Policies

UDP notation: Urban Greenspace/Strategic Highway Network/Housing Policy Area

Relevant policies:-

T3 Existing Strategic Highway Network
H8 Existing residential areas

The park site was originally the subject of policies GS34 and BA17 'Urban Greenspace'. However these policies were not saved under the direction from the Secretary of State in September 2007.

Local Development Framework Core Strategy

CSP 1 Climate Change
CSP3 Sustainable Drainage Systems
CSP4 Flood Risk
CSP 7 City Regions
CSP8 The Location of Growth
CSP9 The Number of New Homes to be Built
CSP10 The Distribution of New Homes
CSP11 Providing Strategic Employment Locations
CSP12 The Distribution of New Employment Sites
CSP23 Accessibility Priorities
CSP 25 New Development and Sustainable Travel
CSP26 New Development and Highway Improvement
CSP 28 Reducing the Impact of Road Travel
CSP29 Design
CSP30 The Historic Environment
CSP31 Town Centres
CSP 33 Green Infrastructure
CSP 35 Green Space
CSP 36 Biodiversity and Geodiversity
CSP 37 Landscape Character
CSP 39 Contaminated and Unstable Land
CSP 40 Pollution Control and Protection
CSP 41 Development in Air Quality Management Areas

Revised NPPF

The revised 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 without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date planning permission should be granted, unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or 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. The most relevant paragraphs are as follows:-

8 – The 3 overarching aims of the planning system are economic, social and environmental objectives in order to deliver sustainable development.

11 – The presumption in favour of sustainable development.

12 - Presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.

38. Local planning authorities should approach decisions on proposed development in a positive and creative way.

47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible.

80. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

85. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places.

97. Existing open space should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) 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; or

c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

102. Transport issues should be considered from the earliest stages of plan-making and development proposals.

108. In assessing specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

124 & 127. Achieving well-designed places

175. Habitats and Biodiversity

178. Planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

180. Decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

181. Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Consultations

Responses have been received from the following consultees:-

Air Quality – Do not object to the application for the reasons explained in the assessment section of the report.

Biodiversity – Does not object to the proposal subject to a condition being imposed to ensure that the mitigation measures set out in the updated ecology report are followed through.

Contaminated Land – Has resolved not to object to the development subject to intrusive investigations being carried out to inform any necessary mitigation measures. Has commented that no heightened contamination levels are expected due to historical information available on previous uses and waste streams. However a condition should still be imposed as a suitable precaution.

Conservation Officer – Has resolved not to object to the application given that the existing grade II listed milestone located on the southern side of Dodworth Road would be retained in situ.

Coal Authority – No objections subject to a condition requiring intrusive investigation work to inform any mitigation works which would be necessary.

Drainage – No objections subject to a condition requiring approval of a drainage scheme to ensure that surface water run off is discharged into a local watercourse of the public sewer network at a restricted rate.

Enterprising Barnsley – Support the proposal as they feel it would play an important role in the long term future growth of the local economy.

Highways – Support the proposal (see assessment section of the report for details of Highways comments in full).

Highways England – No objections. Are satisfied that the proposals themselves shall provide betterment to the operation of M1 Junction 37, and on this basis the impact upon the Strategic Road Network can be agreed as being acceptable.

Network Rail – Have confirmed that they have no observations to make on the application.

Regulatory Services – Comments on the noise implications of the proposal these comments are covered in the section on residential amenity.

Tree Officer – The arboricultural implications of the proposal are naturally something that the Tree Officer is not supportive of given the loss of a significant quantity of trees including a number of grade A and B specimens that would be suitable to qualify to be designated under Tree Preservation Orders. However he recognises that the scheme has been designed to limit the impacts on trees as far as possible and welcomes the most up to date plans including identification of what trees would be retained. Further information is required to agree the precise details of tree protection fencing and method statements, including a construction management plan detailing the location of the site compound and means of access for construction traffic. This is in order to provide assurance and guarantees that no further trees would be affected by the development. The trees adjacent to the eastern boundary would require crown lifting to 3.5m in order to accommodate the acoustic barrier. Due to the number of trees that would be required to make way for the development the Tree Officer would wish to see a substantial amount of replacement tree planting by way of compensation. This would need to include the planting of at least an equal number of trees as the number that would be removed.

South Yorkshire Mining Advisory Service – Are content that the risks associated with shallow coal workings and mine entries have been appropriately established. As such they have no objections subject to the recommendations to carry out intrusive investigations to inform the need for any mitigation measures to be installed as part of the construction.

South Yorkshire Passenger Transport Executive – Support the application as they consider that it would bring about a significant improvement and consistency in journey times through the existing Dodworth Road/ Broadway/Pogmoor Road Junction.

Urban Design Officer – Would prefer to see the park retained in its existing format given its existing character and functions and the positive contribution that it makes to the visual amenity of the area on a main approach into the town centre. However if the development is to be allowed he would wish to see the following:-

- Provision of new tree planting either side of the gyratory as is shown on the updated site layout plan in order to create a boulevard effect.
- Retention of the Listed Milestone located on the southern side of Dodworth Road as is shown on the plans.
- He supports the provision of the gabion walling to provide a strong and attractive barrier between the road and the park, although he would like to see that being extended to beyond where the NEAP is located.
- Would wish to see a public art feature being provided as part of the scheme to compensate for the impact on the park which should be secured by condition.

Yorkshire Water – No objections subject to the imposition of a condition requiring approval of a detailed drainage scheme prior to the commencement of development. Information shall need to include evidence that no discharge to a watercourse is possible prior to them accepting flows into the public sewerage system. Discharge rates shall need to be restricted to 5 litres per hectare per second.

Representations

The application was advertised by neighbour notification letters, press and site notices. In addition to this, a drop in session was arranged on 15th September to enable officers to explain the proposal and the planning application process.

Objections have been received from 238 residents in response to the consultation carried out on the original plans and documents. An additional 17 comments have been received in response to the consultation carried out on the amended plans and additional supporting documents. A number of objections make reference to the petition set up on the 38 degrees website which contained 2,637 signatures at the time of writing this report. Cllr Kitching, Barnsley Civic Trust the CPRE, Penistone Friends of the Earth and the School Council at Shawlands Primary School also object and Angela Smith MP has written in support of the residents who have made contact to express concerns. Comments requesting changes have been received from Barnsley Road Club cycle group.

Supportive responses have been received from 4 residents, Horizon Community College and Stagecoach.

Objections received can be summarised under the following themes:-

Impact on the park

- Loss of parkland and impact on its existing functionality and character including its peace and tranquillity.
- Loss of greenspace from an area which is already short on greenspaces.
- Parks not roads should be the priority.
- Harm to health and well being of all age groups who use the park.
- Impact on other community functions within the park including dog and walking groups.
- Concerns that the development would affect the ability of the park to continue to host events such as the funfair.
- Impact on bird spotting hobbies.
- Accessibility problems to Locke Park and Sugdens recreation ground.
- Concerns that the park has been undervalued in the supporting documents.
- It is asserted that the Council may be acting illegally by taking away facilities paid for by the Bellway Homes development.

Visual impact

- Impact on visitor perceptions of the town due to the park being located on one of the main entry routes.
- Poor design/place making.
- Loss of a significant quantity of high amenity value trees.

Harm to living conditions of existing properties

- Noise impacts, light pollution, vibration and loss of privacy.
- Concerns that residents will not be able to open windows in hot weather due to the new noise conditions.
- Increased parking and use of surrounding roads.
- Concerns that noise levels have been over and underestimated in the report.
- Concerns that noise barriers would be ineffective and topographical issues have not been taken into account of.
- Altered views looking at roads and vehicles instead of a green park and trees.
- Local residents needs should be prioritised over commuters.

Questioning of the need for the development and its ability to deliver benefits towards alleviating congestion

- It is asserted that the congestion is manageable and that the need for the scheme has been overstated. Views are expressed that the congestion problems only occur for 2 hours a day, 8-9am and 5-6pm which does not justify the proposal.
- The journey times quoted within the supporting documents is not accepted as being accurate. In addition it is stated that bus journey times are bound to be longer than private vehicles since they stop at bus stops and have to navigate their way through the town centre to the Interchange.
- Concerns are raised that the development would see similar traffic build ups to Harborough Hill, Cundy Cross, Stairfoot roundabouts which have all failed to alleviate congestion.
- It is questioned whether the inclusion of the traffic signals and pedestrian crossings will stop road traffic flows and leading to traffic stacking on the gyratory.
- Similar schemes elsewhere in the Country have failed to deliver similarly forecasted benefits.
- Concerns that solving congestion in one area of the network won't deliver any significant benefit given the problems at Townend roundabout and at the junctions with Pogmoor Road with Summer Lane and Gawber Road.
- Increased queuing on surrounding routes backing up from the gyratory system.
- It is questioned whether stationary buses using new stops would interfere with traffic flows and that laybys are required.

The Council is requested to consider numerous alternatives including:-

- Building a park and ride facility in Dodworth
- Creating a new junction and building a new road from the M1
- Making the whole of Dodworth Road, Racecommon Road and Broadway into one large multi lane one way system
- Re-alignment of Broadway to widen it to 3 lanes for a longer section of the road to unblock use of the left filter lane.
- Provision of a right turn filter light for traffic turning from Dodworth Road onto Pogmoor Road.
- Re-alignment of Pogmoor Road and Dodworth Road using up a smaller amount of the park to create laybys for the bus stops
- A new road from Redbrook roundabout, wide of Barugh Green to join Higham Lane near the bridge crossing over the M1.
- Congestion charging.
- Removing signals from the roundabout at J37 of the M1 to improve flows or making them part-time or provision of yellow box junctions.
- Investing money in improving bus services.
- A free electric bus should be provided into the town centre from Dodworth.
- Widening Dodworth Road between J37 and the Broadway junction by altering footway widths to create an extra lane.
- Widening of Pogmoor Road to create a longer section of two lane traffic approaching the crossroads
- Building a new road from J37 to Broadway.
- Changing the access to Horizon to being from Broadway or Shaw Lane instead of Dodworth Road.
- Increasing train frequency to more than one per hour from Penistone.
- Subsidised train and bus fares.
- It is questioned whether Crown Hill Road/White Hill Avenue could be re-opened to through traffic to enable use by Pogmoor Road bound traffic.
- Upgrade of Broadway into a dual carriageway throughout.

- Closing off the right turn lane onto Broadway from Dodworth Road.
- Reconfiguration of the signal timings so that less time is afforded to right turning vehicles onto Pogmoor Road from Dodworth Road.
- A northern bypass should be created to heading towards Carlton.
- Widening the bridge crossing over the railway on Pogmoor Road to create an additional lane.
- Building a connecting road from Moorland Avenue to Broadway.
- New signposts – changing J38 to say Barnsley North instead of Huddersfield and routing traffic from Barnsley Town centre southbound to J36.
- Build a new roundabout on land adjacent to Park Road, Cemetery Road and Sheffield Road.
- Moorland Avenue and Whitehill Avenue should be opened up to through traffic.
- Connecting Cudworth bypass to New Lodge via building a new road.

Sustainable travel

- Lack of integration with other transport modes. The scheme needs redesigning with the needs of cyclists in mind.
- It is queried where bus stops would be located.
- Increased vehicular traffic to Horizon due to the road system being less user friendly.
- Some of the findings of the reports are challenged. It is stated that modal shift options could yield better results than is predicted.
- Car dependency culture should be tackled locally and nationally.
- It is stated that the cycleway from Dodworth train station to J37 should be extended to the town centre.

Highway safety

- Increased speeding.
- Views are expressed that the road system would be confusing to navigate for motorists similar to the gyratory at Birdwell.
- Pedestrian safety – Concerns have been raised that the road system would be difficult to cross for pedestrians, including children travelling to and from Horizon.
- Increased conflicts between residents accessing/egressing their driveways and through traffic.
- It is questioned whether the new pedestrian refuges have been designed to be large enough to prevent bottlenecks and pedestrians spilling out onto the highway.
- It is queried whether dedicated cycle crossings would be provided.

Overdevelopment/future development concerns/link to the Local Plan

- Barnsley is a town not a City and should reign in growth aspirations.
- A major strategic review of the Barnsley road network is required looking at Dodworth Road, Huddersfield Road, Sheffield and Doncaster Roads rather than dealing with one problem in isolation.
- It is asserted that the proposal is underpinned by empty promises of jobs in warehouses that shall be fulfilled by people from outside of the area rather than local people.
- It is questioned why the proposal was not included in the Local Plan.
- Views are expressed that the link between the proposal and future development is not explained within the supporting documentation.
- Concerns that the proposal is premature and should await the outcome of the Planning Inspectors verdict on the Local Plan.
- Concern that the problems are self inflicted due to overdevelopment of the Borough and the construction of Horizon.
- Conflict with the Strategic Economic Plan.

- Views are expressed that the development is not intended to alleviate congestion but is instead intended to facilitate further development.

Others:-

- Harm to biodiversity in the park including bats.
- Impact on human health including heart and respiratory illnesses as a result of the air quality implications.
- Potential for increased anti-social behaviour and public safety risks.
- Lack of public consultation.
- A new footbridge should be provided to connect Penny Pie Park with Pogmoor Recreation Ground and beyond.
- It is queried whether the trees in the path of the works could be translocated to the centre of the gyratory.
- Conflict with Barnsley in Bloom initiative.
- Concerns with the ecology survey methodology/results.
- Loss of shading benefits provided by the trees.
- Concerns that replacement tree planting would take decades to mature.
- Increase in CO₂/Carbon Monoxide/Nitrogen Dioxide emissions.
- Cost of the development
- Disruption during the construction phase.
- Increased fuel costs.
- Increased journey times for emergency services
- Loss of the helipad as a loading/transfer station for the Yorkshire Air Ambulance.
- It is queried whether walking routes through the park qualify for public right of way status.
- Increased carbon footprint.
- Over development of this area of the Borough.
- Conflicts with local and national planning policies.
- Depreciation of property values.
- It is questioned whether the land is safe enough to be built on because of unstable land arising from its coal mining and landfill legacies.
- Disturbance of landfill gas.
- Disturbance of Japanese Knotweed.
- A skate park should be provided.
- Inadequate landscaping proposals.
- Lack of user friendly documentation.
- It is questioned whether the sewer serving the flats off Dodworth Road would be impacted by the development.
- Impact on mental health.
- Bias to motorists.
- Priority should be given to electric cars.
- It is questioned whether a cost/benefit analysis of the proposal has been carried out.
- Danger of the application being determined by political and not planning considerations.
- Money should instead be invested in Green Infrastructure.
- An offer of volunteering has been received to plant further trees within the park if the application is refused permission.

4 Supports based upon the following reasons:-

- It is stated that existing traffic levels are unsustainable.
- The view is expressed that the Transport Assessment has identified that there are no other viable alternative options.
- Levels of air pollution at the park and Horizon are unnecessarily high at the present time as a result of standing traffic.
- The project is seen as essential for Barnsley's future economy.
- It is stated that other greenspaces are located nearby such as Pogmoor Recreation Ground.
- It is suggested that conditions are imposed to secure the retention of the play areas within the park.
- The proposal is supported but should include a trail through the closed section of Pogmoor Road.
- Replacement planting should include Hawthorne.
- It is stated that the benefits outweigh the harm.

Old Town ward Councillors – Express support for the proposal to create a surfaced footpath between St Owens Drive and the car park off Pogmoor Road, subject to the car park serving Pogmoor Recreation Ground remaining secure for use by the football club only.

Cllr Kitching – Objects to the proposed development based upon the following summary of reasons:-

- Impact on the park
- Loss of mature trees
- Air quality
- Concerns that the development may result in less people walking to Horizon increasing car journeys
- Scepticism that the development would deliver its stated aim of alleviating congestion.

Angela Smith MP has written to pass on the concerns of the constituents who have been in contact with her. Concerns raised include:-

- Harm to a green space that is valued by a close knit local community and is used by people of all ages.
- The development may impact the amenity and quality of life for local residents.
- Air quality impacts.
- Harm to residential amenity caused by increased noise levels.
- Concerns about the visual impact of the development on the setting of a route to the town centre from approaches from the west.
- Increased flood risk affecting properties on Grosvenor Walk.
- Increased access difficulties for residents accessing their properties.
- Concerns that the development may pose a greater risk to pedestrian safety to children accessing Horizon.
- Increased traffic generation.

Barnsley Civic Trust – Object on a number of the same grounds stated within the objections submitted by local residents, namely:-

- Harm to the park
- Scepticism that the development would solve congestion problems.
- Congestion problems only at peak times.
- Impact on air quality.
- Alternatives should be considered and consulted upon more widely.
- There are wider traffic network management issues across Barnsley which need addressing with the involvement of the public.
- Concerns that the development would not solve air quality problems.
- Noise affecting residential amenity.

The Campaign for the Protection of Rural England have objected to the application. In summary the main concerns that they have expressed are as follows:-

- Impact on the integrity of the park and opportunities for recreation and relaxation by local residents.
- Road building would not solve congestion problems as extra capacity would soon become filled.
- Conflict with emerging Local Plan Policy BTC7 Gateways in that they view that the townscape and approach to the town centre would be harmed.
- The Transport Assessment is criticised for being too narrow which they view means that it has failed to maximise public transport, modal shift and smart choices, and minimise the need to travel, which would contribute to wider sustainability and health objectives and fulfil Government policy.

They suggest the following solutions by way of alternatives:-

- Reducing traffic generated by development through inclusion of pedestrian and cycle routes and car sharing initiatives.
- Workplace parking levy's.
- Improving cycle infrastructure within the Borough
- Introducing a 20mph speed limit on all 4 roads leading into the crossroads.
- Formation of a park and ride from a site in Dodworth with the left hand lane of the A628 inbound to the town centre being changed to a bus lane.
- Removal of the traffic signals from the crossroads.
- It is argued that a combination of the above measures and option D would arrive at some of the benefits listed above and impact much less of the park.

Penistone Friends of the Earth – Object. Their suggestions for alternatives which are different to those already covered are as follows:-

- The Council and Sheffield City Region should look at initiatives such as introducing staggered office times over a longer period, working from home, car sharing schemes, provision of secure cycle parking, limiting car parking at workplaces and car pools.
- Park and ride at Penistone train station as well as Dodworth.
- Concerns that the employment allocation sites in the Local Plan are not located close enough to existing and proposed residential areas to enable more walking and cycling to work.
- An origin and destination survey should be carried out of users of the crossroads to inform a plan for dealing with the congestion.

Barnsley Road Club have expressed comments similar to some of the points already made within the representations covering sustainable travel. Further comments include:-

- Any solution needs to be designed to prioritise pedestrians and cyclists to reduce the number of car journeys.
- The proposed plans would not provide a safe and secure environment for pedestrians and cyclists.
- Gyrotorys are often a feature of the more car centred transport planning seen in the 1960s and 1970s that are recognised amongst the most dangerous blackspots for cycling injuries and deaths.
- Examples where gyrotorys built during a previous era are being expensively changed and altered and retro-fitted with space and priority for cycles.
- Conflict with HGV's.
- Problems if cyclists are forced to dismount it is a problem with their specialist footwear.
- The proposal would discourage cycling to Horizon which would not help promote healthier lifestyles that would help alleviate traffic congestion.

Horizon Community College have written in support of the application based upon the following summary of reasons:-

- One way traffic flows would make it easier for pedestrian access to and from the school.
- Increased number of pedestrian crossings compared with the present situation.
- They view that the changes would reduce congestion within their site and make it easier for vehicles to exit.
- The alterations would potentially create the opportunity to accommodate more parking spaces within the site and a review of the need for staggered start and finishing times across the various year groups.

Shawlands Primary School – The School Council made up of pupils ranging from year 1 to year 6 have submitted an objection. Their comments explain that they campaign for improved road safety initiatives on the routes to the school. They are concerned that the development would be a highway safety danger to pupils living near to Penny Pie Park. In addition they are concerned about the impact on trees, greenspace and biodiversity.

Stagecoach – Welcome proposals to address congestion issues on Dodworth Road and are supportive as a result. They state that they have voiced concerns over a period lasting several years on how bus journey times have increased significantly on this corridor, adding to operating costs and making their services less attractive.

Assessment

Having assessed the policy context, the material planning considerations and having regard to the representations that have been received, for the reasons explained below, it is considered that the scheme does have some harmful impacts. The applicant asserts that there is a clear need for the scheme and those alternative options have been robustly assessed and discounted. The assessment therefore focusses on whether there is such an overriding need for the scheme, assesses possible alternatives and appraises the specific impacts, both negative and positive. This results in a balancing exercise to establish whether the weight attributed to identified benefits is sufficient to outweigh the identified harm taking into account proposed mitigation and compensation for this harm.

The Need for the Proposal

The case in support of the development is one based around need and the claim that this need cannot be satisfied by less harmful alternatives. The applicant argues that this need is particularly pressing given the strategic location of the junction on a key arterial route connecting Junction 37 of the M1, Barnsley Town Centre, the Hospital, the A628 connection to western parts of the Borough including Penistone and the Trans-Pennine Woodhead pass located beyond and the A6133 connection to Doncaster.

The proposed development is therefore intended as a means of improving the flow of traffic through the junction in all directions to address existing congestion and provide capacity for further growth in the event that it is not possible to achieve modal shift in accordance with wider objectives.

Existing Highway Conditions

Dodworth Bypass was constructed in 2006 to improve traffic flow in this area of the Borough and to serve the development land which is now known as Capitol Park. At that time, it was demonstrated that with this improvement, the highway network had sufficient capacity to accommodate development of the remainder of Capitol Park. Part of the site was developed shortly afterwards but the remainder has been left undeveloped until recent years. During this time, traffic growth continued and the network around junction 37 of the M1 started to experience capacity issues. This resulted in the M1 J37 Pinch Point scheme which introduced traffic signals and improvements to the entries to the M1 northbound and southbound slip roads. The purpose of this scheme was to improve the flow of traffic, reduce journey times and increase air quality on Dodworth Road. However, this scheme could not address all the issues on the A628 corridor towards Barnsley as the biggest hindrance to traffic flow is the Dodworth Road/ Pogmoor Road/Broadway signalled controlled junction.

The A628 and A6133 are therefore heavily trafficked main roads with the crossroads operating over capacity during both the morning and evening peak hours which is resulting in extensive queuing in all directions. This is perhaps no surprise given that Barnsley is the only major town in South Yorkshire that is not served by a purpose built dual carriageway (either in full or in part) to connect the town centre with the nearest motorway (Sheffield has the A630/Parkway or the routes through Attercliffe and Brightside, Rotherham the A630/Centenary Way or the A6109/Meadowbank Road and Doncaster the A630/Balby Road, A638/York Road or A6182/White Rose Way). In addition to this, it is important to note that Barnsley town centre is far closer to the motorway in comparison with these examples.

At present all manoeuvres are permitted at the crossroads resulting in a complex signal arrangement which changes between two different control systems to maximise performance. The systems used are Split Cycle Offset Optimisation Technique (SCOOT) and Microprocessor Optimised Vehicle Actuation (MOVA). SCOOT is a real time adaptive traffic control system which automatically adjusts the traffic signal delays to adapt to traffic conditions. MOVA is a well-established strategy for the control of signals. It is designed to cater for the full range of traffic conditions, from very low flows to a junction which is overloaded and it maximises the capacity in the junction. There are no further improvements possible at the Dodworth Road/ Pogmoor Road/Broadway signalled controlled junction. The modelling done at that time identified that this junction with further growth had the potential for vehicles to start queuing back onto the M1 southbound slip road in future years.

Future Growth

Further modelling was carried out using VISSIM, a microscopic multi-modal traffic flow simulation software package. This indicated that if the Dodworth Road/ Pogmoor Road/ Broadway signal controlled junction stays as existing, vehicles will queue onto the M1 slip roads by 2023 with just standard anticipated traffic growth. The situation has been exacerbated further in highway terms by the recent developments in the Capital Park area. Each development had to demonstrate the impact on this junction amongst others. These developments had to be restricted in terms of how many vehicles could be placed on the network as any remaining capacity at the junction has now been utilised. There can be no further development and the existing developments which have gained consent cannot be fully built out until there is a major intervention to increase capacity at the junction.

Delivering more and better quality homes and jobs and business growth are all high up the local and national agenda and form part of many Council growth strategies including the existing adopted Core Strategy and the Local Plan. The proposal therefore has relevance in the context of many of the strategic policies concerning where future growth should be centred such as CSP8 The Location of Growth, CSP9 The Number of New Homes to be Built, CSP10 The Distribution of New Homes, CSP11 Providing Strategic Employment Locations, CSP12 The Distribution of New Employment Sites, CSP31 Town Centres of the Core Strategy. Furthermore the majority of these policies are proposed to be carried across in a similar format with new growth targets to take into account the plan period changing from 2026 to 2033. The equivalent replacement policies where weight is attributed are LG2 The Location of Growth, E1 Providing Strategic Employment Locations, E2 The Distribution of New Employment Sites, E7 Promoting Tourism and encouraging Cultural Provision, H1 The Number of New Homes to be Built, H2 The Distribution of New Homes, TC1 Town Centres.

In recognition of this growth the Infrastructure Delivery Plan, which accompanied the Local Plan and was based on the findings of a borough-wide Barnsley Transport Model, identified that with full plan delivery and no mitigation, congestion was forecast in a number of areas including around M1 Junction 37.

In addition to the above, a large section of the A628 running from the town centre to the west, including the junction subject to this application, is identified in the Sheffield City Region Transport Strategy 2018-2040 as being one of the top 20 highway corridors forecast to experience increased delay resulting from population and economic growth by 2025 in the whole of the City Region. This lends credibility to the applicant's case that the existing problem of over-capacity is only likely to worsen if nothing is done.

Implications for the Highway Authority if Impacts Arise on the M1

The Council is a local traffic authority and the Traffic Management Act 2004 requires it to manage and secure expeditious movement of traffic on the network and to facilitate the expeditious movement on road networks for which another authority is the traffic authority. Highways England is the authority for the strategic highway network in England and is responsible for the M1. Under the provisions of the Traffic Management Act 2004, if the national authority, acting on behalf of the Secretary of State considers that a local traffic authority is failing to perform its duty by not facilitating the expeditious movement of traffic which then impacts on its network an intervention process can be implemented. In this case, it would entail Highways England considering that BMBC had failed to implement measures to prevent vehicles queuing back onto another network (the M1), a network for which they have responsibility for the movement and safety of traffic. The intervention process would commence with an Intervention Notice being served on BMBC which can then be escalated to an Intervention Order. The Intervention Order would enable Highways England to appoint a traffic director who would monitor, report on, intervene in activities or carry out and control the network management function of BMBC, as the offending authority. In this event, Highways England would be able to recover any sums it considers appropriate from BMBC.

Conclusions in relation to need

Having considered all of the above, it is accepted that there is a pressing need for an intervention of the corridor between the town centre and junction 37 of the M1, specifically at the Dodworth Road/Broadway/Pogmoor Road crossroad junction.

The Assessment of Alternatives

The supporting statement provides a commentary on need, potential problems and the 'do nothing' scenario. It explains that "*when seeking to address capacity issues on the network the starting point is to consider whether or not it would be possible to achieve the necessary modal shift from private car usage to more sustainable modes of transport such as public transport or active travel (cycling & walking). Not only would these potentially be a better way of addressing health and air quality but they would also be a more effective way of reducing carbon emissions and the associated impact of climate change*".

Modal shift

The Council has recently adopted its updated Rail Vision and collaborates closely with South Yorkshire Passenger Transport Executive and bus operators through the Barnsley Bus Partnership and is currently developing its Active Travel Strategy (walking and cycling) all of which reflect the aims of its Transport Strategy.

The supporting statement submitted with the application contains the following information concerning the Council attempts to promote modal shift alternatives:-

The Council is involved in a number of initiatives to promote walking and cycling. Over the past 4 years, £3.9m external capital funding has been secured and provided improved and new cycleways within the borough (including Dearne Valley Enterprise Corridor and Pontefract Road to Town Centre) and £1.1m external revenue funding has been secured to promote and encourage active travel in the borough including the Cycle Hub, Dr Bike and Bike Loans. The Council is currently developing its Active Travel Strategy and will seek to ensure that walking and cycling routes are considered and promoted throughout the design and delivery of any potential highway improvements in the borough. However as has already been explained it is not expected that the modal share of active travel within the borough will increase to such an extent that it would not be necessary to improve the capacity of this junction.

In respect of modal shift from car to bus, bus patronage has been falling within the borough and this mirrors both the national and regional trend. This is despite significant investment over previous decades in bus priority measures such as bus lanes delivered elsewhere in the borough and investment in newer vehicles. To address this, the Barnsley Bus Partnership was established and is working with the commercial and statutory public transport sector to enhance the bus network, services and ticketing initiatives. However, the increasing congestion on Dodworth Road is continuing to have a detrimental impact on service quality and significant increases in journey times for buses using this corridor between Barnsley Town Centre and Dodworth. Stagecoach have confirmed that in 2000, inbound journeys took 10 mins in both the AM and PM peak. By April 2017, journey times for the inbound AM peak had increased to 26 mins, with the PM peak increasing to 17 minutes. In addition, the, outbound journeys in the AM and PM peak in 2000 took 10 mins. By April 2017, journey times for the outbound AM peak had increased to 14 mins, with the PM peak increasing to 16 minutes. Not only does this make bus use less attractive as a potential travel mode to members of the public, but in a deregulated bus market, the financial viability of providing a bus service along Dodworth Road becomes more difficult to justify as increasing levels of investment are regularly required to maintain the same levels of service and punctuality, and as a result at least one of the bus operators has had to reduce the frequency of their services. In addition to the above, the Dodworth Road corridor does not benefit from any bus priority measures largely due to not being able to be accommodated within the confines of the existing highway. The council acquired a parcel of land at the time when the Dodworth by-pass was constructed, for a potential park and ride. Regrettably, due to the confines of the site, the unfeasibility of providing bus priority measures in the vicinity and park and ride not proving to be as effective as was originally envisaged elsewhere within the borough, the proposal could not be progressed.

In contrast, the borough has seen a notable increase in rail patronage which mirrors the national trend. This has been particularly evident of the Hallam Line which can in part be attributed to the introduction of the fast Sheffield to Leeds service via Meadowhall, Barnsley and Wakefield Kirkgate. In 2015 the Council published its Rail Vision, which is in the process of being updated to reflect significant changes that are likely to emerge through Northern Powerhouse Rail and HS2 as well as the commitments contained within the various franchises. This process has involved significant engagement with Network Rail, South Yorkshire Passenger Transport Executive, both city regions, rail operators and numerous other stakeholders. However there are no firm proposals in the short to medium term of delivering rail improvements that would sufficiently offset car journeys along Dodworth Road during peak times.

At the request of the Planning Service, work was commissioned following submission of the planning application to establish how much traffic would have to be removed for the crossroads to operate within capacity. *This concluded that in the worst case of signal operation with demand on all stages of the signals, 45% of the current traffic would have to be removed. A more realistic signal set up still shows that 40% of current traffic would have to be removed from the highway network.* Furthermore Highways consider that in reality even more traffic would have to be removed to make an allowance for the anticipated growth that will occur in the future.

This analysis has been considered to establish whether modal shift is a realistic means of dealing with the existing congestion. This is in the context of a pressing need for an intervention that, arguably, is long overdue and the lack of direct control the council has, particularly in respect of rail. Accordingly, notwithstanding the various strategies and efforts of the Council to promote alternatives to private car journeys, removing 45% of existing traffic through modal shift is considered undeliverable. This remains the case even if the 45% could be reduced significantly via a potentially less harmful road layout that would provide some additional capacity. As such, it is accepted that improvements to junction capacity are unavoidable.

Alternative Junction Layouts/Designs

The case in support of the development is underpinned by the evidence in support of the need for the development to solve the existing problem of the crossroad operating overcapacity and create sufficient capacity to cater for the long term future development needs envisaged by the Local Plan. The Council as the Highway Authority are applicants and principle advocates of the proposed development. They proposed this option above all others based upon the modelling work and as the other schemes would not generate as much capacity or be as long lasting. The modelling work has been carried by AECOM but has been considered and reviewed by Highways, who agree with the findings. The Transport Assessment explains that 8 main scheme options have been considered along with multiple variants of each. These are summarised as follows along with associated comments from the scheme applicants:-

Option A - The construction of a roundabout in the greenspace between roadway and Horizon Community College and a diverted Pogmoor Road. 16 variations of this option were tested. The short and limited stacking space for queuing vehicles limits capacity of this option for certain movements, and coupled with three adjacent road junctions, present co-ordination challenges.

Option B -The construction of left turn flares at the existing crossroads. 4 variations of this option were tested. This option requires Compulsory Purchase of third party land, along with development in the greenspace and did not resolve all forecast issues.

Option C - The construction of a roundabout in the greenspace, linking into the access to Horizon Community College and a diverted Pogmoor Road. 8 variations of this option were tested. This option presents navigational challenges for pedestrians and cyclists and does not resolve all forecast capacity issues.

Option D - The construction of a roundabout to replace the existing crossroads. This option requires Compulsory Purchase of third party land, along with development in the greenspace and did not resolve all forecast capacity issues.

Option E - The construction of a gyratory in the greenspace, with a diverted Pogmoor Road. This option did not resolve all forecast capacity issues.

Option F - The construction of a left turn flare from Dodworth Road (West) into Pogmoor Road. This option requires Compulsory Purchase of third party land to accommodate the flare, and would severely impact on residents' vehicle movements to access / egress their properties, in addition, this option did not resolve all forecast capacity issues.

Option G - This is the preferred option/application proposal.

Option H - Dualling of Dodworth Road between the crossroads and junction 37 of the M1, with additional short turn left flares from Dodworth Road in to both Pogmoor and Broadway. This option requires Compulsory Purchase of significant third party land to accommodate the flare and additional lanes and in addition, this option did not provide a comparable level of capacity when compared to the preferred option G.

This summary table which was produced by the applicant shows the impact of each option:

Option	CPO Required	Impacts on the green space	Presents navigational challenge for pedestrians / cyclists	Resolves capacity issues
A	x	v	v	X
B	v	v	X	X
C	x	v	v	X
D	v	v	X	X
E	x	v	X	X
F	v	v	X	X
G	x	v	X	v
H	v	v	x	X

All were tested at a very high level using the LinSig method of modelling traffic signals and their effect on traffic capacities and queuing and this resulted in some being ruled out due to them not providing sufficient capacity. Four options were tested in VISSIM and a further five more options were also identified and tested in VISSIM. Some of the options required the acquisition of gardens and some involved the demolition of properties in the immediate vicinity of the junction. The final four options which maximised capacity due to the increased length of highway but all encroached into Penny Pie Park.

These options were tested against journey times, link flows, total delay and latent demand. The option which consistently gave the best results in highway terms is the gyratory, which is the subject of this submission. When compared with the do nothing scenario, the modelling of the proposed gyratory showed journey times decreasing, link flows increasing and there was a reduction in overall delay. This indicates that although more vehicles would be using the network, there was increased capacity and a decrease in latent demand. The increased length of highway for "stacking" of vehicles and bans some manoeuvres are key reasons for this as they allows a simpler signal arrangement which increases the through put of vehicles.

The proposed development has the capacity to allow the completion of the development already permitted to the west of the motorway, accommodate traffic growth and further development within the period of the emerging Local Plan. It provides improved pedestrian and cycle facilities with signal controlled crossings at all junctions. The access to Horizon Community College is relocated, and it becomes a left turn in/left turn out only under signal control. The removal of right turns in/out of Horizon at peak times has a significant benefit in terms of road safety and capacity. Purely in highway terms, the proposed development delivers the best improvement to vehicle movement and gives capacity and network resilience for the future.

All of the options encroached into the green space to some degree. However it is the application proposal which is predicted to have the greatest level of benefit in terms of capacity, reduced journey times and reduced delays. Furthermore in contrast to options B, D and F it would not involve the proposed demolition of any existing dwellings.

In addition, during the course of the application being considered Officers asked for a further variant to be tested, variant (C-A) which involved the provision of a bus lane passing alongside the park on much the same alignment of the existing Dodworth Road to avoid buses having to use the gyratory in lieu of one of the dual traffic lanes travelling to Pogmoor Road from west bound Dodworth Road traffic. However Option Variant C-A would be unlikely to operate within capacity in the selected flow scenarios and would not give rise to the capacity benefits associated with the application proposal.

Many other alternative solutions have been put forward by local residents opposed to the scheme. These have been considered but ultimately there is no evidence to show that they would definitely prevent the junction operating over capacity, nor be possible for a variety of technical reasons. Some would also involve the release of unallocated land from the Green Belt. There are also questions about costs of alternatives, deliverability given that in many cases the land is outside of Council ownership, timescales and other consents that would be needed such as from Highways England. Furthermore as trains and buses are private commercial enterprises they are outside the direct control of the Council.

Conclusion in relation to alternative options

Overall it is considered that a very thorough assessment has been made into potential alternatives starting with modal shift and then looking at detailed layouts/designs. These have been assessed in detail alongside the suggestions made in representations but none of these are considered capable of achieving the key objectives of the proposal.

Suitability of the Proposed Design

Policy CSP 25 in the Core Strategy and policy T3 in the Local Plan both expect new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists. In this particular case the applicant has demonstrated that there is a need for the scheme along a key arterial route that is also a key bus route connecting the town centre to the west.

Policy CSP 26 in the Core Strategy and policy T4 in the Local Plan also both require new development to be designed and built to provide safe, secure and convenient access for all road users. Paragraph 12.58 in the Local Plan, which provides supporting text to policy T4, states that “whilst all applications will be expected to meet the sustainable travel criteria in policy T3 there will be occasions where improvements to the existing highway network are also required. We are responsible for making sure the borough’s streets are safe for everyone using them”.

Paragraph 12.59 goes on to state that “When new developments are built, we make sure any new roads are up to standard and that people using the new development can do so safely and without negatively affecting existing roads. They must be designed and built to provide safe, secure and convenient access for all road users, which will include pedestrians, cyclists, people with special needs and people with mobility problems. In doing so we will support the long term aspirations of the South Yorkshire Road Safety and Casualty Reduction Strategy (delivered through the LTP) which focuses on the need to achieve further reductions in casualties, focusing on vulnerable road users including children and motorcyclists, and on local areas where road safety is a known problem”.

The highway and pedestrian safety implications of the proposed design are other highly significant considerations that have been afforded detailed consideration, particularly given the quantum of objections. According to the TA, the proposals will incorporate full facilities for non-car modes of travel and will greatly increase capacity through the junction thus reducing driver frustration and potentially reduce the number of accidents. A variety of mitigation works shall be required within the existing highway network however to make the roads around the development safe, including new signals and crossings as per the recommendations of an independent road safety audit. Subject to incorporation of these measures, the road safety audit did not identify any fundamental issues that would mean that the scheme is unsafe, meaning that the proposal is considered to comply with these aspects of policies CSP26 and T4

In terms of convenience, the properties on Dodworth Road and Pogmoor Road that are a direct neighbour of the site shall be the ones most familiar with the existing congestion problems caused by the crossroads operating over capacity during the morning and evening peak hours leading to standing traffic in front of many houses and their driveways and the resulting impacts though inconvenience accessing /egressing their properties, the noise and vehicle emissions. In principle therefore the residents of these properties and those located on the approach stand to benefit from traffic flowing more freely through the junction.

The new road layout has been designed as a one way system in order to give the best results. This could potentially have caused some inconvenience for the Dodworth Road residents living in houses between Horizon school and the cross roads. They would be accessed from the new system so that instead of turning right to head into the town centre as they do at the moment, they will have to drive in the opposite direction around the loop system. Similar arguments have also been made in representations in relation to the manoeuvre from Dodworth Road onto Broadway and from Pogmoor Road onto Dodworth Road, particularly during inter-peak periods. In recognition of this, the applicant was requested to supply inter-peak modelling to establish if the new arrangement would increase journey times when the network is less busy. The results of this showed the in the main, whilst drivers would be driving further, journey times would not increase due to the additional lanes and improved junction sequencing.

In terms of easier and safer access and egress properties on Pogmoor Road would benefit the most as the existing section of Pogmoor Road in front of their properties would be downgraded and replaced by the new road system for through traffic. Those properties and Whitehill Avenue would connect to the gyratory via provision of a dedicated left turn lane and a new left turn only junction.

Concerns have been expressed that the development does not make suitable provision for cyclists. However the amended site layout plan includes annotation showing combined 3m wide cycle and footways would be located around the edge and through the centre of the gyratory which would provide a segregated and safe route for both modes of traffic. In addition the road system would be served by multiple toucan pedestrian and cyclist crossings which would enable safe navigation across all of the main junctions. The central route would connect to the junction located directly opposite Horizon. Furthermore the development would link with the signed cycle route connecting Moorland Avenue/Broadway and Pogmoor Road via Whitehill Avenue and the traffic free cycle route that exists on the southern side of Dodworth Road from Horizon to Shaw Lane where there is a signed cycle route to Pitt Street located at the southern side of the Town Centre. There is also an advisory cycle route on Lancaster Street to link with the lower section of Dodworth Road near to Townend roundabout. To the north there are routes linking to the town centre from Farrar Street, Summer Lane and Sackville Street.

Taking into account all of the above and other issues raised in the representations, it is considered that in respect of highway and pedestrian safety, accessibility to public transport and the needs of pedestrians and cyclists as well as the convenience of access for all road users, the proposal complies with policies CSP25, CSP26, T3 and T4.

Other Potential Benefits

Members will recall that when Horizon school opened it was required to have staggered times for each of the 5 school years. The purpose of this was to manage journeys to and from the school during morning and afternoon peaks. In 2015, it was agreed that two of the school year start and finish times could be merged. This was primarily as a result of the following benefits that it offered:

- Staff availability for out-of-hours clubs would be improved.
- It will significantly benefit parents with children in different school years.
- By finishing 30 mins earlier, between late November and mid-January, pupils would be able to leave before it is dark. This significantly improves safety and potentially reduces the number of parents arriving in cars to collect them.
- There is evidence that the late finish has a detrimental impact on learning.

Were the scheme to be considered acceptable, once delivered there could be potential to revisit the staggers further, particularly if the school are able to identify other tangible benefits. Given the scale of the school, it is unlikely that staggers could be removed completely but the school has offered its support to this proposal, suggesting that this is something they would intend to explore.

Conclusions in relation to the Highway Benefits of the Proposed Scheme

Having assessed the evidence provided in support of the application and considered the consultations and representations, it is accepted that there is a pressing need to improve the capacity of the existing network with the primary objectives needing to be:-

- Improve the strategic highway access from the M1 J37 to Barnsley;
- alleviate congestion at the A628 Dodworth Road / Broadway crossroads;
- alleviate congestion on the M1 J37 Southbound exit;
- facilitate future growth identified in the Core Strategy and the Local Plan if it is adopted.

Cumulatively these factors, particularly in the context of a lack of viable alternatives, are such that the benefits of the scheme attract great weight.

Impact on Penny Pie Park

The development would result in the loss of approximately 1 hectare of green space from within Penny Pie Park, which is subject of the Urban Greenspace Designation. Within the wider area Pogmoor Recreation ground is located immediately to the north of the site but has a different formal recreation function in the form of a football pitch. There are additional outdoor sports pitches available to hire at Horizon. However access is not free and is not available during school times. Sugdens recreation ground off Stocks Lane in Pogmoor is also located close proximity as the crow flies but the nearest site with comparable facilities is Locke Park, approximately a mile away from the site off the A6133 Broadway. This is a much larger Borough wide facility of approximately 7ha in size which hosts a children's play area and is of a size that sees it play host to events.

Protection for land designated Green Space is provided within proposed Local Plan policy GS1 and Core Strategy policy CSP35. Both state that proposals which would result in the loss of Green Space shall not normally be allowed unless:

- 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; or
- The proposal is for small scale facilities needed to support or improve the proper function of the green space; or
- An appropriate replacement green space of equivalent or improved quality, quantity and accessibility is provided which would outweigh the loss.

The Council also has an adopted a Green Space Strategy which amongst other things identifies a hierarchical status that is afforded to the Council's portfolio of Green Space sites. In terms of the green space hierarchy, Penny Pie Park is categorised as a local neighbourhood green space, with secondary functions as a play area, youth facility and local neighbourhood sports facility. Although it has benefitted from recent investment, this places the park below Borough wide facilities such as Locke Park. It is nonetheless assessed as being of fair to good quality and is highly valued within the community. At 4.92 hectares it is the largest area of green space within the Pogmoor and Town End neighbourhood. There are deficiencies in most typologies of green space in the neighbourhood area, particularly the provision of NEAP standard play areas, and Penny Pie Park is not therefore surplus to requirements.

Given that the proposal involves the creation of a multi-lane gyratory running through the park it is inevitable that this will result in harm to its functionality, particularly given the severance between the central area and the sections along the northern and eastern boundaries. The introduction of traffic will also increase levels of noise and air pollution within the park as well as being a visual intrusion. Cumulatively these effects result in a significantly adverse impact upon the character of the park and the amenity afforded to its users.

In order to address the requirements of policy CSP35 the applicant has therefore put forward a package of mitigation and compensation in an attempt to reduce the level of harm. These are considered in detail below.

Proposed Mitigation/Compensation

The applicant has sought to address the impact of the proposed development on the green space by retaining and relocating all the existing play facilities, fitness equipment and the story telling trail, within the park area to the north of the proposed gyratory, and upgrading the existing play area from a LEAP (Local Equipped Area of Play) to a NEAP (Neighbourhood) standard. This ensures that the recent investments in the park, including those funded by Section 106 contributions, will not be lost as a result of the proposal.

Whilst it is considered that the areas of resulting green space immediately adjacent to the gyratory will not be capable of supporting as many green space functions as they did previously, additional improvements are proposed to create a multi-functional area for informal recreation, community events, etc, with hard and soft landscaping throughout. The area of land retained within the centre of the proposed gyratory system would remain of a size that is large enough to accommodate events, including the annual circus and include provision of access accordingly.

Further compensatory measures for the loss of green space are proposed off site. These include improvements to the pedestrian access, and provision of footpaths, benches and dog fouling bins at the neighbouring Pogmoor Recreation Ground and the upgrade of the children's play area at Sugdens Recreation Ground to a NEAP standard facility, which will cater for a wider age range and serve a greater catchment area. This will ensure that there is no loss of any of the facilities that are currently provided within Penny Pie Park. The off-site improvements also seek to improve deficiencies elsewhere in the locality.

Policy CSP35 'Green Space' does potentially allow for development on land designated as Green Space in the circumstance that appropriate replacement green space of at least an equivalent community benefit, accessibility and value is provided in the area which it serves. Securing this mitigation and compensation would therefore be essential if the application is granted.

Conclusion in relation to the Impact on Penny Pie Park

Overall, the proposed mitigation/compensation does go some way to addressing the harmful impacts of the development on the park but given the quantitative loss of greenspace and the change to the character of the park, it is not considered that these can be fully mitigated/compensated. In these respects the proposal fails to comply if full with the requirements of Core Strategy policies CSP29, CSP33, CSP35 and Local Plan policies GD1, D1 and GS1. This harm therefore needs to be considered alongside other identified harm and weighed against the benefits of the proposal.

Impact on Residential Amenity

Noise

In general noise and activity levels in the area are high during daytime hours for reasons previously set out including the roads being heavily trafficked and this being a built up area near to the town centre with a strongly urban character. However, the proposal for the gyratory introduces a new road layout, which in some cases takes traffic closer to existing properties, and changes alignment and flows. This inevitably leads to an increase in noise levels to those properties affected.

Modelling work carried out has therefore identified a need for the physical noise mitigation measures described earlier in the report. However, the Noise Assessment showed that in the vast majority of cases the increase in noise levels predicted by the scheme was generally considered to be negligible or minor in terms of impact (noise increases of between 0-1 and 1-3 decibels), and therefore cannot be considered as having a significant effect. However, as some of these properties are already adversely affected by noise levels (56 properties, on Dodworth Road/ Pogmoor Road) even a minor increase in noise levels could be considered as significant.

For these 56 properties the applicant is willing to offer a noise insulation scheme to the affected facades in line with the Noise Insulation Regulation package of measures (supplementary to any duty or power afforded to BMBC to provide noise insulation to eligible buildings under the Noise Insulation Regulations). This mitigation measure would be subject to acceptance by the owner of the property. Where the owner accepts the offer on the basis that they do not already have higher specification noise attenuation, the proposal would result in an improvement in noise levels internally to the properties already adversely affected by high noise levels.

Out of the 2153 residential properties and 5 non-residential noise sensitive buildings within the 600m boundary (of the proposal) noise calculation area this leaves 9 properties where the increase in noise levels would be described as significantly adverse. Other mitigation options were therefore afforded consideration including a 3m high earth bund being created in the northern section of the retained park. This would result in 4 no less properties being affected by significant adverse noise impacts. However, it would require a land uptake of approximately 7700m² and so it has not been supported as benefits are not considered to outweigh the additional harm to the park.

Another option considered was to assess the difference between the noise levels for absorptive and reflective noise barriers and whilst absorptive barriers do show a reduction, the maximum reduction is only 0.3dB compared to a reflective barrier. The use of an absorptive barrier does not change the impacts or the significant adverse effects resulting from the use of a reflective barrier. As a further mitigation, consideration was given to the type of road surfacing material, but as the proposed speed limit is below 50km/h, the use of low noise surfacing materials is unlikely to result in any benefit.

In summary, whilst Option A is the most effective in acoustic terms, it would result in the loss of most of the park and would be contrary to Core Strategy Policies 33 and 35 and Local Plan policy GS1. Core Strategy Policy 40 and Local Plan policy Poll1 require developers to minimise the effect of any possible pollution, including noise pollution, and provide mitigation measures where appropriate. Therefore, it is accepted that the only viable balance between these policies is the one proposed by the applicant (Option C). Nonetheless, although the vast majority of properties within the noise calculation area will not experience significant adverse impacts and that some stand to benefit from the scheme if they accept the Noise Insulation Regulation package of measures, the fact that 9 properties will experience significant adverse impacts means the proposal fails to comply with policies Poll1 and CSP40.

Air Quality

Similarly from an air quality perspective, vehicle emission levels along Dodworth Road, because of its heavy use and the amount of queuing traffic, have resulted in it being designated an Air Quality Management Area. Again, in principle, enabling traffic to flow more freely through this area has the potential to deliver air quality benefits to the existing residents in the immediate vicinity. This is not straight forward however as the results of the modelling has shown that whilst some locations, especially those nearest the crossroads would be benefitted, conditions would be worsened where the properties are located on the approach to the gyratory on Dodworth Road from the town centre. However these increases have been assessed as "slight adverse" and in those locations predicting an increase in concentrations of nitrogen dioxide gas, these concentrations would remain within permitted levels. Elsewhere, the scheme is predicted to have "negligible" or a "slight to substantial" beneficial" impact. For this reason the Air Quality Pollution Control Officer has resolved not to object to the application.

Accordingly, where emissions are forecast to increase, because they will remain within the objective, the effects are not considered to be significantly harmful. Moreover, in the areas above the objective, residents stand to benefit from the scheme. Accordingly, the proposal complies with Core Strategy policy CSP41 and Local Plan policy AQ1.

Other Residential Amenity Considerations

The proposed acoustic fencing, both on and off site, is of a height where it could potentially impact on the outlook of neighbouring residents and appear overbearing. However, the location and the presence of other features, such as the trees within the park ensures that the impact on residential amenity would not be significant.

Future lighting proposals would need to be controlled for the joint reason of limiting the effect of the development on the living conditions of existing properties and biodiversity. This would need to be the subject of a condition therefore. Noise and disturbance would be evitable during the construction phase. A further condition therefore would need to be the imposition a construction management plan and a restriction on working times.

Summary of Residential Amenity Impacts

The proposal provides some benefits to residential amenity but also significant adverse noise impacts to 9 residential properties and an increase in air pollution (albeit remaining within the objective). It has therefore been found compliant with Core Strategy policy CSP41 and Local Plan policy AQ1 but in conflict with policies Core Strategy policy CSP40 and Local Plan policy Poll 1.

Specifically in relation to Local Plan policy GD1, insofar as a new section of road running through a greenspace can do so, the proposal seeks to minimise and mitigate adverse impact on the environment, natural resources, waste and pollution. However, it does have significant adverse effect on the living conditions and residential amenity of the nine dwellings where significant adverse noise impact are forecast such that the proposal fails to comply with policy GD1.

Visual Impact

Clearly the construction of a road system through a central area of the park would have a significant visual impact given its existing green and open form. Added to that would be the loss of approximately 75 trees out of the existing total of 116 individual trees and 8 groups identified within the tree survey. Of these 4% are grade A, 29% are grade B, 62% are grade C, and 5% are unsuitable for retention. The greatest impacts would be in the 3 corners of the gyratory scheme adjacent the existing crossroads, the north west corner where the connection would be with Pogmoor Road and in the south east corner where the connection would be back with Dodworth Road. The park is located on a main approach into the Town Centre from J37 of the M1 and is passed by visitors to the Hospital using the A6133 route. This gives the site a heightened sensitivity whereas otherwise it occupies a position where it is surrounded by urban forms of development, which is the dominant character of the area being so near to the town centre.

Plans include the retention of trees inside and outside the edges of the gyratory system which is where their retention has greatest landscaping benefits. In addition it is proposed to carry out tree planting within the park to compensate for the lost trees. Whilst replacement planting would take a long time to establish the fact that most of the existing trees were planted no earlier than the 1960s indicates that given a reasonable time period they could mature into equivalent high specimens.

The physical noise attenuation measures raise visual amenity considerations. For the most part the implications would be relatively minor in that they would be gabion walls measuring between 1m and 1.5m in height. The more significant proposal is the 3m acoustic fence proposed along the duration of the eastern boundary and in the verge on the southern side of Dodworth Road adjacent to the entrance to Horizon. In both cases however the fence would be positioned immediately adjacent to existing trees and hedges which would lessen its visual impact.

Beyond the park, the grade 2 listed milestone located on the southern side of Dodworth Road adjacent to the entrance to Horizon would not be affected by the development. As such there are no objections to the application from the Conservation Officer in relation to policy CSP 30 The Historic Environment.

In their objection the CPRE have made reference to proposed local plan policy BTC7 Gateways. However this policy would not be applicable as the area intended to be covered by this policy is only a small section of Dodworth Road immediately adjacent to Town End Roundabout and not the area of Dodworth Road where this planning application site is located. Similarly the Landscape Character Area polices CSP37/LC1 are of limited relevance given that the visual impact of the proposal is very localised in the context of the wider character area.

Overall, notwithstanding the mitigation and compensation that is proposed and the fact there is no conflict with heritage assets or adverse impact on the wider landscape character area (Core Strategy policies CSP30 & CSP37 and Local Plan policies HE1, HE3 and LC1), the impact of the proposal upon visual amenity of the park as a result of the introduction of a 3 lane gyratory is significantly adverse. The proposal therefore fails to comply in full with the requirements of Core Strategy policy CSP29 or Local Plan policies GD1 and D1.

Climate Change

A number of representations express significant concern that the proposal will increase greenhouse gas emissions and exacerbate climate change. Core Strategy policy CSP1 and Local Plan policy CC1 relate to climate change with development expected to reduce and mitigate the impact of growth on the environment and carbon emissions.

Many representors therefore consider that the Council should refrain from any additional road building and instead focus on reducing the need to travel and achieving modal shift. Whilst their motives are undoubtedly well-meaning and reflect some of the key objectives within the existing Core Strategy and the Local Plan, as things stand, there is no moratorium either nationally or locally in relation to road building or schemes that increase network capacity. In this case the Council, as the applicant, has demonstrated that all such options been explored in full and that they have sought to mitigate and compensate for adverse impacts as far as possible.

The scheme itself is not a traffic generator but it is accepted that increasing capacity will provide a more convenient network for motorists. This has the potential to entice more motorists onto the section of network but it is difficult to be certain whether these would amount to new journeys or diversions by drivers who deliberately avoid the junction by either using junction 36, junction 38 or rat-running through nearby settlements on the local road network. In the case of the latter, were this to be the case, the proposal could be said to have road and pedestrian safety benefits by diverting traffic onto a purpose built section of highway designed to cater for higher volumes of traffic. However, for the purpose of assessing this application, it is not considered that any weight can be afforded to any of these assertions.

The situation in respect of climate change is further complicated by the shift to electric vehicles which is expected to occur during the lifetime of the local plan and the lack of clarity regarding what sources of energy would be used to power them and their whole life emissions.

Focusing specifically on the requirements of policy CSP1 and CC1, the key considerations are loss of a section of the park, associated tree loss and proposed mitigation, demonstration that modal shift has been fully explored, air quality, flood risk and biodiversity considerations each of which are explored under their own headings.

Flood Risk and Drainage

The site is located in an area of low flood risk and so this is not an issue affecting the proposal. However a condition would need to be imposed requiring a surface water management system so as to prevent an increase in flood risk off the site. First priority needs to be given to establishing connection to a watercourse. Should that not be possible however Yorkshire Water have confirmed that they would be prepared to consent to flows being discharged into the public sewer network at a restricted discharge rate of 5 litres per hectare per second. This would require the development to be constructed with appropriate storage capacity and attenuation systems.

Subject to the inclusion the suggested condition, the proposal therefore complies with Core Strategy policies CSP3 and CSP4 as well as Local Plan policies CC3 and CC4.

Contaminated Land

Pollution control considers the risk of significant environmental impacts arising from pollution/contaminated land to be low. Nevertheless, as is standard practice where the site history confirms that the site is not greenfield, intrusive investigations shall be required to confirm this. Furthermore gas monitoring shall be required to inform any mitigation measures which would be necessary as a result.

Subject to the inclusion the suggested condition, the proposal therefore complies with Core Strategy policy CSP 39 and Local Plan policy CL1.

Mining Legacy

The desk top ground investigation report has identified that the area of the site where the development would take place are forecast to avoid mine entries and shallow coal workings. However as one entry is in close proximity and because of the potential for unrecorded shallow coal workings the Coal Authority and SYMAS have insisted upon a condition requiring intrusive site investigations to inform any mitigation measures which would be necessary to ensure that the development is not affected by any land instability issues. Again, the imposition of this condition would ensure the proposal complies with policies CSP 39 and CL1.

Biodiversity

The habitats present on site include amenity grassland, scattered parkland trees, introduced shrubs, tall ruderals, improved grassland and a strip of dense scrub/hedgerow with some mature trees. In general there are no notable plant species present; the strip of dense scrub/hedgerow along the northern boundary is the most important in terms of both biodiversity and forming a wildlife corridor. This strip is not affected by the proposed works.

The initial ecological appraisal identified that some trees in the path of the proposed works have low and moderate potential for bat roosts, and one tree with high potential and some possible signs of bat use. Some of these trees are directly in the path of the proposed works. The later ecology survey did not identify any bat roosts that would be affected by the development. Given that it is foraging habitat however mitigation is recommended in the form of street lighting being designed to limit the effects on bats and enhancement being proposed in the form of attaching roosting boxes to trees.

The site has local value for birds, with the mature trees and berry-bearing bushes offering roosting, nesting and foraging opportunities, and the grassland offering foraging opportunities for ground feeders such as thrush. The most valuable area is the dense scrub along the railway line to the north which is off the site and would be retained. It is possible those hedgehogs will occasionally be present on site and that the site might be locally important for hedgehogs.

Overall the value of the existing habitat on the site and likelihood of significant numbers of protected species is sufficiently low that the significant impacts are not envisaged. The site is not designated for its ecological value. In addition the impacts can be reduced via mitigation including carrying out tree removal works outside of bird nesting season, ensuring that no bat roosts are present prior to felling works, replacement tree planting and the provision of new habitat to encourage protected species to nest and roost at the site.

Subject to securing the mitigation through the imposition of a planning condition, the proposal complies with Core Strategy policy CSP 36 and Local Plan policy BIO1.

Archaeology

SYAS agree with the desk based archaeological assessment which is that the site has low potential for archaeological remains due to the amount of ground disturbance that has taken place within the site since the 19th century. As such they have confirmed that they do not object to the proposed development and do not require any conditions imposing. In respect of archaeology, the proposal therefore complies with Local Plan policies HE1 and HE6.

Helicopter Landing

Concerns have been raised within the representations that the development would result in the loss of the emergency helipad used by Yorkshire Air Ambulance. However the applicant has confirmed that ambulances would be permitted to use the area of hard standing and vehicular access proposed to be created to serve the retained parkland in the centre of the gyratory system, with helicopters landing within the park as is the case at the present time.

Balancing Exercise/Conclusion

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making

This assessment has considered the need for the proposal and existing highway conditions, the assessment of alternatives including modal shift, impact on Penny Pie Park and other material considerations including residential amenity, visual impact, highway and pedestrian safety, climate change, flood risk and biodiversity.

The assessment has established that the development would give rise to harm through reducing the size of a valuable park/green space by 1ha, which is equivalent to around 25% of existing park. In addition the development would result in a change in the character and ambience of the park via the construction of a new multi lane road system, which would split it into two parts. In turn it would give rise to associated noise and disturbance impacts and the loss of a significant quantity of high amenity trees, including several which would qualify to be designated with Tree Preservation Orders.

The impact on the park would be reduced by to the retention of existing park functions, including upgrade of the existing childrens play area to Neighbourhood Play Area standards together with the upgrades proposed at Pogmoor recreation Ground and Sugdens Recreation Ground. However, at a local level, the development would still have negative impacts on place making therefore meaning that it would conflict elements of Core Strategy policies CSP29, CSP33, CSP35 and Local Plan policies GD1, D1 and GS1.

Further harm would occur at 9 properties which would be the subject of a significant adverse impact in noise levels. This would mean that the development is partially in conflict with criterion a of Local Plan policy GD1 'General Development' as well as Core Strategy policy CSP 40 and Local Plan policy Poll 1.

The cumulative weight attributed to the negative impacts of the proposal and the associated conflict with the development plan attracts substantial weight. However, it is necessary to consider whether there are other material considerations that exist, which outweigh the identified conflict with the development plan. These other material considerations include the need for proposal, the lack of alternative options and other benefits of the proposal.

Based on the information supplied by the applicant, it is accepted that the "do nothing" option is not viable as the crossroads is already operating over capacity leading to significant queuing along Dodworth Road, Pogmoor Road and Broadway during the morning and afternoon peak hours. The assessment has established that the crossroads assumes a very high status in terms of strategic highways within the Borough and that there shall be substantial adverse socio-economic consequences if identified growth and strategic objectives are thwarted as a result of an inability to address congestion through modal shift or failing this, capacity improvements.

The assessment has established that the objectives of the scheme cannot be satisfied through modal shift and no less harmful alternatives have been found to be viable or deliverable in the short to medium term. In addition, the design and layout is considered to comply with policies CSP25, CSP26, T3 and T4.

In accordance with Local Plan policy SD1, the service has worked proactively with the applicant jointly to secure a proposal that, insofar as it is possible with a proposal of this nature, improves the economic, social and environmental conditions of the borough as a whole. The combination of the urgent need to address existing congestion, the significance of the scheme in the context of facilitating future growth and the fact no viable and deliverable alternatives exist cumulatively attract great weight.

The air quality implications of the proposal have been explored given that Dodworth Road forms part of an existing Air Quality Management Area. However, Pollution Control have resolved not to object to the proposals given that the scheme would deliver benefits within the study area. Furthermore in those locations predicting an increase in nitrogen dioxide gas concentrations, these concentrations would remain within permitted levels. Nonetheless, given that the benefits can only be achieved by accepting some increases, only limited weight can be afforded to these benefits.

Assessments of other development plan policies and material considerations including, flood risk, land stability, contaminated land have been carried out with conclusions being covered in the individual sections of the report. These show that the specific requirements of the development plan policies have been satisfied but these are not main considerations when balancing the benefits of the scheme against the harm.

The impact of the proposal on climate change is also difficult to fully quantify. On the one hand, increasing road capacity has the potential to increase emissions but, alternatively, the scheme has been designed to be resilient to climate change and mitigation can be secure to help offset short term impacts.

Having regard to the above matters and all others raised in representations, it is considered that the benefits of the scheme attract great weight, primarily due to the lack of viable, alternative options. The scheme regrettably gives rise to a number of significant adverse impacts and although these can be mitigated to some extent, they nonetheless attract substantial weight. On balance therefore, whilst the proposal does not comply with the development plan, the great weight attributed to the benefits of the scheme is considered to outweigh the substantial weight given to the adverse impacts. Accordingly, other material considerations exist to justify a departure from the development plan and the application is therefore recommended for approval subject to the necessary conditions.

Recommendation

Grant planning permission subject to the following conditions:

- 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:-
-HD/7122127/C/LP rev A 'Location Plan'
-HD/7122127/C/2 SITE BOUNDARY
-HD/7122127/C/1 rev A 'GENERAL LAYOUT'
-HD/7122127/C/2 rev A 'STORY TRAIL PLAN'
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 Core Strategy Policy CSP 29, Design and Local Plan policy D1.
- 4 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: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26 and Local Plan policy T4.
- 5 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 and Local Plan policies T4 and Poll 1.

- 6 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:-
- a) Provision of gyratory with traffic signal controls;
 - b) Provision of/any necessary alterations to street lighting;
 - c) Provision of/any necessary alterations to highway drainage;
 - d) Any necessary resurfacing/reconstruction;
 - e) Any necessary signing/lining;
 - f) Measures to prevent/control parking and loading.
- e) Provision of bus stops
- 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 and Local Plan policy T4.**
- 7 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 and Local Plan policy T4.**
- 8 No development shall take place until full foul and surface water drainage details, including a scheme to limit surface water run off has been submitted to and approved in writing by the Local Planning Authority. 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 policies CSP1, CSP3 and CSP4 and Local Plan policies CC1, CC3 and CC4.**
- 9 Upon commencement of development, 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 shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).
- Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policies CSP1, CSP 29, CSP 35 and CSP 36 and Local Plan policies SD1, GD1, D1, GS1, CC1 and BIO1.**

- 10 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, in accordance with Core Strategy Policies CSP1, CSP 29, CSP33, CSP35 and CSP36 and Local Plan policies SD1, GD1, D1, GS1, BIO1 and CC1.
- 11 Prior to commencement of development details of tree protection fencing shall be submitted to and approved in writing by the Local Planning Authority. The approved fencing shall be installed before 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 safeguard existing trees, in the interest of visual amenity and in accordance with Core Strategy Policies CSP1, CSP 29, CSP33, CSP35 and CSP36 and Local Plan policies SD1, GD1, D1, GS1, BIO1 and CC1.
- 12 No hedges or trees on the site (except those shown to be removed on the approved plan), or their branches or roots, shall be lopped, topped, felled, or severed. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.
Reason: To safeguard existing trees/hedges, in the interests of the visual amenities of the locality.
- 13 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 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 and in accordance with Core Strategy Policies CSP1, CSP 29, CSP33, CSP35 and CSP36 and Local Plan policies SD1, GD1, D1, GS1, BIO1 and CC1.

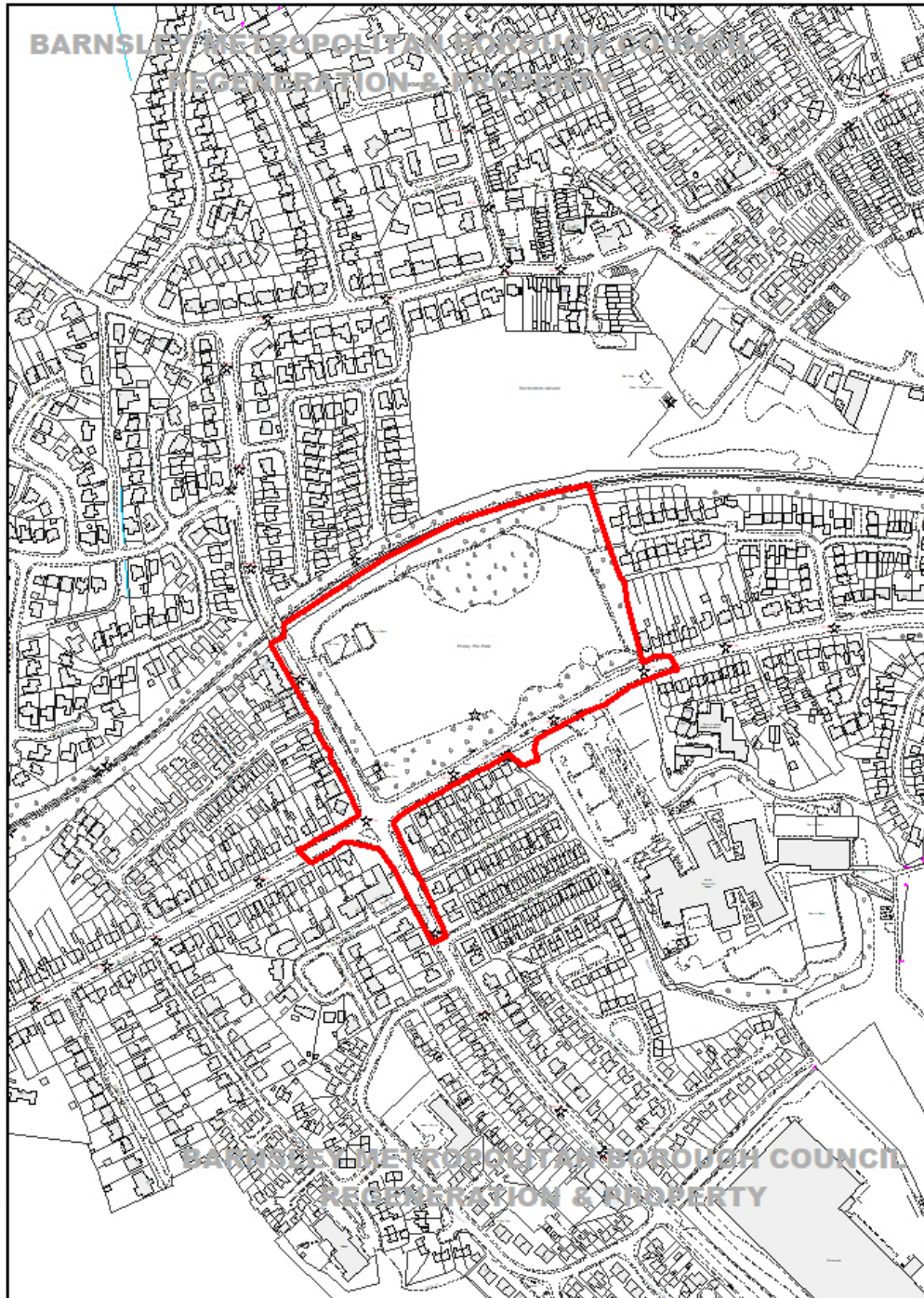
- 14 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40 and Local Plan policies GD1 and Poll1.
- 15 Prior to commencement of development, full details of the boundary treatments indicated on plan HD/7122127/C/1 rev A 'GENERAL LAYOUT' 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 before the development is first brought into use and shall be maintained in thereafter for the lifetime of the development.
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 and Local Plan policies GD1 and D1.
- 16 Prior to commencement of development an investigation and risk assessment to assess the nature and extent of any contamination on the site shall be submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:
(i) a survey of the extent, scale and nature of contamination;
(ii) an assessment of the potential risks to:
o human health,
o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
o adjoining land,
o groundwaters and surface waters,
o ecological systems,
o archeological sites and ancient monuments;
(iii) an appraisal of remedial options, and proposal of the preferred option(s).
This 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 be carried out in accordance with the approved report including any remedial options.
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 and Local Plan policy CL1.

- 17 Prior to commencement of the development full details of the mitigation measures identified in the Ecological Survey (Wildscapes report ref , 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 Policies CSP1, CSP33 and CSP 36 and Local Plan policies SD1, GD1 GS1, BIO1 and CC1.
- 18 All redundant vehicular accesses shall be reinstated as kerb and footway prior to the development being brought into use.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26 and Local Plan policy T4.
- 19 Development shall not commence until full highway engineering construction details have been submitted to and approved in writing by the Local Planning Authority and the development shall be implemented in accordance with the approved details.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26 and Local Plan policy T4.
- 20 Development shall not commence until locations for parking bays for signal control maintenance have been submitted to and approved in writing by the Local Planning Authority. Once approved the bays shall be provided prior to the development being brought into use and retained for that sole purpose thereafter.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26 and Local Plan policy T4.
- 21 Prior to commencement of the development precise details of a scheme for the relocation of the existing equipped children's play area, multi used games court and existing park trail within the park including design specifications have been submitted to and approved in writing with the Local Planning Authority. Details shall substantially accord with the indicative locations indicated on plans HD/7122127/C/1 rev A 'GENERAL LAYOUT' and HD/7122127/C/2 rev A 'STORY TRAIL PLAN' and shall consist of the equipped childrens play area being upgraded from a Local Equipped Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Area for Play (NEAP). Thereafter the development shall be implemented in accordance with the approved details and timescales.
Reason: In order to safeguard and enhance the existing play functions in the park in accordance with Core Strategy policies CSP29, CSP33 and CSP35 'Green Space' and Local Plan policies SD1, GD1, D1 and GS1.

- 22 Prior to commencement of the development precise details of a scheme for the provision of enhancements at Pogmoor and Sugdens Recreation Ground including design specifications have been submitted to and approved in writing with the Local Planning Authority. Details shall include the upgrade of the equipped childrens play area from Equipped Play Area (EPA) to Neighbourhood Equipped Area for Play (NEAP) standard and provision of footpath, benches and dog fouling bins at Pogmoor Recreation Ground. Thereafter the development shall be implemented in accordance with the approved details and timescales.
Reason: In order to provide suitable compensation for the loss of Green Space in accordance with Core Strategy policies CSP29, CSP33 and CSP35 'Green Space' and Local Plan policies SD1, GD1, D1 and GS1.
- 23 No development shall commence until a phasing plan and arrangements have been submitted to and agreed in writing with the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26 and Local Plan policy T4.
- 24 Prior to commencement of the development a scheme for the provision of a public art feature within the confines of the park shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details and timescales.
Reason: In the interests of the visual amenities in accordance with Core Strategy policies CSP 29 and CSP35 and Local Plan policies SD1, GD1, D1 and GS1.
- 25 The development hereby approved shall be carried out in accordance with the noise mitigation measures as specified in Option C of the report dated 9th November titled Noise and Vibration assessment Technical Note - Comparison of alternative noise mitigation options, with construction of the mitigation measures (walls and fences) to be carried out and completed before the gyratory is in operation. Details of the specifications of the acoustic fences shall be submitted to and approved by the Local Planning Authority prior to installation. The approved details shall be implemented prior to the development being brought into use and shall be retained as such thereafter.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection and Local Plan policies SD1, GD1 and Poll 1.

- 26 Prior to the development commencing a scheme taking account of the Noise Insulation Regulations 1975 (as amended) designed to mitigate adverse noise levels experienced by nearby residents shall be submitted to and approved in writing with the Local Planning Authority and the approved scheme shall be complied with in conjunction with the implementation of the development.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40 and Local Plan policies SD1, GD1 and Poll 1.
- 27 No development shall commence until a scheme for the provision of lighting for the new areas of highway and the combined cycle and footways including the location of columns and light levels has been submitted to and approved in writing with the local planning authority. Therefore the development shall be constructed in accordance with the approved details and maintained thereafter.
Reason: In the interests of residential and visual amenity and biodiversity and promoting walking and cycling in accordance with Core Strategy policies CSP26, CSP29, CSP35 and CSP40 as well as Local Plan policies SD1, GD1, T3, D1, GS1, BIO1 Poll1.

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BARNSELY MBC - Regeneration & Property



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Item 5

2018/1126

Applicant: Mr Roger Beecroft

Description: Change of use from job centre (A2) to 9 apartments with managers office, associated parking and amenity space

Site Address: Job Centre Plus, 68 High Street, Goldthorpe, Rotherham, S63 9LQ

Introduction

This application is brought to PRB on the request of a local Councillor and because a previous application 2018/0656 for a 15 bedroom HMO was considered by Board before it was withdrawn.

A petition against the scheme has been received with 147 signatures. A single letter of objection from a local Councillor has also been submitted.

Site Description

The former Job Centre is located close to the Asda supermarket on the southern edge of Goldthorpe town centre. The two storey flat roofed brick building is on the corner of Lesley Road and High Street. Terraced houses facing on to Melton Avenue overlook the rear of the site which comprises 7 car parking spaces (including disabled parking) and bin storage area. The site, which is slightly elevated from the High Street side, has a small brick boundary wall and some landscaped grounds including mature trees. Immediately to the south is a house that is attached to the Union Jack Memorial Club.

High Street is a bus route and there is also a Railway Station a short distance away off Barnsley Road.

Proposed Development

This is a modified scheme following the withdrawal of a previous application 2018/0656 for a 15 bedroom HMO.

During the consideration of this scheme further changes have been made to address planning considerations and local objections. This has resulted in the scheme being amended from a 12 bed HMO, through a 10 apartment scheme, to the application that is currently before Members for 9 apartments with manager's office and associated parking and amenity space.

The apartments are mostly described as being studio apartments on the submitted plans with one being a one bedroom flat.

The sizes of the units are as follows.

Flat 4 is 55m².

Studio apartments 9, 8, 7 and 3 are all 37m².

Studio apartments 1 is 36m²

Studio apartment 2, 5 and 6 are 33m².

The existing parking area (approximately 7 spaces) is to be retained but increased in capacity to 9 spaces. A total of 180m² of communal amenity space is to be created within the grounds of the building with secure bin storage provided at the front of the site. The proposed boundary screening would be 1.8m high fencing with facing brick plinth and piers. All the existing trees and landscaping is to be retained.

Obscure glazing is proposed in the first floor secondary bedroom windows in Studio Apartment 9 to prevent overlooking of a nearby garden.

The first floor also includes a communal reading area space. The applicant has stated that they have introduced this space as they are hoping to attract an over 50's tenant group who should make good use of this space.

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 Emerging Local Plan

The emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan

Relevant Policies would be:

Policy GD1 – General Development
Policy H7 – Housing Mix and Efficient Use of Land
Policy T4 – New Development and Transport Safety

Core Strategy

CSP19 Employment to be retained
CSP26 Highways issues.
CSP29 Design matters.
CSP31 Town Centres.
CSP40 Pollution protection.

Saved UDP Policies

Housing Policy Area

SPDs/SPGs

Designing New Housing Development

This sets out minimum guidelines for separation distances between windows, room sizes and for gardens areas. For apartments the standard for outside amenity space is a minimum of 50m² plus a further 10m² for each unit. This would equate to 140m² for 9 apartments.

Parking

This sets out parking standards according to numbers bedrooms and site location.

South Yorkshire Design Guide.

This includes room sizes which deal with studio apartments and flats.

The minimum size of a Studio apartment is 33m². Where the rooms are divided up into separate bedroom and living spaces they are classed as flats. These would all need to be at least 46m²

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.

Sections of relevance would be:

Section 5 – Delivering a sufficient supply of homes

Consultations

Highways Drainage – No objections

Highways- No objections

Representations

The following comments were received prior to the latest amended plans being submitted showing a reduction in the number of units.

There is a petition with 147 signatures and a single letter of objection.

The issues raised are:

- Concerns are raised about the adequacy of the proposed parking space to serve the development.
- Concerns are raised about the adequacy of the amenity space.
- Questions are raised about whether the manager's office will be maned 24 hours.
- There is also a concern about anti-social behaviour generated by the occupiers of the HMO and the effect this will have on the community

- Concerns are raised about the adequacy of the proposed bin storage.

Assessment

Principle of development

This is a Housing Policy Area and whilst the building was previously a Job Centre the immediate surroundings are predominantly residential in character. The Job Centre use has been relocated to Mexborough as part of a re-organisation and it is not likely that the site would be used for a similar use in the future. A job centre is classed as an A2 office use (professional and financial services) which includes banks, building societies, estate agents and employment agencies. Any demand that there may be for such town centre office uses can better be accommodated within the nearby town centre. This would accord with national planning policy and Core Strategy policy CSP31 Town Centres, which say that the town centre should be where such uses are located.

This is a Housing Policy Area so the Job Centre being located here was not consistent with the immediate surroundings and residential use would be a better fit. As such Policy CSP19 is considered to be satisfied

The SPD Designing New Housing Development sets out the various criteria to take in account when considering apartments. This site is very close to Goldthorpe centre, shopping and other facilities and as such is in a sustainable location. The main issue would be the need to assess the impact on other material considerations such as the residential amenity of future and existing occupiers, visual amenity, and highway safety.

Stipulations on the size of accommodation

The South Yorkshire Design Guide includes minimum room sizes for studio apartments and other larger flats. This stipulates that the minimum size of a Studio apartment is 33m². Where the rooms are divided up into separate bedroom and living spaces they are classed as flats. These would all need to be at least 46m². The scheme has been designed so that all the units meet the South Yorkshire Design Guides required standards.

Residential Amenity

The Council's SPD Designing New Housing Development recommends 21m between upper floor habitable room windows. However, this can be reduced to 19m across a road. The plans show that there 19.5m from the rear walls and windows in houses facing Melton Avenue to the windows in the former Job Centre. In addition the distance between existing opposing houses on and around Melton Avenue, where there are a series of narrow roads, is comparable to this distance and as such it is not considered that there would be a significant loss of privacy to neighbouring dwellings.

There is house and garden immediately to the south. In order to prevent overlooking to this near neighbor, the existing upper floor windows facing this property would be obscure glazed and can be conditioned to remain as such.

There is existing mature planting associated with the former Job Centre. This would be retained and the perimeter of the site fenced off to create two private communal areas for future residents and, in total, 180m² of amenity provision has been provided. This would meet the Council's requirements for amenity space per bedroom, of 140m². In addition the type of accommodation provided would be aimed at single occupants whereby the need for amenity space to be directly on site is less essential.

Local residents raise concerns about the future occupants. However, who the future occupants will be is not a planning matter. Nevertheless, the plans show provision for, a manager's office within the scheme.

Visual Amenity

There are no significant external alterations proposed to the existing building apart from a new door opening on the north elevation. The existing mature planting associated with the former Job Centre will be retained as communal space and the existing car park used for parking. The boundary treatment proposed around the amenity space of brick pillars and timber panels, is considered to be in character with the surroundings of which there are similar types of boundary treatment in evidence. As such the scheme will not result in any detriment to the visual amenities of the area.

Highway Safety

Local residents have raised concerns about the lack of parking and the effect on the surrounding streets if this application is allowed.

The site is located on a heavily trafficked, classified road with limited parking available within the site boundary. The pattern of narrow roads means that there is little space for existing residents to park, however, there is a small parking area associated with the former Job Centre so this is a better scenario than the adjacent residential area. The existing 7 space car park will be used with 2 additional spaces created giving 9 spaces in total, which is one for each unit. The location is close to the town centre and is on a bus route. In addition, it is unlikely that the proposed development will generate more traffic than the existing use.

Consequently, there are no objections to the proposed development in a highway context.

Conclusion

The revised proposal is a change of use from a former Job Centre to a 9 apartments with ancillary facilities. The job centre is an A2 Office use that would normally be located in a town centre rather than within a predominantly residential area. There are houses close by and the proposal would allow for the conversion of a currently vacant building to a more appropriate residential use.

The building is sufficient distance from neighbouring properties to ensure neighbouring amenities are adequately protected. There are minimal alterations to the building and the Council's Highways Section are satisfied that the proposal would not raise any highway safety concerns.

Sufficient amenity space is provided and one parking space is available for each unit with all rooms meeting the 33m² recommended minimum size for a studio apartments and 46m² for flats.

Given the above the proposal is considered to be in line with the relevant policies and as such is recommended for approval.

Recommendation

Grant subject to conditions

- 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 plans R01 Rev L, R02 Rev F 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 The obscure glazing to the first floor apartment 9 shown on plan R01 Rev L shall be installed before the building is occupied and thereafter retained as such.
Reason: In the interests of maintaining the privacy of nearby residents in accordance with Core Strategy policy CSP29 Design.

- 4 The walling and fencing shown on the approved plans shall be erected before the premises are occupied and shall thereafter be retained.
Reason: In order to ensure that the amenity space is private in accordance with SPD Designing New Housing Development and Core Strategy policy CSP29 Design.

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BARNSELY MBC - Regeneration & Property



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2017/1451

Applicant: Mr Tim Love

Description: Development of up to 232 dwellings with associated open space, road and drainage infrastructure (Outline with all matters reserved apart from means of access) (Amended Description).

Site Address: Land West of Wakefield Road, Barnsley

7 representations from local residents. Cllr Platts has expressed concerns with capacity issues at Athersley Primary School and about the ability of Wakefield Road to accommodate further development given the existing high traffic flows.

Site Location & Description

The application site comprises of 7.73ha of land located west of Wakefield Road between New Lodge, Athersley South and Smithies.

The site shares a boundary with the A61 Wakefield Road to the east. Over half of the eastern boundary is road frontage with the remaining part being set behind a site currently occupied by a car sales business and the staff car park for the Stagecoach bus depot that is located in close proximity further to the south east. The site is in close proximity to the junction with the A633 Rotherham Road and the associated mini roundabout which is located to the north east of the site. Existing residential properties are located opposite to the site on the other side of Wakefield Road. In addition the site is opposite to the Wakefield Road/Rotherham Road recreation ground which includes a range of play equipment and multi use games court.

Located to the south/south east are commercial premises, including the Stagecoach bus depot and plant hire depot which are screened by a substantial tree belt. Located to the south west is a footpath which follows a disused railway line atop a well treed embankment. This forms a visual barrier to the southwest and lies within Green Belt. The northwest boundary is formed by a track/fence line adjacent to a further area of rough grassland to the west. To the north the site is bounded by East Gawber Colliery Fan House, a scheduled ancient monument "at risk" and a commercial area comprising industrial type uses. Beyond these is the residential area of New Lodge.

Whilst the site is now greenfield in nature, it comprises land previously associated with historic colliery uses, including the deposition of material. The map of 1850 shows the site was undeveloped until the 1890s when railways and buildings associated with the East Gawber Hall Colliery were developed across the northern portion of the site. The site will require remediation as there are mine shafts and adits and areas of contamination.

The site's topography generally slopes down from north to south with a variety of gradients. A substantial hedgerow runs in a northeast southwest direction which divides the site with pasture to the northwest and a linear 'valley' running from north to south within the eastern part. The majority of the trees/shrubs within the site are located in or around this valley and a stream runs north to south within it. Besides these features the site has limited vegetation and a limited area of paddock to the northern part. The valley provides natural drainage of the site, resulting in a pond located at the southern-most corner of the site.

The nearest residential development lies at Hill Top Cottages and East Gawber Farm immediately adjacent to the north eastern boundary; and Wakefield Road, with New Lodge

just to the north. The site lies in a sustainable location with schools, shops and public transport close by, as well as Health facilities at New Lodge. The site lies within Flood Risk Zone 1.

Planning History

No previous planning applications have been made on the majority of land associated with the application. However the following applications have been made on the adjacent land at East Gawber Farm involving the private access track which passes through the site:-

B/98/0316/B - Reclamation and regrading of land (part retrospective). Withdrawn.

B/01/0424/BA - Erection of dwelling, alterations to existing dwelling, Formation of Equestrian Centre, Stables, Indoor and Outdoor Arena, Car Parking. (Outline), 31 East Gawber Cottages and land at East Gawber Farm. Approved 13/01/2004.

2006/2021 – Renewal of B/01/0424/BA. Approved 13/03/2007.

2007/0227 - Erection of indoor arena, associated stable block and car park (Reserved Matters). Approved 22/03/2007.

2010/0175 East Gawber Farm (encompassing part of the application site) Erection of dwelling, alterations to existing dwelling, formation of equestrian centre, stables, indoor and outdoor arena and car parking (Reserved Matters) Approved 27/05/2010

2010/1368 East Gawber Farm (encompassing part of the application site) Demolition of existing dwelling and erection of 2 no. detached dwellings Approved 13/01/2011

2018/0722 - Variation of condition 2 of planning permission 2010/1368 to enable plot 1 to be replaced with 2no detached dwellings. No decision has been made at the present time.

In addition records indicate that the following application was refused in 1975:- B/74/1918/BA - To construct access road to serve industrial development.

Proposal

The application initially sought outline planning permission for a development of up to 220 dwellings with associated open space, earthworks, road and drainage infrastructure. The application seeks detailed approval over the means of access for the development with all other matters reserved for subsequent approval. This was reduced to 187 as a result of infrastructure requirements on Wakefield Road, but subsequently increased to 232 to more closely align with the draft Local Plan site allocation.

The application is accompanied by an indicative masterplan to detail the applicant's intentions concerning future development. This shows the intended locations concerning the position of the houses, roads, public open space, retained and new areas of planting, provision of footpaths including linkages to routes off the site and surface water attenuation areas.

The application has been amended during the course of being considered in order to set aside a corridor of land abutting Wakefield Road to allow for the possibility of a bus lane and 3m wide combined foot and cycle way being constructed along the site frontage. This explains the reduction in dwelling numbers. Earthworks would need to be addressed via a separate application for full planning permission.

The indicative plan proposes blocks of dwellings running northwest and southeast with surface water attenuation basins in the southwest of the site and a play space to the east of the site in the location of the current stream and “valley”. The area of the watercourse is proposed to be dedicated as open space and enhanced. The central hedgerow and a number of trees to the north end of the site are proposed to be removed with a 10m wide woodland buffer to the north west boundary to be planted as mitigation.

Provision of access is proposed via a new give way priority ‘T’ junction that would be created from Wakefield Road. A new right turn lane would be created for southbound traffic. Other off site improvement works are indicated including the upgrading of the existing pedestrian island/refuge located higher up to the north beyond the junction with Wakefield Road and mini roundabout and its replacement with a pelican crossing.

The applicant put forward a case that the development is unable to provide the amount of affordable housing requested as well as the other contributions that have been requested. As such, a viability assessment has been submitted to support the application.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The 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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector’s report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan that is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan

Saved UDP Policies

UDP notation: Urban Land to Remain Undeveloped - saved UDP Policy GS11 and BA11/3. A small corner of land in the northeast of the site is allocated in the UDP as site for expansion of existing firm Saved UDP Policies ED10 and ED11: Growth of Existing Firms.

The Core Strategy

CSP1 Climate Change

CSP3 SUDS

CSP4 Flood Risk

CSP8 Location of Growth – priority for new development will be given to Urban Barnsley

CSP9 The Number of New Homes

CSP10 The Distribution of New Homes

CSP14 Housing Mix & Efficient Use of Land

CSP15 Affordable Housing

CSP19 Protecting Existing Employment Land

CSP25 New Development & Sustainable Travel

CSP26 Development & the Highway Network

CSP29 Design

CSP 30 The Historic Environment
CSP35 Green Space
CSP36 Biodiversity
CSP 39 Contaminated and unstable land
CSP40 Pollution Control and Protection
CSP42 Infrastructure and Planning Obligations

Emerging Local Plan

The site is proposed to be allocated for housing in the draft Local Plan as site H42 Land West of Wakefield Road.

Extract from MC5: Proposed Main modifications Version of the Local Plan Document 2018

*Site H42 Land west of Wakefield Road Indicative number of dwellings 250
The development will be expected to:*

- *Be accompanied by plans for the improvement, protection and maintenance of the adjacent Scheduled Ancient Monument known as East Gawber Hall Colliery Fanhouse and its setting. Planning conditions will be used to ensure that details for the improvement, protection and maintenance of the adjacent monument and its setting have been submitted to and approved by the Council before development commences; and*
- *Retain, buffer and manage all hedgerows plus the scrubland/swamp in the depression.*

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- *Information identifying the likely location and extent of the remains, and the nature of the remains;*
- *An assessment of the significance of the remains; and*
- *Consideration of how the remains would be affected by the proposed development*

Other policies of relevance are as follows:

Policy SD1 – Presumption in favour of Sustainable Development
Policy GD1 – General Development
Policy LG2 – The Location of Growth
Policy H4 – Uses on Allocated Housing Sites
Policy H7 – Housing Mix and Efficient Use of Land
Policy T3 – New Development and Sustainable Travel
Policy T4 – New Development and Transport Safety
Policy D1 – High Quality Design and Place Making
Policy HE1 – The Historic Environment
Policy HE6 – Archaeology
Policy GI1 – Green Infrastructure
Policy BIO1 – Biodiversity and Geodiversity
Policy CC3 – Flood Risk

Relevant Supplementary Planning Documents and Advice Notes

- Designing New Housing Development
- Open Space provision on New Housing Developments
- Parking
- PAN 33 Financial contributions to School Places
- South Yorkshire Residential Design Guide

NPPF

The NPPF 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.

Sections of relevance are:

- Section 2 – Achieving Sustainable Development
- Section 5 – Delivering a Sufficient Supply of Homes
- Section 8 – Promoting Healthy and Safe Communities
- Section 9 – Promoting Sustainable Transport
- Section 11 – Making Effective use of Land

Consultations

Affordable Housing – The policy position is that 15% of the number of houses should be provided as affordable housing if the Core Strategy policy is applied, or 10% using the proposed Local Plan policy. However they accept that provision should be agreed taking into account of viability considerations and other contribution requests.

Air Quality – Calculation of Pollution Emission costs have been submitted. No objection subject to conditions.

Biodiversity – Expresses concern as the ecology report does not propose to retain central hedgerow which should be retained, as should all the vegetation in and around the depression.

Coal Authority – No objections. A condition would be required for intrusive site investigations and implementation of resulting mitigation report.

Conservation – Is supportive of the application given the proposal to secure funds to repair the nearby Scheduled Ancient Monument.

Contaminated Land Officer – No objections. The surveys have identified areas of contamination on the site and remediation works will be required which will require subsequent validation. This can be secured by planning conditions.

Drainage – No objection subject to conditions

Education – Require contributions towards both primary and secondary school provision. This would equate to £4985.47 per dwelling unit.

Forestry-. Raises concerns that the indicative plan does not include provision of the retention of the central hedgerow (category B specimen), as the purpose of a tree survey is to identify high value specimens that should be retained prior to embarking on the design.

Highways – No objections subject to conditions.

Historic England – Initially raised concerns having regard to paras 194 & 196 of the NPPF. However they are now supportive of the application subject to the £109,200 being secured to fund the restoration of the Scheduled Monument.

Pollution Control - No objections taking into account of considerations including noise. Initially raised concerns about the potential of noise nuisance from the electricity substation located next to the south east corner of the site. However this was addressed through the provision of additional information. Consequently there are no objections subject to glazing specifications, ventilation and acoustic barriers being agreed as part of the detailed design stage.

PROW – Issues that need to be addressed at the detailed design stage are the provision of an access ramp to a 6m high embankment in order to connect with public footpath no. 1 (bridleway/cycleway) to west. In addition it is suggested that the proposed footpath links with the land to the north are not taken forward as these would encourage trespass onto 3rd party land.

South Yorkshire Archaeology Service - No objection subject to a condition

SY Police Crime Prevention Officer - Landscaping around dwellings should be below 1m high. Development should be secured by design

SYMAS – No objections. An intrusive site investigation would be required prior to development to investigate and evaluate shallow coal seams and associated ground conditions and the position and condition of mine entries and associated mining legacy risks

Transportation – No objections given that the plans have been amended to set aside the land on the site frontage to allow for the bus and cycle lanes to be constructed at a future date.

Waste – Plans at the detailed design stage should be designed with the requirements of waste management in mind, including covering the costs of the provision of new bins.

Yorkshire Water- no building should lie within 5m either side of public sewer and 4m and 3m of other pipes on site. Development to be undertaken in accordance with submitted FRA

Representations

The application has been publicised by way of a press notice, site notices and letters were sent to 84 local residents. As a result of the publicity, 7 representations were received from local residents from 6 addresses. The main issues raised are as follows:

- loss of view, loss of privacy
- Impact on private access and raise issue that there is no right of way along private road, concern that it could be used as a shortcut
- increased levels of noise and light, including during construction

- pedestrian safety
- landscaping
- increased traffic congestion
- potential health issues caused by dust during construction
- effect on wildlife
- impact on property values
- One of the letters additionally requested that dwellings close to the objectors property be low rise, and further away than the indicative plan suggests, and that no affordable housing be located close by; that trees to the boundary close to the objectors property be retained, and that the objector would like to contribute to the design, size and aesthetics of the boundary wall. The letter also requested that the contractor resurface the private lane as a goodwill gesture in recompense for disturbance including dust noise etc. during construction.

Following the increase in indicative number of dwellings proposed, a further round of neighbour consultation was undertaken. This resulted in 6 further representations from 5 addresses. Of these, only one was from a resident who had not previously commented. For the most part the new comments reiterated those set out above, only one new issue was raised; that development could affect an adjacent dwelling as it does not have foundations.

Councillor Jenny Platts has commented that Athersley Primary is at capacity and that Wakefield Road is already very busy.

Assessment

Principle of Development

The site is currently designated Urban Land to Remain Undeveloped in the Unitary Development Plan. However Councillors shall be familiar that the policy is classed to be out of date in national planning policy terms (NPPF) for the reason it was adopted nearly 2 decades ago in the year 2000. The Urban Land to Remain Developed Designation was given specific to sites that were on the edge of existing built up areas, keeping them out of the Green Belt to allow for future development needs to be met in whatever subsequent plan replaced the UDP.

The site is located within Urban Barnsley off a classified road (the A61) and is positioned adjacent to the neighbouring residential areas of New Lodge, Athersley and Smithies. As a result it falls within Urban Barnsley which the main focus for growth as set out in Core Strategy Policy CSP8 'The Location of Growth'. Furthermore it is located close to bus stops, local services such as schools, a local health centre, and shops and is located relatively close to Barnsley Town Centre. As a result it has been deemed a suitable site to be proposed to be allocated for housing development in the Local Plan (H42). Whilst the Inspectors final verdict on the Local Plan is still awaited considerable weight can be afforded to this designation given the stage it has reached with the examination and modifications process which has seen the proposed future housing use unchanged concerning this site.

Another significant material consideration is our inability at the current time to demonstrate a 5 year supply of specific, deliverable sites sufficient to meet the boroughs housing requirement (based upon the findings of the latest report on Barnsley Five Year 'Deliverable' Housing Land Supply Report April 2017 – March 2022). The development would contribute towards addressing the current deficiency in the 5 year housing land supply and reduce pressure on the need to find land elsewhere for new housing which is not in the Green Belt in order to meet the identified targets. This would also weigh in favour of the proposal.

Given the above considerations it is considered that the NPPF Presumption in Favour of Sustainable Development (paragraph 11 of the NPPF) should be applied to the assessment of this application.

Historic Environment

A Heritage Assessment was submitted proposing mitigation in the form of a programme of archaeological recording, proportionate to the assets' significance and to the predicted level of impact. However, Historic England initially objected to the proposal as the historic Fanhouse is a Scheduled Ancient Monument (SAM) and is "at risk", and that the redevelopment failed to address the Fanhouse directly, or to minimise the impact on its significance from the loss of part of the associated colliery site. The draft Local Plan policy also requires measures for the protection and maintenance of the monument.

The Conservation Officer also considered that the proposal would cause some harm to the setting of the SAM and the historic environment which needed to be balanced against other overarching public benefits. He therefore agreed with Historic England that measures for the protection and maintenance were required as mitigation for the development.

Following negotiations, officers have secured a developer contribution of £109,200 to fund the full cost of repair to the monument via a S106 agreement. This mitigation and enhancement is sufficient for Historic England and the Conservation Officer to lend support for the application, which adds weight in favour.

For any potential on-site archaeological remains, the South Yorkshire Archaeology Service has proposed a planning condition to undertake archaeological evaluation and to provide a written scheme of investigation and mitigation. Taking all the above into account the proposal is considered to accord with CSP 30 and the site specific draft Local Plan Policy H42 on this point.

Design & Visual Amenity

In terms of design proposed Policy GD1 'General Development' and the site specific policies, which in the case of allocation H42 include an indicative number of 250 dwellings, protection and maintenance of the adjacent monument, retention of the scrubland/swamp in the depression, a buffer and management of the hedgerows, are of relevance. The indicative masterplan submitted with this application demonstrates that the proposal is capable of delivering a residential scheme which generally complies with emerging local plan policies subject to site specific reasons covered elsewhere in this report.

Core Strategy Policy CSP14 Housing Mix and Efficient Use of Land seeks a minimum of 40 dwellings per hectare. It goes on to state that lower densities will only be supported where it can be demonstrated that they are necessary for need, viability or sustainable design reasons. In this instance the number of dwellings has been reduced as a result of infrastructure requirements to be implemented along Wakefield Road, the retention of vegetation and further planting as mitigation for the loss of the central hedgerow, the provision of on site public open space including a play area, surface water attenuation basins and the retention of an existing pond. For these reasons it is accepted that the development can deliver less than the 250 yield anticipated by H42.

Based on a lower number of dwellings than set out in the indicative plan, it would be possible to design a scheme that would deliver an attractive residential environment which would enhance the existing area. To ensure this, it would be necessary to maximise assets within the site such as mature trees and hedgerows. The Tree Officers comments recommend that a tree survey and arboricultural implications assessment are provided to ensure that any

trees worthy of protection are incorporated into the design. A condition is proposed to ensure that this is carried out to inform the layout design at the reserved matters stage.

As regards the indicative layout and its compliance with design principles for children's playspace it is noted that the equipped play area is located on the main pedestrian routes but that the indicative design shows only minimal overlooking. It would be appropriate to condition the application to ensure a stronger regard to the design principles of the Open Space Provision On New Housing Development SPD including adequate overlooking. A greenspace assessment indicates that a mix of on and off site provision is required. On-site should be a minimum LEAP standard with formal provision off-site through developer contributions. Subject to above, it is considered that the proposal adheres to the objectives of CSP policy 29 which stress the importance of achieving high quality design.

Residential Amenity

Subject to required separation distances being achieved at the reserved matters stage, the redevelopment of the site for residential purposes would not adversely affect existing residents although there would be temporary disturbance during construction. To address these concerns relevant conditions can be employed restricting working hours, best practice working can also be secured within a construction method statement. Amongst other things, this would control noise and dust across the site.

The design of the dwellings at reserved matters stage would be expected to provide a mix of housing types and meet relevant adopted internal and external standards and parking and open space requirements as required by the relevant adopted best practice and adopted supplementary development documents.

One objector raised the possibility about loss of privacy. Whilst there are two cottages adjacent to the site, they lie comfortably beyond the minimum distances required between dwellings as set out on the indicative plan. One of the letters additionally requested that dwellings close to the objector's property be low rise, further away than the indicative plan suggests, that no affordable housing be located close by and that trees to the boundary close to the objector's property be retained. Furthermore they would like to contribute to the design, size and aesthetics of the boundary wall and requested that the contractor resurface the private lane as a goodwill gesture in recompense for disturbance including dust noise etc. during construction. In response, there is no legal right to a view and any perceived impact on property values is not a material planning consideration. As such this can have no impact on the determination of this application. As the proposal is outline tree removal proposals within the site are not finalised and are subject to change. The other matters raised are matters which the resident should take up with the applicant at reserved matters stage when layout and materials are being considered.

One objector noted that the road running along the boundary of the site is a private road and is concerned that it could be used as a shortcut. This does not constitute a material planning consideration as this application is in outline only and would not result in the erection of dwellings. The unauthorised use of the private road is not a material planning consideration but would constitute a civil matter of trespass.

The new concern raised about potential impact on a nearby dwelling due to lack of foundations is not material with respect to this application as the application is outline only and would not result in built development.

Noise and Dust

Initial concerns regarding noise from the electric substation adjacent the south east corner were raised. However this was addressed through the provision of additional information. Consequently there are no objections subject to glazing specifications, ventilation and acoustic barriers being agreed as part of the detailed design stage.

Objectors were concerned about increased levels of noise and light, and potential impact on human health during construction. There is no evidence that there would be an impact on human health, and whilst there is disturbance during construction phase, this can be controlled by condition at reserved matters stage. On this basis the proposal is considered to accord with CSP policy CSP 40 on this point.

Central Hedgerow

An area of contention is the proposal to remove the central hedgerow as part of the development. This conflicts with part of the proposed local plan policy for site H42 which states an expectation that all hedgerows shall be retained as part of the development. The draft Local Plan policy highlights the hedge as an important feature and the submitted documents identify the hedgerow as being important both in relation to the Hedgerow Regulations 1997 and BS5837:2012 and identified as retention category B. It also appears to have formed a historic Parish Boundary.

The applicants were contacted about changing the plans to accommodate the hedgerow. However they consider that when assessed against the Hedgerows Regulations 1997 the hedgerow has only limited (local) heritage significance and limited ecological significance and would be removed as part of the development. To mitigate against the loss, a replacement species-rich hedgerow/10m width woodland buffer is proposed to be planted on the northern boundary of the site to maintain habitat connectivity around the site, create a new bat flyway and to provide foraging and nesting habitat for breeding birds.

Given the length of time any new planting would take to establish both the Forestry Officer and Biodiversity Officer would prefer to see the retention of the existing hedgerow and have retained their original concerns as a result. However the Biodiversity Officer has conceded that the hedgerow would not meet the definition of an 'Important' hedgerow in the Regulations. Furthermore given its central positioning within the site and other constraints which have reduced the size of the development to 232 dwellings compared with the anticipated yield of 250 it is felt that this issue would not be sufficient to tip the balance towards the Council opposing the application given the housing need position and the other benefits associated with the proposal. Furthermore given that the application is in outline form with layout being a reserved matter it is possible to impose all of the conditions insisted upon by the Forestry and Biodiversity Officers.

Ecology

There was concern raised by objectors about the impact the proposal would have on wildlife. The Biodiversity Officer notes that whilst the ecological reports are of a good standard, he does not necessarily agree with the conclusions. The stream is considered a priority habitat and he has concerns about the loss of the central hedgerow. However, given the layout of the site is not under consideration at this stage it is considered that these matters can be dealt with via suitable conditions.

Highways

Objectors raised concerns about pedestrian safety and increased traffic congestion. However detailed capacity assessments have been undertaken at key locations on the local highway network which include the following:-

- The proposed new access junction
- Wakefield Road / Rotherham Road roundabout;
- Carlton Road / Wakefield Road signalised junction; and
- Wakefield Road / Smithies Lane signalised junction.

The assessments have shown that the existing highway infrastructure can accommodate the traffic that is estimated to be generated by the proposed development without being over capacity.

The proposed new access junction has been designed to meet the standards set out in Design Manual for Roads and Bridges for priority junctions with ghost island right turn lanes. Highways have accepted these findings subject to the imposition of a condition to secure the improvement works that are detailed within the Transport Assessment.

Coal Mining and Contaminated Land

The application has been accompanied by a coal mining risk assessment as the site lies within a high risk coal mining referral area due to the probable presence of shallow coal and possible unrecorded shallow coal mine workings. Intrusive borehole site investigations are required to evaluate mining legacy risks. This can be secured by a condition for ground investigations and any appropriate mitigation. The application is therefore compliant with Core Strategy Policy CSP 39 and paras 178 and 179 of the NPPF.

Drainage

The main policy for assessing drainage/flood risk is CSP4 'Flood Risk'. The site is not in an area considered to be at risk of flooding. However surface water management systems will be in place to prevent flooding off the site. The FRA details that a system will be needed to accommodate the 1:30 year rainfall event without any surface water flooding and be capable of retaining the 1:100 year plus 40% climate change storm event on site without flooding any buildings. This is reflected in the indicative plans and both Yorkshire Water and the Councils Highways Drainage Officer have no objections subject to conditions.

Viability Assessment and S106 considerations

A viability assessment has been submitted as the applicant has put forward a case that the development could not support the full suite of contributions required by policy due to the sites coal mining legacy and high abnormal costs. An independent evaluation has been undertaken by the District Valuer (DV) who has determined that a development of 232 dwellings could support the full policy requirements in relation to the provision of education, public open space and affordable housing and the heritage contribution. Whilst the applicant disputes this both sides have agreed on an approach that shall see future provisions calculated at the detailed design stage once the future number of dwellings is established. Furthermore they have agreed to pay the heritage contribution in full. This means that the S106 Agreement would need to be structured as follows:-

- An education contribution equating to £4985.47 per dwelling unit.

- Provision of 15% of the site as public open space including a LEAP standard play area within the development and a contribution for formal recreation provision off the site to be calculated in accordance with the formula set out in Appendix 2 of Supplementary Planning Document 'Open Space Provision On new Housing Developments'. For the previous version of the scheme of up to 187 dwellings this equated to a figure of £212,231, although this shall need to be adjusted to reflect the final number dwellings agreed at the reserved matters stage.
- £109,200 Historic costs for repair of the East Gawber Hall Colliery Fanhouse Scheduled Ancient Monument which is "at risk". The repairs schedule and costs have been provided by Heritage England.
- Provision of a Travel Plan.
- Affordable housing provision at 15% of the overall number of dwellings if the reserved matters application is determined at the time when the Core Strategy remains part of the development plan, reducing to 10% if the Local Plan is adopted. The onus would be on the appellant to demonstrate this amount of affordable housing is not viable by submitting a viability appraisal at the reserved matters stage which would then need to be reviewed independently before a final figure is arrived at.

Conclusion

The Council cannot currently demonstrate a supply of specific, deliverable sites sufficient to meet the Boroughs housing requirement. As a result, applications for residential planning permission in the Borough (including proposals on UDP Safeguarded Land and UDP Urban Land to Remain Undeveloped allocations), where it can be demonstrated that they are in a sustainable location, will now be determined in line with the NPPF Presumption in Favour of Sustainable Development (paragraph 11 of the NPPF), relevant development plan policies and any other material considerations. This carries weight in support of the application.

The site is located in the Urban Barnsley, the main priority location for growth within both the existing adopted Core Strategy and the draft Local Plan. In addition, the site is proposed to be reallocated as Housing site H42 publication draft Local Plan which has now been through an examination and modification process attracting considerable weight in support of the application. The site is also in a sustainable location close to shops, public transport schools and health centre, close to an established residential area and the proposals would be readily compatible with adjoining uses and accessible by public transport.

The proposed development would provide up to 232 new dwellings. New homes at a time when the Council cannot demonstrate a five-year supply of housing is a significant benefit. Furthermore, the planning obligation would provide a mechanism to secure the provision of affordable housing and financial contributions towards education and off-site public open space, as well as the repair of a Scheduled Ancient Monument which is at risk. Its repair would be in the public interest and these are all significant benefits of the scheme

The details of the development are reserved for a future application for the approval of the reserved matters subject to conditions. The information provided in relation to other material considerations including biodiversity, flood risk, drainage, contaminated land, and trees is considered satisfactory at the outline planning application stage, subject to conditions.

The proposed access to the site is judged acceptable having regard to highway design standards and capacity. The size of the development is not sufficient to result in severe residual cumulative impact on the highway network.

In the overall balance, the adverse impacts identified would not significantly and demonstrably outweigh the social and economic benefits set out above. The presumption in favour of sustainable development as set out in NPPF paragraph 11 is a material consideration which outweighs limited conflict with the now out of date UDP Urban Land to Remain Undeveloped land use planning policy designation.

Taking into account the relevant development plan policies and other material considerations, set out in the above report and subject to the identified mitigation measures required by planning conditions, it is considered that the impacts of the proposed development would not be at a level to be considered sufficiently significant and adverse to outweigh the benefits associated with the granting of planning permission. The proposal therefore complies with the development plan as a whole, relevant adopted best practice and guidance and the advice in the NPPF.

Therefore it is recommended to the Board that the application is granted outline planning permission, subject conditions and to a S106 Legal Agreement.

Recommendation:-

Grant outline planning permission subject to conditions and subject to a S106 Legal Agreement for the following:

1. Education contributions at a cost of £4985.47 per dwelling unit.
2. Provision of 15% of the development as open space, including a LEAP play area a contribution for formal recreation provision off site calculated in accordance with the formula in the SPD.
3. Costs for repair of the East Gawber Hall Colliery Fan House SAM £109,200
4. Provision of a travel plan
5. Provision of up to 10-15% affordable housing

Exact contributions to be determined at reserved matters stage.

Conditions

- 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 Plans accompanying the reserved matters application shall be in substantial accordance with the parameters as shown on the Illustrative Masterplan P17 5091 03 REV A.

Reason: In the interests of the visual and residential amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design and the Designing New Housing Development SPD.

- 4 Upon commencement of the development, a detailed scheme shall be submitted for approval of the Local Planning Authority to show how it is proposed mitigate against the air quality impact of the proposed development, in accordance with requirements of the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance and the pollutant emission cost submitted with the air quality assessment. The scheme shall include details of the air quality impact of the proposed bus lane on the nearest proposed dwellings (receptors) to Wakefield Road and details of proposed mitigations against raised air pollution concentrations. The scheme shall also include a timetable for implementation. Thereafter the mitigations shall be implemented in accordance with the approved details.

Reason: In the interests of minimising the impact of the proposal on local air quality in accordance with Core Strategy policy CSP 40.

- 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 No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The remediation scheme shall be implemented in accordance with the approved timetable of works. On the completion of measures identified in the approved remediation scheme, a Validation Report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Authority.

Reason: To protect the environment and ensure the site is suitable for the proposed use.

- 7 A detailed scheme of noise mitigation measures shall be submitted with the reserved matters application. The scheme shall be accompanied by a plan which clearly identifies where each type of mitigation is proposed and a programme of implementation. Thereafter the development shall be carried out in accordance with the approved measures.

Reason: In the interests of noise mitigation in accordance with CSP40.

- 8 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

- Arboricultural impact assessment
- Tree protective barrier details
- Tree protection plan
- Arboricultural method statement

The erection of barriers and any other measures specified 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 wellbeing of the trees in the interests of the amenity of the locality in accordance with Core Strategy Policy CSP 36 Biodiversity and Geodiversity.

- 9 Plans submitted at reserved matters stage shall include pedestrian links to existing public rights of way. This shall include but not be limited to an access ramp to meet Footpath 1.

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

- 10 No building or other obstruction including landscape features shall be located over or within :

(i) 5 (five) metres either side of the centre line of the 450mm diameter public combined sewers i .e. a protected strip width of 10 (ten) metres;

(ii) 4 (four) metres either side of the centre line of the 450mm diameter public surface water sewer

(iii) 3 (three) metres either side of the centre line of the 225mm diameter public combined sewers and 375mm diameter Yorkshire Water maintained overflow pipe i .e. a protected strip

No trees are to be planted within 5 (five) metres of any public sewer crossing the site. If the required stand -off distances are to be achieved via diversion or closure of the sewers , the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker

Reason: In order to allow sufficient access for maintenance and repair work at all times.

- 11 The reserved matters application shall be accompanied by full foul and surface water drainage details. 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 unless otherwise agreed in writing with the Local Planning Authority.

To ensure the proper drainage of the area in accordance with Core Strategy Policies CSP 3 and CSP 4.

- 12 The site is located in a coal mining referral area due to the presence of shallow coal, recorded and possibly unrecorded shallow coal mine workings and mine entries. The development could potentially be at risk from mining legacy issues such as ground instability or fugitive gas migration.

The coal mining risk assessment undertaken by Rogers Leask Environmental ref 17176-RLE-17-00-RP-O-0003 concludes that intrusive ground investigations must therefore be undertaken by a suitably qualified person to evaluate shallow coal seams and associated ground conditions and the position and condition of mine entries and associated mining legacy risks. The site investigation and subsequent development must be undertaken in compliance with Construction Industry Research and Information association publication 32 "Construction over abandoned mine workings" where applicable. Prior to the commencement of development a report detailing the findings of the investigations and any recommended mitigation shall be submitted for approval in writing by the Local Planning Authority, the development thereafter shall be carried out in accordance with the approved details. Responsibility for securing a safe and sustainable development rests with the developer and/or landowner"

Reason: NPPF section 170, 178 and 179 Land stability.

- 13 A detailed scheme of ecological mitigation and enhancement and maintenance shall be submitted with the reserved matters application. The scheme shall broadly follow but not be limited to the measures set out in, Section 6.5 of Bat Survey Report by Applied Ecological Services Ltd, and Section 5.5 of Breeding Bird Surveys by Applied Ecological Services Ltd.

The scheme shall identify a timetable for implementation and maintenance for 5 years. The scheme shall be accompanied by a plan which clearly identifies what ecological features are proposed to be retained, mitigated and enhanced. Thereafter the development shall be carried out in accordance with the approved measures.

Reason: In the interests of biodiversity and in accordance with CSP 36.

- 14 Upon commencement of development details of measures to facilitate the provision of high speed broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to ensure compliance Core Strategy Policy CSP 42, policy I1 in the emerging Local Plan and in accordance with paragraphs 112 of the National Planning Policy Framework 2018.

- 15 A detailed landscaping scheme shall accompany the reserved matters application which shall contain 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 shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).

Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

- 16 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 other of similar size and species.

Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

- 17 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.

- 18 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 right turning facilities including pedestrian islands;
- Provision of bus lay by;
- Provision of pelican crossing;
- Provision of 3m footway/cycle track along entire site frontage;
- Provision of/any necessary alterations to street lighting;
- Provision of/any necessary alterations to highway drainage;
- Measures to prevent/control parking/loading;
- Any necessary signing/lining;
- Any necessary reconstruction/resurfacing.

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.

- 19 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 and the free flow of traffic in accordance with Core Strategy policy CSP 26.

- 20 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.

- 21 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.

- 22 Upon commencement of the development, details of the siting of the sales cabin, and parking for staff and customers visiting the site, shall be submitted to and approved in writing by the Local Planning Authority. Once agreed such facilities shall be retained for the entire construction period.

Reason: In the interest of road safety to accord with Core Strategy Policy CSP 26.

- 23 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

- 24 Prior to the submission of any reserved matters application, an archaeological evaluation of the application area shall be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the local planning authority. Drawing upon the results of this field evaluation stage, a mitigation strategy for any further archaeological works and/or preservation in situ shall be submitted as part of the reserved matters application. The scheme shall then be implemented in accordance with the approved details.

Reason: To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and in accordance with CSP 30.

- 25 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 public open space in accordance with the adopted Supplementary Planning Document 'Open Space Provision on New Developments'. Provisions and arrangements shall address and contain the following matters:

(i) The delineation and siting of the proposed public open space

(ii) The type and nature of the facilities to be provided within the public open space including where relevant the provision of play equipment for a Local Equipped Play standard (LEAP) which shall be supplied and installed to a specification as agreed with the Local Planning Authority.

(iii) The arrangements to ensure that the Public Open Space is laid out and completed during the course of the development

(iv) The arrangements for the future maintenance of the Public Open Space.

The provision of the 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 the adopted Open Space Provision on New Developments LDF SPD.

26 All redundant vehicular accesses shall be reinstated as kerb and footway prior to the development being brought into use.

Reason: In the interests of road safety in accordance with Core Strategy Policy CSP26 'New Development and Highway Improvement'.

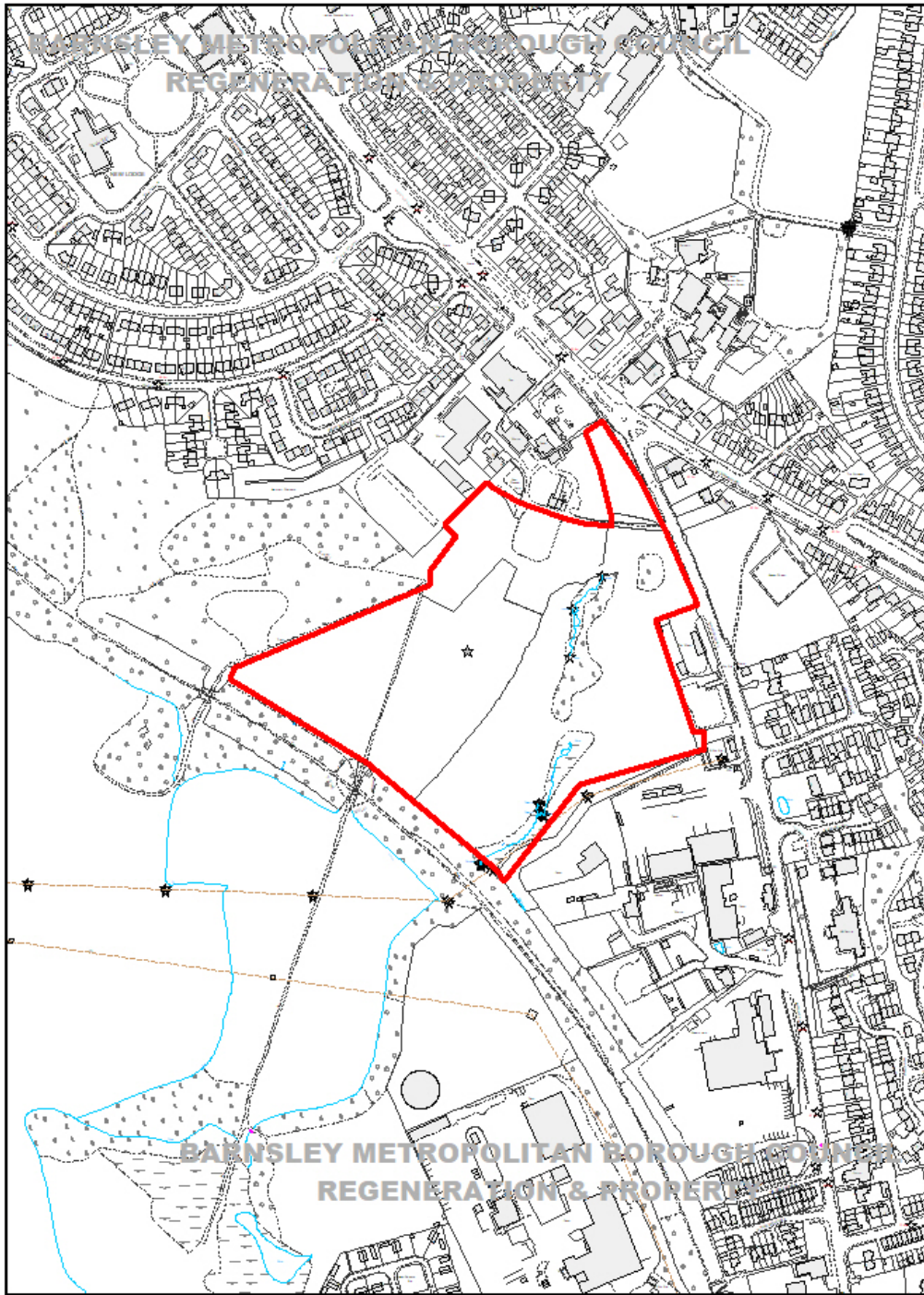
27 Visibility splays having the dimensions 2.4m x 70m, shall be safeguarded at the junction of Wakefield Road with the site access road such that there is no obstruction to visibility and forming part of the adopted highway.

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

28 Development shall not commence until details of the phasing of the development has been submitted and approved in writing by the Local Planning Authority.

Reason: to ensure a safe and adequate highway network, in the interest of road safety in accordance with CSP26.

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BARNSELEY MBC - Regeneration & Property



Scale 1: _____

Item 7

2018/1195

Applicant: Berkeley DeVeer

Description: Variation of Condition 3 (relating to access) of 2016/0340 - Outline application for residential development of up to 24 dwellings to include means of access and public open space.

Site Address: Land to the East of Cote Lane, Thurgoland, Sheffield S35 7AB

3 letters of objection have been received

Thurgoland Parish Council have also objected

Members to note that this application is linked to the reserved matters application 2018/0338 which is also under consideration on this agenda.

Site Description

The application site comprises a 1ha field that is approximately rectangular in shape on the eastern side of Cote Lane in Thurgoland.

The surroundings of the site are mixed. To the north of the site is a small housing estate (Springwood Close). To the east the site shares a boundary with an area of woodland. Adjacent the southern boundary is a group of 3 properties. The remaining half of the southern boundary is located adjacent to open land. Open countryside is located to the west of the site on the other side of Cote Lane.

The site is open and grassed and is not in use for any formal agricultural use at present. The site forms part of a hillside and is affected by topographical issues. This has the effect of land on the northern boundary being approximately 8m on average higher than land on the southern boundary and falls at a steep gradient. The differences are not as significant west to east with difference in levels being approximately 3m.

Proposed Development

Application 2016/0340 granted outline planning permission for residential development of up to 24 dwellings to include means of access and public open space. The plan submitted with the application showed one access off Cote Lane into the site. Condition 3 on this permission therefore stated the following:

“The access for the development shall be constructed in accordance with the details shown on approved plan reference 2467.002A for the first 10m from the site entrance.

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

This application seeks to vary condition 3 of outline application 2016/0340 as a secondary access is now also proposed to serve two plots. This would allow two properties to be accessed via a separate private drive, off Cote Lane (to the south of the approved access) with the remaining 22 houses accessed in accordance with the plan approved at outline.

The wider layout and landscaping as shown on the plan is not the subject of this application.

History

2016/0340 Outline application for residential development of up to 24 dwellings to include means of access and public open space – Approved 20/12/2016.

2018/0338 - Residential development of 24 dwellings (Reserved Matters relating to outline application 2016/0340) – under consideration at this Planning Board.

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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan.

Core Strategy

CSP3 'Sustainable Drainage Systems'
CSP4 'Flood Risk'
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'
CSP36 'Biodiversity and Geodiversity'
CSP39 'Contaminated and Unstable Land'
CSP40 'Pollution Control and Protection'

Saved UDP Policies

UDP notation: Safeguarded Land

GS10/WR11 'In areas shown as safeguarded land on the proposals map existing uses shall 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 of such land will only be granted following a review of the land in question'.

SPD's

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

Other

South Yorkshire Residential Design Guide

Emerging Local Plan

Proposed allocation: Urban Fabric

In addition, the land to the south has been proposed for allocation as residential development. This formed part of the same area of Safeguarded Land and was originally proposed to remain as Safeguarded Land in the Publication Draft. It has now been brought forward as an allocation through the Main Modification Process. Access to this site can be gained from Cote Lane subject to improvements.

Policies of relevance would be;

- Policy GD1 – General Development
- Policy H7- Housing Mix and Efficient Use of Land
- Policy T4 – New Development and Transport Safety
- Policy D1 – High Quality Design and Place Making
- Policy CC3 – Flood Risk
- Policy Poll1 – Pollution Control and Protection

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.

Sections of relevance would be:

- Section 5 – Delivering a sufficient supply of homes
- Section 12 – Achieving well-designed places

Consultations

Drainage – No objections

Highways – No objections

Parish Council - has considered the above application regarding variation to condition 3 of application 2016/0340 and objects to the application as it has concerns regarding the second access from the proposed site onto Cote Lane. The second access point which was

not in the original approved planning application plan raises concerns from the Parish Council. The additional access point, at the southern end of the site is close to the blind corner at the bottom of the hill, which has a dip in the road, and could cause issues especially with vehicles driving up Cote Lane from the bend in the road.

The Parish Council would like the original approved plan DWG2467.002A with one access point to be adhered to, as the new plan P17:5149:01-H with the additional access is significantly different to the original plan and has detrimental impact on residents.

Also the original approved plan for 2016/0340 with one access point refers to "means of access and public open space". This is noted in the title description to 2018/1195. The new plan does not show an area of public open space which the Parish Council understood to be a requirement of the original application. The Parish Council would like the original approved plan DWG2467.002A to be adhered to.

Representations

The application was advertised by neighbour notification letters and a site notice. 3 objections have been received which raises a number of concerns. The majority of these concerns relate to the layout of the wider development which is the subject of another application (2018/0338) which is also being considered at this Planning Board. With regards to this particular application for the new access, the objections raised relate to highway safety and pick up on the same concerns about the position of the new access that the Parish Council have stated.

Parish Council - In addition, the Parish Council have objected on the grounds that the additional access point, at the southern end of the site is close to the blind corner at the bottom of the hill, which has a dip in the road, and could cause issues especially with vehicles driving up Cote Lane from the bend in the road. They have also requested that the open space as shown on the original outline application (2467.002A) be retained. However, when the outline application was originally assessed the greenspace as shown on the indicative plan was judged to be insufficient in size to provide anything meaningful in terms of green space. As such it was agreed with the applicant that an off-site contribution was required. This was agreed at £43,000. It is for this reason that we did not condition the green space (as we did the access) and similarly I now cannot force the applicant to include green space in the development as part of the reserved matters application.

Assessment

Principle

The principle of the proposed housing development has been established through the outline planning application 2016/0340. This application only seeks to alter condition 3 and as such it is only the impacts of this proposed amendment that are under consideration as part of this application

Highway Safety

This application is to alter condition 3 of the outline planning permission which relates to access. Condition 3 specifically stated that the approved access arrangement for the first 10m of the development was to be via a single new estate road and junction to be created off Cote Lane (plan ref 2467.002A), with the wider layout being for indicative purposes only.

The amendment now proposed seeks to retrain the original access but add a secondary private access onto Cote Lane to serve 2 of the 24 properties. The secondary access would be south of the originally approved access and approximately 15 to 20m up from the boundary with the property known as Craig-y-Don. Given it would be placed between the

approved access and the access that serves three properties to the south of the site, and would only serve 2 dwellings, the Council's Highways Section are satisfied that the addition of the private access would not result in any significant detriment to the free flow of traffic or highway safety. As such they have raised no objections to the scheme.

Residential Amenity

Whilst the proposed new access is closer to properties along the southern boundary, it is still sufficient distance away not to result in any significant detriment to their residential amenity. In addition, as it only serves two dwellings, the vehicular movements associated with the access would be limited.

Visual Amenity

The proposal would result in an additional opening along the frontage of Cote Lane but given that there are existing accesses to the north and south, it is not considered that this would be out of character with the street scene and as such would not be detrimental to visual amenity.

Other Matters.

In revising this condition, it is not proposed to approve the wider layout. If approved, the condition will be re-issued with only the first 10m of the access as shown on amended plan (Ref: P17:5149:01 Rev: N) approved along with the private drive (secondary access) to plots 23 and 24.

Given the wider layout is to be considered under the reserved matters application (2018/0338) and will not be approved under this application, visual or residential amenity considerations are limited to those specifically related to the access. All other conditions applied to the original outline will be carried forward onto this new permission. The S106 agreement that accompanied application 2016/0340 and secured relevant affordable housing, community project funding, education provision contribution, and greenspace contribution would also need linking to this application to ensure these provisions are still secured.

Conclusion

In summary therefore the proposed change to condition 3 is considered to have minor implications for the remainder of the development, meeting with the approval of the Highway Authority who have considered the highway safety implications of the amendment. Based upon this the proposed variation to condition 3 of outline planning permission 2016/0340 (development of 24 dwellings) is supported as being acceptable accordingly.

Recommendation

Grant subject to conditions and amendment to S106 Legal Agreement:-

- 1 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.
- 2 Application for approval of the matters reserved in Condition No. 1 shall be made to the Local Planning Authority before 20th December 2019, 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.
- 3 The accesses for the development shall be constructed in accordance with the details shown on approved plan reference P17:5149:01 - N for the first 10m from Cote Lane and no more than 2 plots are to be accessed from the private drive.

Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.
- 4 The development hereby approved shall not exceed a maximum of 24 residential dwellings, the details of which shall be submitted under an application for the approval of the reserved matters.

Reason: To ensure the development conforms with the outline planning permission and stays within the maximum assessed level of development.
- 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 and in accordance with LDF Core Strategy Policy CSP 29, Design.
- 6 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.
- 7 Visibility splays, having the dimensions 2.4m x 70m, shall be safeguarded at the junction of main access road with Cote 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.

- 8 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:
- a) Provision of a 2m wide footway along the site frontage;
 - b) Relocation of the street lighting column;
 - c) Provision of /any necessary alterations to street lighting;
 - d) Provision of/any necessary alterations to highway drainage;
 - e) Resurfacing/reconstruction as necessary.
- 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.**
- 9 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.**
- 10 No development shall take place until full foul and surface water drainage details, including a scheme to limit surface water run off to a maximum of 5 litres per second and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority. 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.**
- 11 No development or other operations being undertaken on site shall take place until the following documents in accordance with BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:
- Tree protective barrier details
 - Tree protection plan
 - Arboricultural method statement
- The erection of barrier's 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.

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.

- 12 Prior to commencement of development full details of the mitigation measures identified in the Ecological Survey (Brooks Ecological report ref R-2524-01), 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.

- 13 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.

- 14 Prior to commencement of development an investigation and risk assessment to assess the nature and extent of any contamination on the site shall be submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

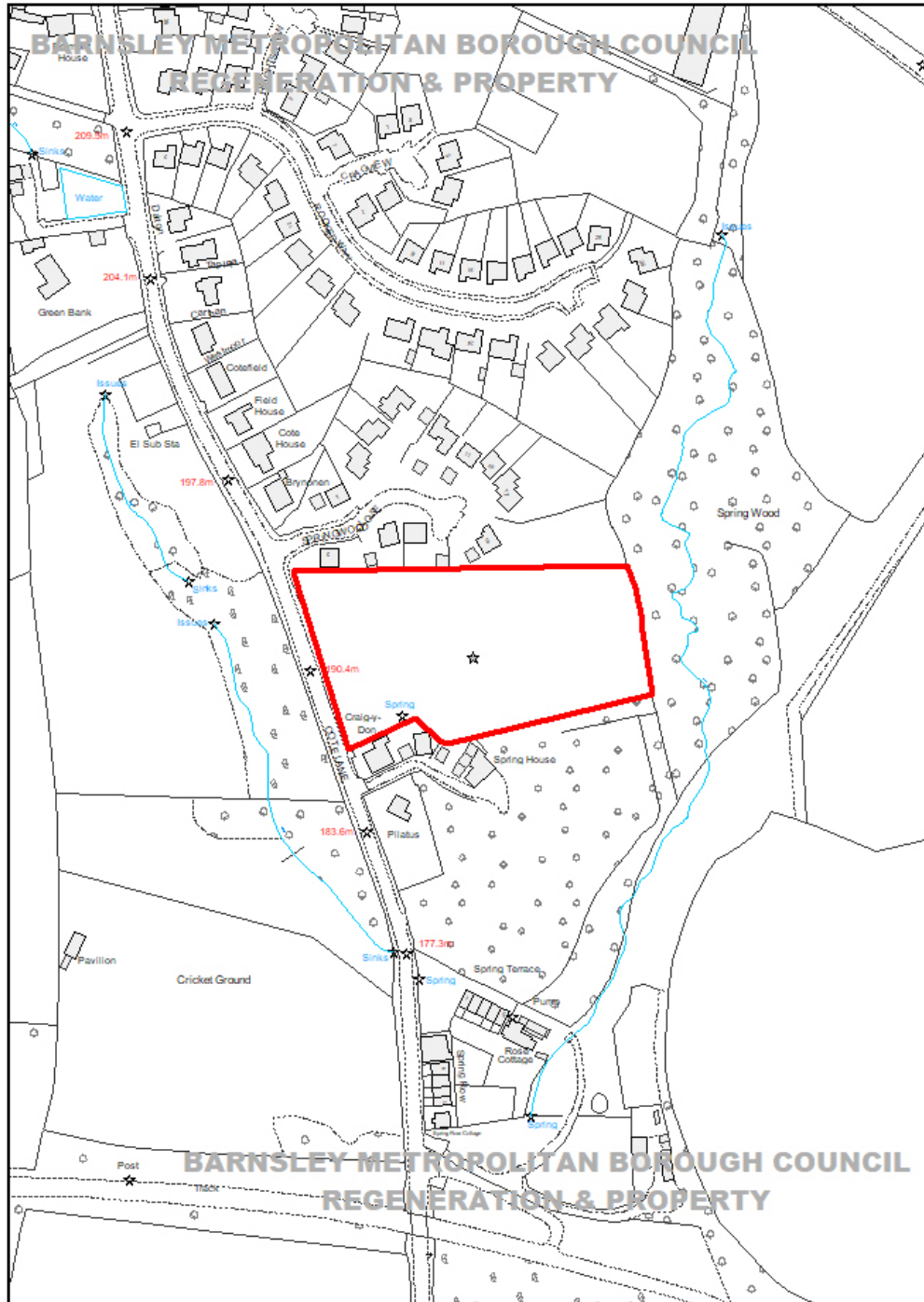
The development shall be carried out in accordance with the approved report including any remedial options.

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.

15 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.

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BARNESLEY MBC - Regeneration & Property



Scale 1: -----

Item 8

2018/0338

Applicant: Berkeley DeVeer

Description: Residential development of 24 dwellings (Reserved Matters relating to outline application 2016/0340).

Site Address: Land at the East of Cote Lane, Thurgoland, Sheffield, S35 7AB

The application has been amended twice and been subject to 3 rounds of consultation. Over the course of the re-consultations 8 local residents have objected (circa 30 letters).

Councillor Barnard and Thurgoland Parish Council have also raised concerns on the scheme.

Site Description

The application site comprises a 1ha field that is approximately rectangular in shape and is located on the eastern side of Cote Lane in Thurgoland.

The surroundings of the site are mixed. To the north of the site is a small housing estate (Springwood Close). To the east the site shares a boundary with an area of woodland. Adjacent the southern boundary is a group of 3 properties. The remaining half of the southern boundary is located adjacent to open land. Open countryside is located to the west of the site on the other side of Cote Lane.

The site is open and grassed and is not in use for any formal agricultural use at present. The site forms part of a hillside and is affected by topographical issues. This has the effect of land on the northern boundary being approximately 8m higher on average than land on the southern boundary and falls at a steep gradient. The differences are not as significant west to east with difference in levels being approximately 3m.

Proposed Development

The application follows the approved outline (2016/0340) seeking reserved matters approval on matters of scale, layout, landscaping and appearance. The application is for 24 dwellings with a mix as follows:

- 7 x 2 bedroom properties
- 3 x 3 bedroom properties
- 4 x 4 bedroom properties
- 10 x 5 bedroom properties

The properties are predominantly two storeys with five, three storey properties along the southern boundary, where levels allow the houses to appear two storeys from the access road. The house designs vary across the site with a total of 12 different house types, some detached and some semi-detached. Amended plans have been received in relation to some plots as the housebuilder has made changes to these housetypes, albeit there are not significant differences. All the properties are proposed to be Artstone with Calderdale Grey flat concrete tiles.

The layout has largely been driven by the challenging levels on the site which has dictated the spine road running from the agreed access point (2016/0340) east west through the site. A private secondary access would provide access to only two plots (23 and 24) off Cote

Lane with an application to vary the access on the outline accompanying this application (2018/1195). A number of retaining walls are proposed along the northern site boundary and at various points within the site; the majority being 1-2m in height with some up to 3m.

All the properties have off street parking and gardens and there is an open landscaped area to the front of the site with an attenuation tank located here as part of the drainage strategy.

History

2016/0340 - Outline application for residential development of up to 24 dwellings to include means of access and public open space – Approved 20/12/2016. The permission is accompanied by a S106 Agreement containing the following provisions:-

- 30% affordable housing provision on site;
- A contribution of £41,000 towards Secondary School Provision;
- A contribution of £43,000 towards off site green space;
- £66,000 of unallocated funding made available for community projects.

2018/1195 – Variation of condition 3 (relating to access) of 2016/0340 – Outline application for residential development of up to 24 dwellings to include means of access and public open space – under consideration at this Planning Board.

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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan.

Core Strategy

- CSP3 'Sustainable Drainage Systems
- CSP4 'Flood Risk'
- 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'
- CSP36 'Biodiversity and Geodiversity'
- CSP39 'Contaminated and Unstable Land'
- CSP40 'Pollution Control and Protection'

Saved UDP Policies

UDP notation: Safeguarded Land

GS10/WR11 'In areas shown as safeguarded land on the proposals map existing uses shall 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 of such land will only be granted following a review of the land in question'.

SPD's

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

Other

South Yorkshire Residential Design Guide

Emerging Local Plan

Proposed allocation: Urban Fabric

In addition, the land to the south has been proposed for allocation as residential development. This formed part of the same area of Safeguarded Land and was originally proposed to remain as Safeguarded Land in the Publication Draft. It has now been brought forward as an allocation through the Main Modification Process. Access to this site can be gained from Cote Lane subject to improvements.

Policies of relevance would be;

Policy GD1 – General Development
Policy H7- Housing Mix and Efficient Use of Land
Policy T4 – New Development and Transport Safety
Policy D1 – High Quality Design and Place Making
Policy CC3 – Flood Risk
Policy Poll1 – Pollution Control and Protection

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.

Sections of relevance would be:

Section 5 – Delivering a sufficient supply of homes
Section 12 – Achieving well-designed places

Consultations

Affordable Housing – Provision should be 7 units as agreed in the S106 at outline. In terms of design, mix and tenure there are no objections. Ordinarily we would expect to see affordable housing dispersed throughout the site however in this instance, given the size of the site, design and quality of the proposed affordable housing units, we are satisfied with the proposed layout.

Biodiversity Officer – Further Ecology work was conditioned at outline and no development should commence until this has been completed and mitigation agreed.

Contaminated Land – No comments to make regarding contamination issues. We have no information to show any previous uses which may have caused any contamination, thus no further requirements are needed.

Drainage – No objections

Highways – No objections subject to conditions.

Regulatory Services – No objections subject to standard conditions to limit the effects of noise and dust during the construction phase.

Thurgoland Parish Council – At the recent meeting of Thurgoland Parish Council, the above application was discussed. Whilst welcoming the changes to the site plan, and the amendments made to accommodate residents' concerns, there was still concern regarding the position of the proposed additional access onto Cote Lane (app. 2018/1195), which is still deemed to be an issue.

Tree Officer – Does not object subject to the imposition of conditions.

SYAS – Do not object subject to compliance with the condition requiring further detailed site investigation work to be carried out prior to the commencement of development.

South Yorkshire Police – Various comments on the detailed design in relation to designing out crime.

Ward Councillors – Councillor Barnard has objected based upon the following reasons:-

- Change to Layout – the layout does not reflect what was approved at outline with many of the proposed houses now side on and closer to the existing on Spring wood Close which will have greater impact in terms of overshadowing.
- Flood Risk - there have been flooding issues affecting the site in the past, (the name Springwood is itself a clue to the existence of underground watercourses and aquifers). The apparent intention to build retaining walls could well have unforeseen consequences both for existing properties and for the unsuspecting buyers of the new ones. How will surface water be managed and what guarantees are there for ongoing maintenance of the open space.
- Change to S106 – the applicant has requested to amend the S106 reducing the affordable housing on site and removing the community payment. This is not acceptable.

Yorkshire Water – The Flood Risk Assessment and proposed drainage strategy is acceptable.

Representations

The application was advertised by neighbour notification letters, site and press notice. In addition two further consultations have been carried out in relation to the amended plans. 8 residents sent in 30 letters raising various concerns with the scheme. These were as follows:

- Loss of privacy, light and outlook
- Road safety issues with regards to second access
- Too much parking
- Density of dwellings too great in northern half of site
- Pollution
- Boundary treatment between existing houses and proposed site
- Impact on wildlife
- S106 contributions need to be the same as agreed at outline stage
- Plans not accurately showing neighbouring dwellings
- Increased demand on local services
- Drainage issues

However, following consultation on the latest layout (rev: N) a number of residents have confirmed that the layout alleviates the majority of their concerns.

Assessment

Principle of Development

The principle of the proposed residential development has been established through the granting of outline planning application 2016/0340. This application therefore seeks approval for the remaining reserved matters which are layout, scale, design and external appearance and landscaping.

Visual Amenity

The proposed layout originally submitted differed from the indicative layout submitted with the outline planning application and a number of objectors raised this. Changes such as this are not unusual as more detailed design and survey work is undertaken and a full understanding of the constraints is established. The applicants confirmed that the topography of the site is challenging with the design of the spine road largely dictating the layout of the site. However, through discussions, a revised scheme has been provided which is closer to the indicative scheme submitted with the outline application, with houses located facing onto the spine road and rear gardens extending to the boundaries.

The levels plan provided shows that the finished floor levels of properties will not be significantly higher than the current levels on site, however a number of retaining structures are required across the site (between gardens and along the boundaries). The design and materials used for these can be conditioned to ensure that they do not create a dominant, overbearing feature.

The layout as amended shows a relatively green frontage along Cote Lane with the houses set back from the road. This is consistent with the character of Cote Lane. Plots 1 and 2 have been brought forward from the originally submitted layout with the garages moved to the rear to address concerns from residents and to comply with Policy CSP29 and the Designing New Housing Development SPD. The wider layout includes some areas of parking to the front of dwellings but in the main these are broken up by soft landscaped areas or screened from the main thoroughfare. A variety of house types have been proposed

all of a high quality design and materials; artificial stone is proposed which will fit well within the character of the street which has a mix of materials.

In terms of other visual amenity considerations the majority of the site is relatively open and clear of features. Vegetation exists in and immediately outside of the boundaries including the woodland to the east of the site. The tree survey and impact assessment submitted at outline showed that the majority of the trees on site are category C2 with only 2 being B2 (located to the south of the site) and the woodland to the east as A2. The revised layout shows no additional trees or hedges for removal other than two trees removed to facilitate the access which was agreed at outline stage. As such, no objections are raised from an arboricultural perspective given that tree protection details and an arboricultural method statement have been conditioned at outline. The plans show the details of landscaping including the trees, hedges and shrub planting to be provided which would enable an acceptable level of greenery to be provided for on the site. Overall the application is assessed to be acceptable having regard to the relevant assessment policies.

Residential Amenity

Residential amenity considerations are the most sensitive issue with the application overall given that existing dwellings are orientated to overlook the site at present in its open and green form. However Councillors will be aware that loss of view is not a material planning consideration. In addition the topography has the potential to increase the potential for overlooking and overshadowing.

All the properties along the northern boundary on Springwood Close will be impacted due to the relatively small distances to the boundary and sloping gardens. However, the impact on existing residents is mainly in relation to overbearing / overshadowing considerations with privacy impacts arguably reversed as a result of the levels (i.e. properties along Springwood Close are at a higher level and will look down onto the gardens of the proposed houses). No.2 is orientated side on to the proposed development with the amended plans showing the rear elevations broadly in line, therefore the impact here is acceptable. The relationship with No.4, No.6 and No. 8 is more sensitive as these properties face directly onto the site. Initially the layout had a number of plots located side on to the rear of these houses with side elevations very close to the boundary. Whilst this complied with the external spacing standards, ultimately the impact of this layout was overbearing and therefore unacceptable. The amended layout, with properties fronting onto the spine road and rear gardens backing onto the boundary, allows a much better spacing between the proposed and existing with most properties exceeding the 21m minimum back to back distance (the exception being plot 3 and No.4 which is 20m). In addition, the boundary is screened by a hedge and 1.8m close boarded timber fence, addressing residents' concerns in relation to privacy. This also screens the rear parking for plots 7-10 which are set down 1m in any case.

The relationship with properties to the south is less sensitive as these are orientated side on or at an angle with a number of outbuildings between them and the boundary.

The scheme layout has undoubtedly proven challenging, particularly as the detailed levels have been confirmed. However, the amended scheme is considered to be the best solution achievable on this site and as it complies with the various distances set out in the Designing New Residential Development SPD and Core Strategy Policy CSP29 it is acceptable in residential amenity terms. Permitted development rights will be removed from plot 3 to ensure any future extensions are fully assessed.

All the properties are generously proportioned (including the affordable units) and comply with the internal spacing standards set out in the South Residential Design Guide.

Highway Safety

The primary access was approved at outline stage and following consultation on the detailed design of the internal road layout there are no objections on highway safety grounds; subject to a condition securing appropriate site lines. The scheme provides for adequate off street parking to serve the dwellings and the secondary access, which only serves two dwellings, meets the required highway requirements to allow vehicles to enter and leave the site in forward gear. Subject to conditions the Council's Highways Section have raised no objections to the scheme

Other considerations

Drainage/Flood Risk

The site is located outside of flood zones 2 and 3 and therefore the part of policy CSP4 and national policy requiring developments to be steered towards areas of low flood risk is complied with. Residents and Councillors have raised concerns about surface water flooding in the area and the potential for the development to contribute towards the problems. The applicant has provided a Flood Risk Assessment and Drainage Strategy which shows surface water draining via a gravity sewer and attenuation tank (to control the rate of discharge) into the existing network on Cote Lane. Yorkshire Water and the Council's drainage officer have confirmed this is acceptable in principle. Overall therefore the proposal is regarded as being acceptable with regards to flood risk and drainage considerations.

Biodiversity & Archaeology

Biodiversity and Archaeology were looked at in principle at outline stage and further assessment and agreement of suitable mitigation was the subject of conditions on the outline application and will have to be submitted and approved prior to development commencing. Subject to these conditions both the Council's Biodiversity Officer and SYAS have raised no objections to the scheme, albeit the hedge shown along the northern boundary will create a green link between the woodland to the east, forming part of the biodiversity requirements.

S106 – Affordable housing, public open space, education and additional proposal

The following was agreed at outline:

- 30% affordable housing provision on site;
- A contribution of £41,000 towards Secondary School Provision;
- A contribution of £43,000 towards off site green space;
- £66,000 of unallocated funding made available for community projects.

As part of this application the applicant had initially sought to reduce the affordable housing to 25% and remove the requirement for the community projects funding (£66,000). However, this has not been agreed with the applicant and as such no changes are being made to the S106 contributions/provisions at this time.

Conclusion

In summary the principle of the proposed residential development is established by the outline planning permission. All other issues of principle including the impact of the development on the highway network, biodiversity considerations, flood risk and the conditions etc were considered at the outline stage. This particular application is therefore

about seeking reserved matters approval over the specific details of the development (layout, appearance, landscaping and scale). Furthermore the outline planning permission is subject to the following provisions which remain unaltered by this application:-

- 30% affordable housing provision on site;
- A contribution of £41,000 towards Secondary School Provision;
- A contribution of £43,000 towards off site green space;
- £66,000 of unallocated funding made available for community projects.

The challenging site topography and existing residential properties located adjacent to the site have posed difficulties to achieve a suitable design for new housing layout reserved matters. The layout now proposed has been agreed through lengthy negotiation with the applicant and is, in the opinion of officers, the best possible solution. The layout meets the spacing standards set out in the Council's Designing New Housing Development SPD and adheres to the maximum number of 24 dwellings restricted by condition 4 of the outline planning permission.

The plans also provide suitable standards of amenity for future residents by virtue of the generously proportioned gardens and internal space standards. Furthermore the development would deliver a varied mix of 2, 3, 4 and 5 bed properties delivering one of the aims of CSP14. The internal layout plans are also acceptable from a highway design and parking provision prospective. Furthermore no other trees would be affected other than those which it has already been agreed can be removed to facilitate access to the site.

Based upon the above the assessment has concluded that the reserved matters plans for the layout, appearance, landscaping principles and scale of this development are in a form that are suitable to be approved. The application is recommended for approval accordingly.

Recommendation

Grant subject to conditions:-

- 1 The development hereby permitted shall be begun before the expiration of 2 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 and the associated outline app 2016/0340.
- 2 The development hereby approved shall be carried out strictly in accordance with the amended plans:

P17-5149-01 Site Layout (Rev N)
P17-5149-02 Location Plan (Rev 0)
P17-5149-03 Stone Wall (1800mm)
P17-5149-04 Timber Fence (1800mm)
P17-5149-06 Knee High Rail (900mm)
P17-5149-07 Garage Details (Rev A)
P17-5149-08 Site Sections (Rev G)
Section Through Boundary 29.08.18
P17-5149-10-N1+ (Plot 1) Rev A
P17-5149-11-T4+ (Plot 2) Rev A
P17-5149-12-T4+ (Plot 3)
P17-5149-14 -A6 (Plots 9-10) Rev A
P17-5149-15-T10 (Plot 11)
P17-5149-16-T9a+ (Plot 12) Rev A

P17-5149-17 Harrogate (Plots 13) Rev A
P17-5149-18 Harrogate (Plots 16) Rev A
P17-5149-19-T502 (Plot 14)
P17-5149-20-T502 (Plot 15)
P17-5149-21-T503+ (Plot 17) Rev A
P17-5149-17-T503 (Plots 18 & 19) Rev A
P17-5149-17-T3+ (Plots 20-21) Rev A
P17-5149-24-T9+ (Plot 22)
P17-5149-25-T7 (Plot 23-24)
P17-5149-26-A6 (Plots 4-6) Rev B
P17-5149-27 A6 (Plots 7-8) Rev A

and specifications as approved unless required by any other conditions in this permission.

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

- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration of Plot 3 which would otherwise be permitted by Part 1 of Schedule 2 to that Order shall be carried out without the prior written consent of the Local Planning Authority, and no garages or other outbuildings shall be erected.

Reason: To safeguard the amenity of neighbouring residents in accordance with Core Strategy Policy CSP 29, Design.

- 4 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.

- 5 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 other of similar size and species.

Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

- 6 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.

- 7 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 Core Strategy Policy CSP 29, Design.
- 8 Upon commencement of development details of the proposed external materials, including the retaining walls a shown on plan 1018-003 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.
- 9 No hedges or trees on the site (except those shown to be removed on the approved plan), or their branches or roots, shall be lopped, topped, felled, or severed. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.
Reason: To safeguard existing trees/hedges, in the interests of the visual amenities of the locality.
- 10 Prior to occupation of the development full details of security lighting to the parking spaces for plots 7-10 shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location, orientation, angle and luminance of the lighting. The approved details shall be implemented prior to occupation of the building/commencement of the use and retained as such thereafter.
Reason: To protect the amenity of existing and future occupiers from glare and/or nuisance light in accordance with Core Strategy Policy CSP 40.

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BARNESLEY MBC - Regeneration & Property

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Scale 1: 2500

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2018/1275

Applicant: Barratt Homes

Description: Variation of Condition 2 of 2017/0577 updating the house type design and / or repositioning 149 plots and increasing the total number of units on site by 4.

Site Address: Land Off Newland Avenue and Carrs Lane, Cudworth, Barnsley

2 letters of objection have been received

Introduction

Members will be aware that this development is ongoing in accordance with the approval granted in 2017 under planning application 2017/0577. This application is to amend some of the housetypes to reflect the applicant's latest portfolio and for an additional 4 units.

Site Description

This is a large 11.62ha site located immediately beyond the existing south west edge of the built up settlement of the Cudworth. The site is irregular in shape and spans across a number of fields located to the south of houses located on Newland Avenue/Newtown Avenue and to the west of houses located on Carrs Lane.

The site is currently under development with the spine road through the site now complete and a number of the properties occupied.

Existing residential properties bound the site along Newtown Avenue & Carrs Lane. The site continues to adjoin the countryside to the south and south west. Immediately beyond the south east corner is Ring Farm which was previously home to the horses that were part of the mounted division of South Yorkshire Police.

The land to the west slopes down steeply into a valley before rising again, on the other side of this valley is Lundwood.

Proposed Development

The proposed re-plan area covers the northern and eastern areas of the site and contained 149 homes in total.

A total of 34 plots have been substituted or relocated slightly with alterations to the remaining 111 plots limited largely to minor changes such as reconfigured parking spaces (including the removal or addition of garages) and minor alterations to gardens, footpaths and house orientation. In addition, all the garages now have hipped roofs.

The amendments have created some additional space within the site allowing 4 additional plots to be incorporated. The additional 4 homes will not have a material impact on wider area of the site in respect of drainage or highways matters.

The re-plan area relates to 149 plots. The impact that the proposed development will have in respect of dwelling mix is as follows: -

House Size	Original Scheme	Proposed Scheme
2 Bedroom	22	22
3 Bedroom	127	128
4 Bedroom	129	132
Total	278	282

None of the 15 bungalows on the approved scheme are affected and all 4 of the additional dwellings are located within the central areas of the site (i.e. not adjacent boundaries with existing properties).

History

B/85/1638/CU Residential development (outline) Land at Carrs Lane, Cudworth – Refused

2015/1070 Residential Development of 278 dwellings with public open space and landscaping Land off Summerdale Drive and Carrs Lane, Cudworth, Barnsley – Refused

2017/0577 Residential development of 278 no dwellings with associated roads, public open space and landscaping Land Off Newland Avenue and Carrs Lane, Cudworth, Barnsley - Approved

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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan that is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan

Saved UDP Policies

UDP notation: Safeguarded Land

Local Development Framework Core Strategy

CSP3 'Sustainable Drainage Systems'
CSP4 'Flood Risk'
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'
CSP25 'New Development and Sustainable Travel'
CSP26 'New Development and Highway Improvement'
CSP29 'Design'
CSP35 'Green Space'
CSP36 'Biodiversity and Geodiversity'
CSP39 'Contaminated and Unstable Land'
CSP40 'Pollution Control and Protection'
CSP42 'Infrastructure and Planning Obligations'

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 Local Plan

Policy GD1, General Development
Policy H1, The Number of Homes to be Built
Policy H2, The Distribution of New Homes

Proposed allocation: Housing Proposal (H32). The accompanying text states the following:-

Archaeological remains are known/expected to be present on the site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:-

- *Information identifying the likely location and extent of the remains, and the nature of the remains*
- *An assessment of the significance of the remains*
- *Consideration of how the remains would be affected by the development.*

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.

Sections of relevance include:

Consultations

Drainage – No objections.

Highways – No objections.

SYP – have provided some comments in relation to designing out crime.

Representations

The application has been publicised by press and site notices and individual neighbour notification to 228 households. 2 objections have been received from local residents. The main objections to the proposals are summarised as follows:-

- Concerned about further disruption to residents as a result of the ongoing building works, particularly as the site is already operating outside of the agreed hours;
- The consultation is a waste of time as residents were not listened to regarding the current approved scheme.

Assessment

Principle of development

The principle of development has been established by the approval of planning application 2017/0577. The assessment of the application therefore concentrates on the impact of the changes to the housetypes and the additional 4 dwellings. If approval is granted the contributions secured under the S106 agreement related to 2017/0577 would also be tied to this application.

Design and Layout

The relevant local planning policies for assessing the plans are the Designing New Residential Development SPD, CSP29 'Design', CSP14 'Housing Mix and Efficient Use of Land'. In addition it is necessary to consider the effect of the development on the visual amenity of the adjacent Green Belt.

The first aim of CSP14 'Housing Mix and Efficient Use of Land' is to ensure that housing developments achieve a mixture of house size, type and tenure. The application was previously assessed as acceptable with the only change in actual tenures on this amended proposal resulting from the additional 4 units. These are split into one new 3 bed and three additional 4 bed properties.

The remaining changes on site include 34 amended house types, the repositioning of houses within plots and amended parking arrangements; with some spaces relocated and garages either added to or removed from some plots. The changes would still be in keeping with the character of the overall development and would not encroach any closer to the boundaries with the Green Belt than the previously approved scheme.

Overall the amendments are minimal with the development continuing to be acceptable in relation to housing planning policy and design/visual amenity considerations taking into account a range of policies including CSP14 'Housing Mix and Efficient Use of Land', the Designing Residential Development SPD and CSP29 'Design'.

Residential Amenity

The original application was sensitive because the site borders a number of existing properties which have established open views across the sites fields. However, the proposed changes are minimal and largely location internally within the site. External spacing standards continue to be met in line with the Designing Residential Development SPD and as such the proposed amended scheme would have no greater impact on neighbouring properties than the original approved scheme.

Highway Safety

No objections or concerns have been raised regarding highway safety. The accesses previously approved onto the existing road network, along with the internal road layout, would remain as previously approved. Adequate off street parking would also be provided for all of the dwellings. The Council's Highways Section have raised no objections to the scheme.

Drainage

The Council's drainage officer has confirmed that the amendments will not impact on the agreed drainage strategy.

Recommendation

Grant planning permission subject to an amended S106 Agreement and conditions

- 1 The development hereby approved shall be carried out strictly in accordance with the amended plans and specifications as approved unless required by any other conditions in this permission: -

- YW-04-03 AE, Proposed Site Layout
- BALD 00CD Drawing 01, Embassy range, Alderney Classic (Det)
- BCSR 00CD Drawing 01, Embassy range, Chester Classic (Det)
- BENN 00CD Drawing 01, Ambassador range, Ennerdale Classic (Det)
- BENN 00CE Drawing 01, Ambassador range, Ennerdale Classic (Det)
- BENN 00CE Drawing 01, Ambassador range, Ennerdale Classic (End)
- BHLN 00CD Drawing 01, Embassy range, Halton Classic (Det)
- BESK 00CS Drawing 01, Embassy range, Eskdale Classic (Semi)
- BESK 00CD Drawing 01, Embassy range, Eskdale Classic (Det)
- BFKS 00CI Drawing 01, Statesman range, Folkestone Classic (Mid)
- BFKS 00CE Drawing 01, Statesman range, Folkestone Classic (End)
- BKEY 00CD Drawing 01, Embassy range, Kingsley Classic (Det)
- BMAI 00CI Drawing 01, Statesman range, Maidstone Classic (Mid)
- BMAI 00CE Drawing 01, Statesman range, Maidstone Classic (End)
- BRAD 00CD Drawing 01, Embassy range, Radleigh Classic (Det)
- BRIP 00CD Drawing 01, Embassy range, Ripon Classic (Det)
- BWAJ 00CI Drawing 01, Statesman range, Washington Classic (Mid)
- BWAJ 00CE Drawing 01, Statesman range, Washington Classic (End)
- BWIE 00CD Drawing 01, Embassy range, Windermere Classic (Det)
- BBLD 00CS Drawing 01, Statesman range, The Beadle Classic
- BAOD 00CD Drawing 01, Statesman range, The Alford Classic
- Garage Type SSGIS, single detached side gable
- Garage Type SD2S, single semi detached side gable
- Dual Branded Garages, Double Elevations SDG1H8 & SDG2H8
- Dual Branded Garages, Double and 2 Singles Floor Plan SDG1H8 & SDG2H8
- Dual Branded Garages Single Plan & Elevations SSG1H8
- Tanalised Timber Post & 4 Rail Stock Proof Fence
- ST-04-04, Boundary Treatment A, 1800mm high screen wall
- ST-04-04, Boundary Treatment B, 1800mm high close-boarded timber fence
- SCP report ref GWB/14923/TA/01 'Transport Assessment'
- SCP report ref GWB/14923/TP/01 'Travel Plan'
- Bryan G Hall stage 1 road safety audit
- SCP/14923/SK014 Rev A, Off site highway works White Cross Road and Low Cudworth Green Footway Improvements
- SCP/14923/SK016 Rev A, Proposed Footway Improvements, Carrs Lane
- ARP report ref 1048/69r1a 'Flood Risk Assessment'
- FDA Landscape Ltd 'Landscape Appraisal'
- Sirius report ref C6138A Rev 3 'Geo-environmental appraisal'
- Sirius letter C6138/JL/6572 rev 2 'Gas assessment letter (rev 2)'
- C6138B/MB/6765 Rev 3, Sirius Supplementary Mining Investigation letter

**Reason: In the interests of the visual amenities of the locality
accordance with Core Strategy Policy CSP 29, Design.-YW-
04-03, Site Location Plan**

- 2 Prior to the commencement of development of the plots amended by this application, 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 and previously approved plans 39094/006 - 39094/014 Rev E and 2017-083-101 Rev A.
Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with Core Strategy Policy CSP 29, Design.
- 3 Prior to commencement of development of the plots amended by this permission, 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 and previously approved plan 2017/083-03 Rev B.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.
- 4 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.
- 5 The Development, including any works of demolition, shall be constructed in accordance with the approved Construction Method Statements:
Dust Control (dated 28.02.18);
Noise Control (dated 28.02.18)
Mud Statement (dated 29.05.2018)
Traffic Management (2nd Issue) 29.05.2018
The approved Statement shall be adhered to throughout the construction period.
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.

- 6 Prior to the occupation of the 50th dwelling, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:
- a) Footway widening on Carrs Lane
 - b) Provision of footway on the south side of Low Cudworth
 - c) Provision of footway to connect the western footway on Low Cudworth to the steps to White Cross road
 - d) Provision of signs warning of pedestrians in carriageway on Low Cudworth in the vicinity of White Cross Road
 - e) Provision of new road markings at the Carrs lane/Lunn Road/White Cross Road junction
 - f) Provision of "junction ahead "warning sign on Lunn Road
 - g) Measures to control footway parking on Lunn Road Manor Rd/Barnsley Rd need to give this further consideration
 - h) Provision of/any necessary alterations to street light lighting
 - i) Provision of/ any necessary alterations to highway drainage
 - j) Any necessary resurfacing/reconstruction
 - i) Any necessary signing/lining
- 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.**
- 7 Visibility splays, having the dimensions 2.4m x 43m, shall be safeguarded at the junction of the access road with Carrs 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.**
- 8 The sales cabin and parking for staff and customers visiting the site, as per approved drawing YW-04-20 B, CLC/LP-01 and 2016 Barratt Marketing Suite Drawing 03, shall be retained for the entire construction period.
- Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 9 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.**
- 10 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.**

- 11 In addition to the condition survey provided on commencement of development, the Local Planning Authority may require further surveys during the course of the development if in the opinion of the Local Highway Authority there appear to be new defects attributable to the traffic ensuing from the development that require remedial action prior to the completion of the development. Any remedial works identified by the Local Highway Authority as a result of these further surveys shall be completed within a reasonable period of time specified by the local highway authority at the developer's expense. On completion of the development a final condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify any remaining 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.
- 12 Phasing of the development shall be carried out in accordance with the approved details as per drawing 2017-083-07.
Reason: To ensure a safe and adequate highway network, in accordance with Core Strategy Policy CSP 26.
- 13 No part of the development shall be occupied or brought into use until the approved drainage scheme (drawing 39094/1000 Rev A, 39094/035 Rev A, 39094/026 - 39094/034 Rev A) 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.
- 14 Notwithstanding the approved landscaping details as shown on drawings: 39094/1000 Rev A, 39094/035 Rev A, 39094/026 - 39094/034 Rev A, no development of the plots as amended by this application 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 (updated to reflect ecological mitigation measures); 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 building(s).
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

- 15 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 other of similar size and species.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.
- 16 Notwithstanding the approved landscaping details as shown on drawings: 39094/1000 Rev A, 39094/035 Rev A, 39094/026 - 39094/034 Rev A a revised landscape management plan for the plots as amended by this permission, 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.
- 17 The development shall be constructed in accordance with the approved Arboricultural Method Statement dated 11819-C/AJB
Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality in accordance with Core Strategy Policy CSP 36 Biodiversity and Geodiversity.
- 18 The erection of barriers and any other measures specified 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 safeguard existing trees, in the interest of visual amenity.
- 19 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

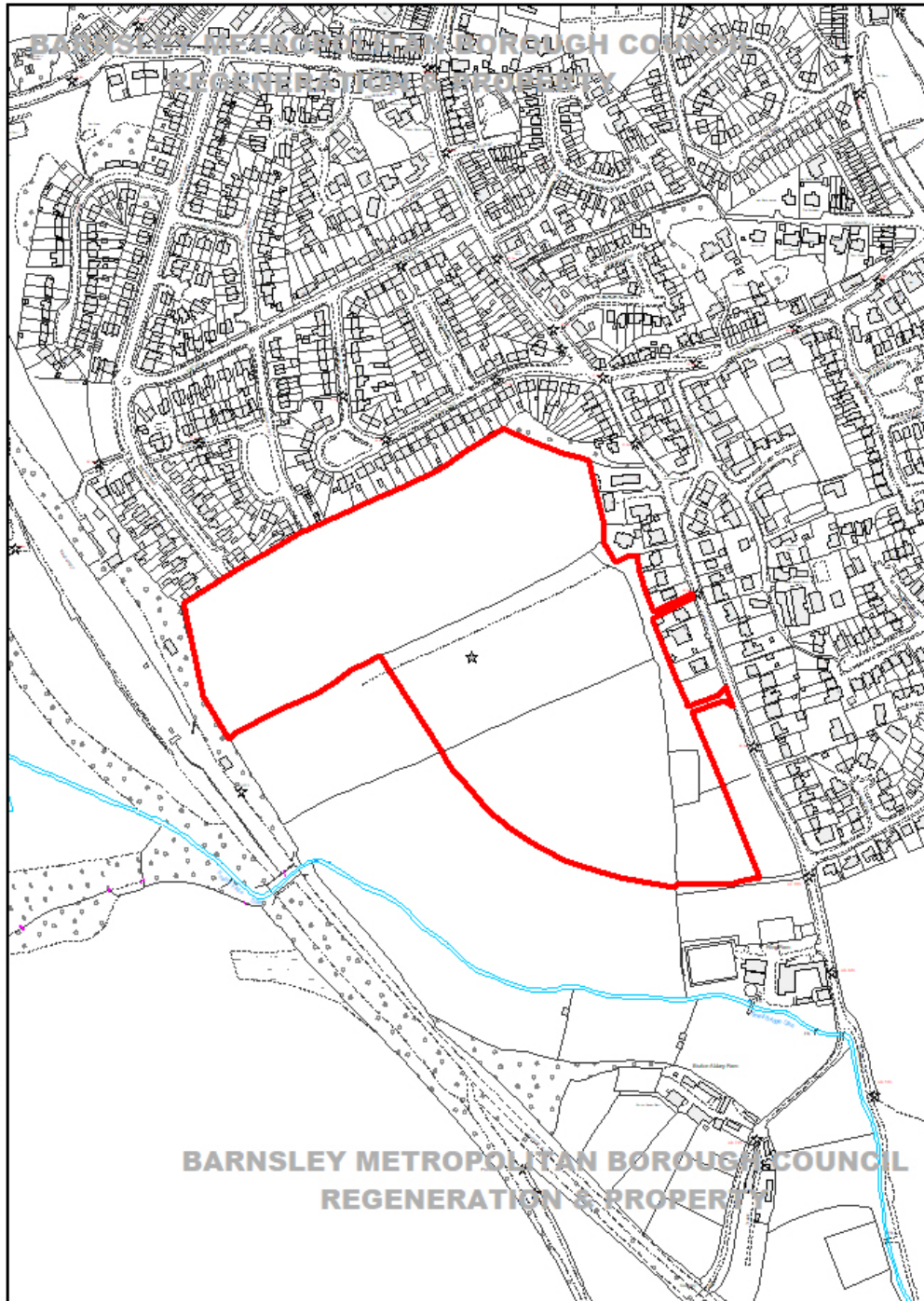
- 20 The boundary treatments as shown on the Landscape Masterplan (R/1789/1B) shall be completed before the dwellings are occupied. Development shall be carried out in accordance with the approved details unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property in accordance with Core Strategy policy CSP 29
- 21 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration of plots 95, 96, 140-145, 153, 154, 178, 177, 196-197, 200-202, 205, 266, 215-217 and 111-113 which would otherwise be permitted by Part 1 of Schedule 2 to that Order shall be carried out without the prior written consent of the Local Planning Authority, and no garages or other outbuildings shall be erected.
Reason: To safeguard the openness and visual amenities of the Green Belt in accordance with Core Strategy Policy CSP 34, Protection of Green Belt.
- 22 The boundary treatment to be erected for the area located around the attenuation pond shall be constructed in accordance with the Technical Layout 2017_083_01J and Boundary Treatment 2017_083_04A. The boundary treatment shall be completed before the pond is brought into operation or in accordance with a timescale to be agreed. 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
- 23 Prior to commencement of development of the plots as amended by this permission an amended Ecological Mitigation Plan 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.
- 24 No construction of buildings or other structures within 5m of the sewer that is laid within the site shall take place until measures to divert or otherwise formally close those lengths of sewer that would otherwise conflict with the proposed development have been implemented in accordance with details that have been submitted to and approved by the local Planning Authority.
Reason: In the interests of satisfactory and sustainable drainage

- 25 The development shall be carried out in accordance with the recommendations in Sirius report ref C6138A Rev 3 'Geo-environmental appraisal', and Sirius Supplementary Mining Investigation letter C6138B/MB/6765 Rev 3
Reason: In order to ensure safety and stability of the proposed development in accordance with CSP39
- 26 The development shall only take place in accordance with the approved WSI (BYW19-01) 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.
- 27 Notwithstanding the approved Bin Storage (plan 2017-083-01 Rev E), development of the plots as amended by this permission shall not take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of bin storage areas. The approved bin storage shall be implemented in accordance with the approved details prior to the occupation of the building(s).
Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29 and in the interest of highway safety, in accordance with Core Strategy Policy CSP 26
- 28 The High Speed Broadband for the development shall be carried out in accordance with the approved letter from OpenReach BT.
Reason: In order to ensure compliance Core Strategy policy CSP 42, policy I1 in the emerging Local Plan and in accordance with paragraphs 42 and 43 of the National Planning Policy Framework.
- 29 Prior to completion of the development details for the provision of grit bins within the development have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation of the dwellings, or an alternative timetable to be agreed with the Local Planning Authority.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

30 The hereby approved Travel Plan prepared by SCP (amended version dated June 2017) shall be implemented in accordance with an implementation strategy to be submitted and approved in writing by the Local Planning Authority prior to the occupation of the residential development hereby permitted. Reports demonstrating the progress in promoting sustainable transport measures shall be submitted annually on each anniversary of the date of first occupation to the Local Planning Authority for a period of 5 years from first occupation of the residential development hereby permitted.

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

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BARNESLEY MBC - Regeneration & Property



Scale 1: -----

Item 10

2018/1266

Applicant: Barnsley SPV One Ltd

Description: Two storey extension to school and associated works.

Site Address: Penistone Grammar School ALC, Huddersfield Road, Penistone, Sheffield, S36 7BX

No Objections have been made and one letter of support has been received.

Site Description

Penistone Grammar School is located to the north of the centre of Penistone. Penistone itself is a market town and is protected in significant part by a large town centre conservation area. Whilst the school sits well outside the conservation area, the scale and massing of the existing school is such that it has a visual impact on a significant area of the town.

The existing school was approved in 2009. It is a large modern building constructed of buff block and render with metal clad roof. The building is circa 16,008m² with a current capacity of circa 1,350 pupils aged between 11 and 18.

The area surrounding the primary school is mostly agricultural with land to the north comprising residential properties. The main entrance and reception is north of the building and provides access for pedestrians approaching from the north as well as students who travel by school bus. Students who travel on foot from Bridge End enter the campus via the south entrance. Cycle shelters are situated at both the North and south approaches to school.

Proposed Development

The proposed application is for the construction of a two-storey classroom block (Use class D1: non-residential institution) housing two science laboratories, six classrooms, two staff rooms and associated toilet and support provision. The works include a connecting link to the existing science department and changes to the landscaping to accommodate the building. The new building will be serviced from the existing boiler plant.

The application site of 2,500m² contains the new extension, the associated landscape works and construction space to allow the scheme to be delivered. The project is required as part of a scheme of works to allow for the planned expansion of Penistone Grammar School to accommodate an increase in the school roll by a further 250 students. The increase in students will be phased over 5 years (50 per year) with the first phase of works, comprising internal reconfiguration, completed in 2018 to allow an additional 50 pupils. This extension is phase 2 and will create sufficient space to accommodate the remaining 200 to 2022.

History

2006/1053 - Demolition of existing school and erection of an Advanced Learning Centre and provision of additional sports pitches (Outline) – Approved

2009/0033 - Variation of conditions 4, 8 and 27 relating to trees, access details and community use agreement on previous permission 2006/1053 dated 22 September 2006 for demolition of existing school and erection of an Advanced Learning Centre and provision of additional sports pitches (Outline) – Approved

2009/0078 - Demolition of existing school and erection of Advanced Learning Centre with associated parking, bus and parent drop off area, hard and soft landscaping, sports pitches and bridge link between the new school and sports pitches (Reserved Matters) – Approved

2011/0457 - Variation of conditions 5, 7 and 16 of 2009/0033 to allow school to open prior to completion of permanent car parking arrangements – Withdrawn

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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan.

Local Development Framework Core Strategy

CSP3 'Sustainable Drainage Systems'
CSP4 'Flood Risk'
CSP8 'The Location of Growth'
CSP9 'The Number of New Homes to be Built'
CSP10 'The Distribution of New Homes'
CSP26 'New Development and Highway Improvement'
CSP29 'Design'
CSP35 'Greenspace'
CSP36 'Biodiversity and Geodiversity'
CSP39 'Contaminated and Unstable Land'
CSP40 'Pollution Control and Protection'
CSP43 'Educational Facilities and Community Uses'

Saved UDP Policies

UDP notation: Green Belt and Existing Community Facility

GS6 Extent of the Green Belt

SPD's

- Designing New Residential Development
- Parking
- Open Space Provision on New Housing Developments
- Residential Amenity and the Siting of new buildings

Other

South Yorkshire Residential Design Guide

Emerging Local Plan

Proposed allocation: Urban Fabric and School Grounds (Green Space GS1)

Policies of relevance would be:

Policy GD1 – General Development

Policy T4 – New Development and Transport Safety

Policy D1 – High Quality Design and Place Making

Policy HE1 – The Historic Environment

Policy GS1 – Green Space

Policy BI01 – Biodiversity and Geodiversity

Policy GB1 – Protection of Green Belt

Policy GB2 – Replacement, extension and alteration of existing buildings in the Green Belt

Policy Poll1 – Pollution Control and Protection

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.

Section 13 'Protecting Green Belt Land' is particularly relevant to this application with paragraph 145 stating:

"Local Planning Authorities should regard the construction of new buildings as inappropriate development in the Green Belt. Exceptions to this are: (amongst others)

-the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building

- limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the openness of the Green Belt than the existing development;"

Consultations

Biodiversity – Is content with the outline proposals in most regards but requests further information.

Conservation and Design – Initially my main concern was how the proposed extension would impact on the setting of the nearest listed buildings at Nether Mill and further afield on Bridge street and other views looking north from the conservation area. I am clear the proposal will have little impact from these viewpoints and distances and the extension will be generally subsumed (visually) into the back drop of the existing southern elevation. The cut and fill / platforming of the proposal means it will sit down as much as possible and the elevational treatments are exactly the same as the existing meaning the extension should not be intrusive.

Drainage – No objections, happy for the details to be dealt with by building control.

Highways – No objections subject to conditions

Pollution – No objections subject to conditions restricting construction hours.

Sport England – Outside of their statutory and non-statutory remit.

SYMAS – No objections

Trees – A full tree survey and arboricultural impact assessment has been provided with this application and deals adequately with the issues faced by the trees on site. No objections subject to conditions.

Representations

The application was advertised by neighbour notification letters, site notice and Press Advert. One letter of support has been received stating:

I have no adverse comments on this proposal I like the sedum roof and the profile level treatment with materials to match existing elevations. There is no visual intrusion from my home and assume there is an educational necessity for the increase in accommodation and particularly welcome further science facilities included in the proposal

In addition, the Parish Council have confirmed no objections.

Assessment

Principle of Development

The proposed site is an existing community facility. Core Strategy Policy CSP43 supports the provision of schools, educational facilities and other community facilities.

In terms of greenspace the site of the existing school is identified as a District Level Outdoor Sports Facility GS1787 Penistone Grammar ALC on the Council's greenspace register. CSP35 states that we will only allow development proposals that result in the loss of green space where there is a surplus or appropriate replacement provision is made. However, it is considered that the proposals have no detrimental impact on the use of the existing green space, and in particular the sports facilities, given the proposed landscape improvements and biodiversity enhancements.

The site is in the Green Belt in the current development plan (UDP). In the emerging

Local Plan Policies GS7 (UDP) and CSP 34 protect the Green Belt but provide no specific guidance regarding extensions to existing buildings within it. Paragraph 145 of the NPPF includes in the list of exceptions to the presumption that new buildings in the Green Belt are inappropriate, the following cases:

-the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building

- limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the openness of the Green Belt than the existing development;”

In both the above cases the main issue relates to the size of the development not resulting in disproportionate additions that would have a detrimental impact on the openness of the Green Belt. The proposed extension creates 832m² of internal floor space (GIA) which equates to 5% increase. Spread over two floors (compared to the existing 3 storey building), the proposed is modest in scale and it is set down into the existing slope further reducing the overall appearance and bulk of the extension. A sebum roof is also proposed, providing biodiversity benefits and softening the appearance of the building. The Conservation Officer has also commented the following on the visual impact of the scheme:

“The cut and fill / platforming of the proposal means it will sit down as much as possible and the elevational treatments are exactly the same as the existing meaning the extension should not be intrusive”

Taking this all into account the proposed is not considered to be a disproportionate extension to an existing building and, given that the building would generally be subsumed (visually) into the back drop of the existing southern elevation from the main public vantage points, it is also considered that it would not have a greater impact on openness than the existing development, Given this assessment it is concluded that the proposed scheme is not considered to be inappropriate development in the Green Belt.

In addition to the above it should also be noted that in the emerging Local Plan the site is proposed to be removed from the Green Belt, and to be classed as Urban Fabric and School Grounds. Given the advanced stage of the Local Plan, some weight can be given to this proposed change which supports the principle of the development.

The proposed extension is therefore acceptable in principle.

Design

The proposed will be visible from the Conservation Area and a number of locations around Penistone. However, the scale and design of the extension and materials used match the existing with the photomontages and visuals in the Design and Access Statements showing that the extension will blend in with the existing building. This along with the sebum roof reduces the visual impact of the extension.

The extension is located at the south side of the building on an area currently dominated by soft landscaping and a switchback footpath providing accessible route to the school from Huddersfield Road. The extension, in part covers this path with the design accommodating a new level access from the existing school building with a lift. The landscaping plan provided shows replacement planting and the trees highlighted for removal are all relatively new landscaping from when the original building was constructed. The site access is located next to two significant Sycamore trees and it has been identified that ground protection will need to be utilised in this area to ensure they remain unaffected. Further detailed landscaping plans are conditioned (prior to occupation) identifying specifically what species are to be planted and where.

To the south of the proposed extension building a terraced area has been included to reconcile existing levels, to keep as much existing path as possible and to provide a level path to the south edge of the building. Potential desire lines have been considered and have been designed out by either new paths or use of level changes and hedge planting to direct footfall via paved routes only

External lighting is proposed around the perimeter of the building to provide sufficient illumination for the security and safeguarding of students without creating any detrimental impact on the neighbouring residential dwellings. CCTV cameras are also proposed on all main corners of the building to provide perimeter visual security. Conditions will be added requiring further detailed plans of the type of lighting to be used.

Given the above the proposal is considered of an acceptable design that would not have a detrimental impact on the historic environment and would be subservient to the existing building.

Residential Amenity

There will be no impact on residential amenity as the proposed extension is located approximately 50m from the nearest property (to the west of the building) and approximately 100m from the property directly to the south. The siting of the proposal therefore meets the guidelines of the SPD on Residential Amenity and the Siting of New Buildings.

Highways

The proposed extension will increase pupil numbers by 250 over 5 years, in addition 22 extra staff (FTE) will be required. The applicant has undertaken a parking utilisation survey which demonstrates that there is capacity in the current 220 spaces provided in site. In addition, the applicant has confirmed that as a backup plan the school have alternative arrangements for busy days (i.e. open days or events at the school) with the potential use of the coach parking area which is otherwise unused during the bulk of the school day. In conjunction with utilising surplus car parking, the green travel plan sets out target improvements in areas such as car sharing and use of green transport such as cycling and buses.

Due to the steeply sloping nature of the existing school site providing inclusive access for students is very important. As part of the original scheme a multilevel ramp was installed on the south facing bank to the main pupil entrance. However, the school has advised that due to the length of this ramp it has never been used for disabled access. Moving forward, level access will be from the northern entrance of the school with pupils with mobility difficulties able to enter the extension either through the internal link with the existing school or via level access paths from the southern entrance. Internal lift access is provided ensuring a DDA compliant experience. Aside from being Part M compliant and offering accessible facilities, no further adjustments are being made to the existing site

The proposed development is to accommodate another 250 pupils and 22 additional staff. The proposed development is supported by a Transport Assessment. The TA demonstrates that the signal controlled junction at A628 Barnsley Road/B6462 Bridge Street is currently operating close to capacity in both the AM and PM peaks. In 2023, the junction operates over capacity without the development, obviously when the development is included it is made slightly worse. The NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Normal traffic growth results in the junction operating over capacity in 2023, and the addition of the development traffic would only have a slight impact, and as such would not be considered a severe impact. A refusal of planning permission on highway grounds could not, therefore, be substantiated.

As there will be additional pupils walking to school, it is recommended that works to the highway be undertaken to improve safe access. A signal controlled pedestrian crossing adjacent to the pedestrian access on Huddersfield Road and widening of the footway on the western side of Huddersfield Road has been suggested as a solution in the TA. This is the preferred option and, subject to further investigation, is conditioned as part of this approval.

There are, therefore, no objections to the proposed development in a highway context, subject to conditions.

Other Matters

Drainage - Surface water runoff from the proposed extension will discharge at greenfield runoff rates into the local watercourses, via the existing on site surface water drainage. A minimum runoff rate of 5l/s will apply to ensure that flow control devices are not at risk of blockage. The restricted discharge rate will generate surface water attenuation which will be contained within oversized pipes prior to connection. Foul water generated by the development will be discharged into the existing private foul drains on site prior to discharging into the existing 150mm diameter Yorkshire Water Combined Sewer in Huddersfield Road to the west.

Ecology – The Ecological Impact Assessment identifies that the site has limited ecological value; however, the survey is brief and lacks detail particularly in relation to the removal of trees and the lack of any assessment of the existing bat boxes or pond on site. However, the pond is located circa 10m (as the crow flies) from the extension, down a steep slope mitigating any impact either from construction works or the finished extension. The bat boxes, located on the three sycamores to the west of the site will also be afforded some protection by the conditioned tree protection measures with disturbance limited to passing construction traffic. As the site is currently in use as a school, with circa 1,350 pupils on site every day a high level of disturbance in this regard is already likely mitigating the additional impact.

The proposed extension includes a sebum roof which will have a significant biodiversity benefit and a detailed landscaping plan is conditioned to ensure that all replacement planting is of a high standard. Finally further detailed ecological mitigation is conditioned.

Conclusion

The proposed development is for a modest extension to the existing Grammar School as part of a wider scheme of works required to increase the capacity of the school by 250 pupils. It will also create additional employment for circa 22 (FTE) staff. This is to meet the additional need identified as a result of the growth in housing proposed in the Local Plan. As such substantial benefits will result from the development.

The extension has been designed to blend with the existing school and is modest in scale. A number of enhancements to landscaping and biodiversity are proposed including a sebum roof and a comprehensive approach to landscaping can be agreed through suitably worded conditions.

Therefore it is the view of officers that the proposed is acceptable and approval should be granted.

Recommendation

Grant subject to conditions

- 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 plans:

Proposed Site Plan PGEW-10A-V0-ZZ-DR-A-0100-P5
Site Masterplan 0519-PLI-Z1-ZZ-DR-L-0001 P02
Proposed Elevations PGEW-10A-V2-A-2500-P4
Proposed GA PGEW-10A-V0-ZZ-DR-A-0701-P4
Proposed Section PGEW-10A-V2-ZZ-DR-A-2530-P3
Drainage Strategy Plan 3317-SHD-00-ZZ-DR-C-0101 P2
School Travel Plan October 2018

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 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.

- 4 Upon commencement of development, 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 shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

- 5 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 other of similar size and species.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.
- 6 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.
Reason: In the interests of highway safety in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 7 Prior to occupation, detailed arrangements which secure improvements to pedestrian crossing safety on Huddersfield Road shall be submitted to and approved in writing by the Local Planning Authority including highway improvement works. 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.
- 8 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 and the free flow of traffic in accordance with Core Strategy policy CSP 26
- 9 Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access.
Reason: In the interests of highway safety in accordance with Core Strategy policy CSP 26

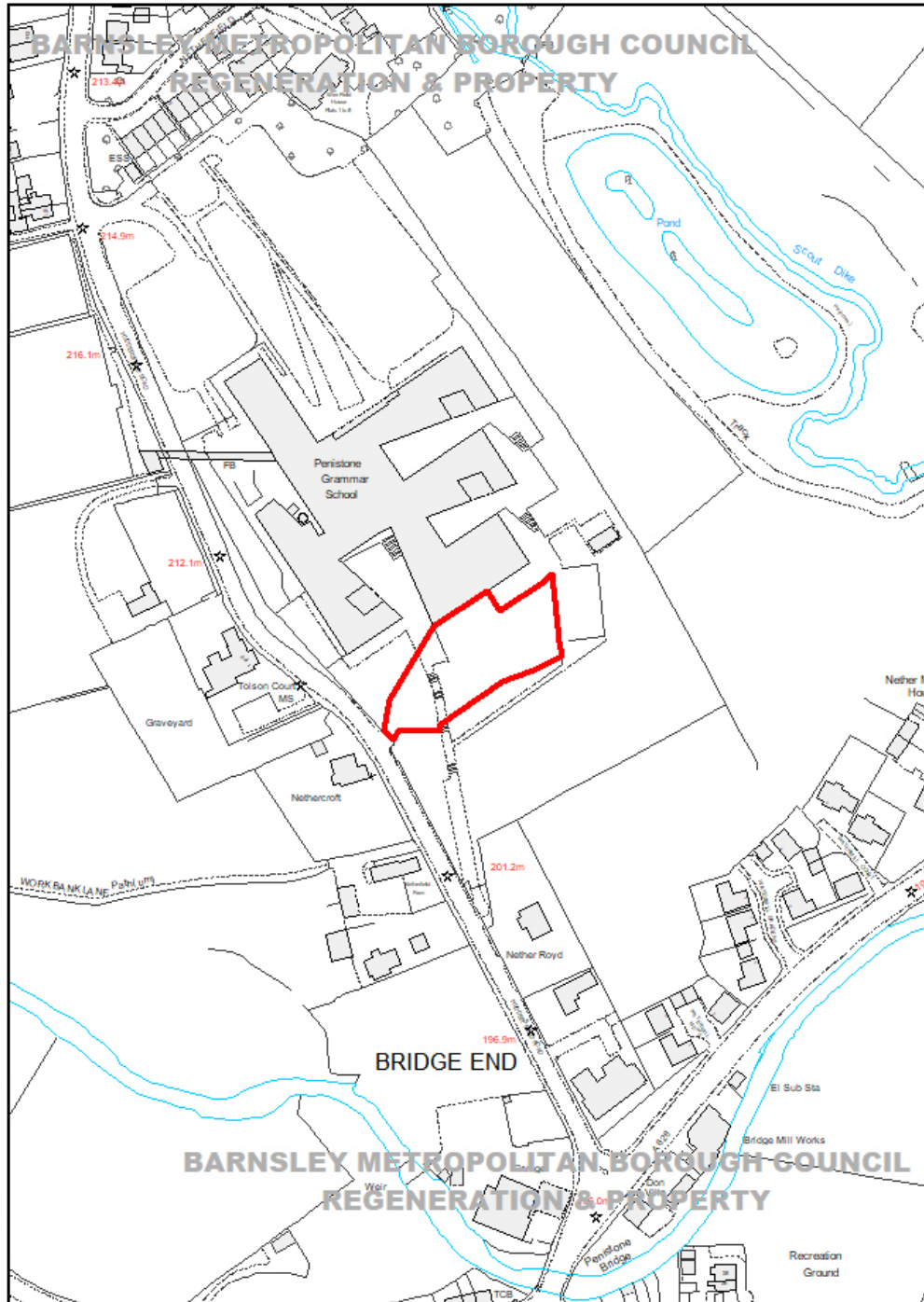
- 10 Development shall not commence until details of the phasing of the development, including the phasing of the highway mitigation measures, has been submitted and approved in writing by the Local Planning Authority, to ensure a safe and adequate highway network.
Reason: In the interests of highway safety in accordance with Core Strategy policy CSP 26
- 11 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;
Measures to prevent mud/debris being deposited on the public highway.
Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.
- 12 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

Tree protective barrier details
Tree protection plan
Arboricultural method statement

Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29
- 13 The erection of barriers and any other measures specified 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: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29

- 14 Prior to commencement of development full details of the mitigation measures identified in the Ecological Survey and the Sebum Roof, 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.
- 15 Prior to occupation of the building/commencement of the use, full details of external lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location, orientation, angle and luminance of the lighting. The approved details shall be implemented prior to occupation of the building/commencement of the use and retained as such thereafter.
Reason: To protect residents from glare and/or nuisance light in accordance with Core Strategy Policy CSP 40 and to accord with the recommendations in the Ecological Assessment in accordance with Core Strategy Policy CSP 36.
- 16 The external materials shall match those used in the existing building.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.

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BARNESLEY MBC - Regeneration & Property



Scale 1: -----

Item 11

2018/1340

Applicant: Mr. Ron Brannon – Berneslai Homes

Description: Variation of condition 2 of application 2018/0969 (Conversion of disused former NHS residential accommodation into 13 dwelling units and associated works including alterations to access road, landscaping, provision of bin stores and street lighting) to allow amendments to the road layout and reduce dwelling numbers from 13 to 12

Site Address: Keresforth Centre, House 1 - 12 Keresforth Close, Barnsley, S70 6RS

Site Location & Description

The application relates to a former collection of 3 bedroom homes owned by the NHS Trust and used to accommodate NHS Staff arriving in to the country from overseas. The dwellings were vacated and then used by the trust as offices with an outpatient facility to dwelling 11. The buildings have been left uninhabited and unused for the past 3 years. The immediate external area is made up of gardens for the houses, a service/ access road and 2 existing garage blocks.

The buildings are predominantly 2 stories in height and, with the exception of the garage blocks, either semi-detached or terraced. The front elevations of the buildings are staggered and not in a straight line.

The site sits to the East of Barnsley fire station, the North East of 3 blocks of apartments, the South of sports fields, the north of playing fields and the West of the NHS Keresforth Centre.

The site, along with the fire station, Keresforth Centre and playing fields falls within mixed use allocation AC16 in the Local Plan. The site is proposed for a mix of housing (circa 200) and green space (3.25Ha of playing pitches).

Proposed Development

Application 2018/0969 was granted planning permission to reinstate and reuse the 12 existing houses as 3/4 bedroom dwellings through a refurbishment programme that would modernise them and ensure they comply with current building regulations.

In addition to the re-use of the existing houses, one of the garage blocks was proposed to be demolished to open up the aspect in front of the second garage block which was then to be converted into a wheelchair accessible dwelling (plot 13).

In total 13 homes were to be created, (1no. 2 bed, 11no. 3 bed and 1 no. 4 bed). The external areas were to be used for the same purpose with each home having its own private garden and dedicated parking allocation (2no. spaces per dwelling). The existing central circulation area was to be used as an access drive.

A turning head was to be introduced at the end of the access road to enable refuse collection and the turning of large vehicles. The turning head required a new retaining wall to be introduced and the existing steps to be demolished and rebuilt.

However, since the approval of application 2018/0969, and following discussions with highways, the applicants are now proposing to amend that approved scheme. The conversion of the buildings themselves will remain largely unchanged; the main alterations are to the access and parking arrangements.

Instead of an access road and turning area being created to allow in curtilage parking, the applicant now proposes to retain the existing pedestrian access to the dwellings and provide parking and turning within a parking court where the garage blocks currently stand. This would result in the previously approved converted garage block to be demolished and therefore omitted from the scheme and as such, the scheme would be reduced from 13 units to 12 units.

The proposed units would retain private amenity spaces to the rear and have front gardens with private pedestrian paths leading to the central shared pedestrian access.

As with the previous approval, external alterations to the dwellings would include a render panel around the main entrance as well as a more contemporary glass canopy above the door. The front doors will be replaced with composite units. The windows will also be replaced with more efficient double glazed uPVC units. The majority of the existing fenestration openings will remain with a small number added to serve the revised internal layouts.

It is also proposed to render the gable elevations with a light colour render to lighten the dwellings and give a more contemporary appearance.

All of the units are proposed to be for affordable rent owned and managed by Berneslai Homes. It is the intention that these units would form part of the affordable provision for the residential development on the mixed use allocation site.

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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan

The Core Strategy

CSP1 Climate Change
CSP2 Sustainable Construction
CSP3 Sustainable Drainage Systems
CSP 4 Flood Risk
CSP5 Including Renewable Energy in Developments.
CSP8 The Location of Growth
CSP9 The Number of New Homes
CSP10 The Distribution of New Homes
CSP14 Housing Mix and Efficient Use of Land

CSP15 Affordable Housing
CSP25 New Development and Sustainable Travel
CSP26 New Development and Highway Improvement
CSP29 Design
CSP30 The Historic Environment
CSP35 Green Space
CSP36 Biodiversity and Geodiversity
CSP39 Contaminated and Unstable Land
CSP40 Pollution Control and Protection
CSP42 Infrastructure and Planning Obligations
CSP43 Educational Facilities and Community Uses

Emerging Local Plan

Policy GD1 – General Development
Policy H7- Housing Mix and Efficient Use of Land
Policy T4 – New Development and Transport Safety
Policy D1 – High Quality Design and Place Making
Policy CC3 – Flood Risk
Policy Poll1 – Pollution Control and Protection

Unitary Development Plan

The UDP designation is Housing Policy Area/Employment Policy Area. The West part of the site is also in a Conservation Area.

Saved UDP policies

H4 'Development on Housing Sites' promotes residential development
H8A 'Existing Residential Areas'

Relevant Supplementary Planning Documents and Advice Notes

SPD Designing New Housing
SPD Open Space provision on New Housing Developments
SPD Parking
PAN 30 Sustainable Location of Housing Sites

NPPF

The NPPF 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:

Para 7 - The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development.

Para 91 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places

Para 109 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 124 - The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Consultations

PROW – Have acknowledged that the paths surrounding the site do not appear to be directly affected by the development.

Drainage – No objections

Yorkshire Water – No objections

SYMAS – No objections subject to applicant being made aware that any significant excavation works may encounter coal and they should have in place contingency plans for this.

The Coal Authority – No comments but no objections to previous scheme subject to Standing Advice

Affordable Housing – No comments but no objections to previous scheme

Regulatory Services – No objections subject to condition

Tree Officer – No objections

Ward Councillors – Cllr Mitchell stated her support of the scheme but requested grit bins

Highways – No objections subject to conditions

Representations

14 neighbouring residents were consulted on the application, a site notice was put up in the local area and a press notice was placed in the Barnsley Chronicle. No letters of representation have been received.

Assessment

Principle of Development

The principle of the development has been established by the granting of application 2018/0969. The assessment of the principle of that development is relevant to this application and stated the following:

The site is located within a Housing Policy Area in the currently adopted Unitary Development Plan maps and within site allocation AC16 in the submission version of the Local Plan. AC16 is a mixed use allocation proposed for circa 200 houses and 3.25ha of Green Space. Furthermore, the buildings were previously used as dwellings for NHS staff relocating to the area from overseas. As such, the use of the buildings for housing is acceptable in principle and previously established.

All dwellings proposed within existing residential areas must ensure that 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. In addition, infill development will only be granted where the development would maintain visual amenity and not create traffic problems or prejudice the possible future development of a larger area of land.

Residential Amenity

The proposed scheme is very similar, in terms of the 12no. converted properties, as the previously approved scheme with the exception of some minor fenestration changes to plots 11 and 12 and some revised boundary lines serving the private amenity spaces. As such, amenity levels for existing and future residents would be very similar.

There are existing residential dwellings to the West of the site in the form of 3no. blocks of apartments. However, the apartments are built on a higher level and the buildings subject to this application already exist, as such, the development would not increase overshadowing or result in overbearing features.

There are habitable room windows proposed in the side elevations of the properties facing the neighbouring apartments, however, given the level differences and separation distances privacy levels for existing and proposed residents would still be maintained to a reasonable degree.

There would be noise and disturbance generated by the proposed development through residential activity and vehicular movements, but, given the buildings have previously been used for residential purposes and as office accommodation, the noise and disturbance would not be significantly different or to an unreasonable degree.

With regards to the amenity of the future residents of the scheme, some of the separation distances between front elevations (between plots 6 and 7 and plots 1 and 12) fall short of the minimum recommended 12m across a road (the distance is 10m). However, these separation distances already exist and are the same as when the units were previously used for residential purposes

As the buildings are staggered there are some instances where windows are on side elevation windows which face neighbouring amenity spaces, especially to the South of the site where the division of garden areas is a little more complicated. The majority of these windows serve non habitable rooms but there are instances where the windows do serve habitable rooms. However, some of the views would be restricted by boundary treatments, especially in respect of ground floor windows. In other situations the windows are secondary windows in dual aspect rooms where a condition could be recommended to obscure them

without restricting light levels or outlook for occupants. As such, privacy levels would be maintained to a reasonable degree.

Despite the dwellings being constructed a number of years ago the internal spacing on offer is similar to current requirements. For example the 3 bedroomed units measure approximately 75/76m² internally which is only marginally short of the 77m² for a 3 bedroom 4 person household set out in the South Yorkshire Residential Design Guide, as such, amenity levels for future residents would be to a reasonable degree.

In terms of external amenity space, the properties in the northern section of the site meet or exceed the 60m² recommended in the SPD and South Yorkshire Residential Design Guide. However, given the location of the steep banking, in close proximity to the rear elevations of plots 7-9, those plots fall below the recommended external amenity standards. However, as the buildings exist there is little opportunity to increase the garden sizes without reconfiguring the adjacent land and constructing large retaining structures.

The gardens would be large enough to provide seating/entertaining areas but would have minimal space for recreation. Permitted Development rights would be removed so that the garden areas could not be eroded further through the erection of extensions or outbuildings. Furthermore, there is currently a playing field directly opposite the site and if a mixed use scheme comes forward on AC16 it would need to incorporate a large area of green space which could be used by residents. There is also a large sports club nearby which provides a range of recreational activities. On this basis, there are recreational opportunities within close proximity to the site and as such, on balance, the smaller garden areas are not considered to be of detriment to warrant refusal of the scheme.

Design & Visual Amenity

The existing buildings would not be dramatically altered, rather brought up to date and modernised. Furthermore, with the exception of relatively minor alterations to the fenestration of plots 11 and 12 the proposed dwellings would remain very similar to those already approved under application 2018/0969.

A feature would be made of the main entrance doors with a rendered panel around the door itself and a glazed canopy above. The front doors themselves would also be replaced for a more contemporary composite design with the windows also being upgraded. The gables of the buildings would also be covered in a light colour render to brighten up the elevations. The proposed amendments would retain the original character but modernise and uplift the appearance more in-line with modern developments, as such, the amendments would arguably improve visual amenity, in accordance with CSP29.

Currently there is a shared space between the front elevations of the buildings which accommodates footpaths and landscaping. This would be revised in order to retain a single pedestrian footpath through the centre of the site, which leads to a set of steps and access to a footpath at the end. The footpath would be bounded by front garden areas and private access paths serving the proposed dwellings. The proposed arrangement obviously differs from the previously approved access but is not significantly different to the existing situation.

To the North East of the site there would be a parking court area and turning head. This is similar to the existing situation albeit the existing garage blocks would be replaced with open parking spaces. The cars and hardsurfacing would not be over dominant as they would be set back and surrounded by landscaping and dense vegetation.

It should be noted that the previously approved scheme incorporated an adoptable road through the scheme and provided in curtilage parking. By removing that from the current

scheme and reverting to a shared parking court, this frees up extra space for front gardens and soft landscaping giving the developments a softer and more open appearance, to the benefit of visual amenity. In addition it has also allowed the existing vegetation to the east and south of the site which benefits the biodiversity of the site.

The majority of the properties have pedestrian access to the rear garden areas in order to store bins and recycling containers, however, given plots 8 and 9 are mid terraced units, they have no external access. These properties would have timber bin stores to the front which would be set back from the highway and partially obscured due to the neighbouring properties being set further forward on their plots. As such, waste and recycling containers would be located in non-prominent positions and not dominate the streetscene.

A refuse collection point is also proposed adjacent to the parking court so that bins can be stored neatly and safely adjacent to the adopted highway on collection days.

Highway Safety

The existing buildings are located off a private road and were formerly used for residential purposes. There are, therefore, no objections in principle to the proposed development in a highway context. The current proposal differs from the previous approval in that each dwelling would not have in-curtilage parking, however, the current proposal closely relates to the existing situation with a shared parking area and pedestrian access to the properties.

Whilst the changes to the approved scheme have resulted in visual and biodiversity improvements it is acknowledged that residents would not be able to drive their cars up to the house which will, in some circumstances, lead to long carry distances from their cars to their dwellings. This is especially the case for the future residents of plots 5-8, and would also be the case for the occupants taking bins out to the refuse collection point. However, as outlined above, this is the situation which previously occurred when the buildings were in residential uses. Overall, it is felt that the benefits gained in terms of visual and biodiversity improvements balance out the potential occasional difficulties that would occur from the distances between the properties and the car park/refuse areas.

The existing buildings are located off a private road (the section of road between Broadway and the site is not adopted) and it should be noted that a connection to an adopted highway will be required at some point in the future. However, given that the site forms part of a larger mixed use allocation, there are likely to be upgrades to the roadways through the site as part of future planning applications that this development would benefit from. The proposed roadway within the site itself is 5.5m wide with 700mm hard margins so would be capable of being adopted in the future.

In terms of the internal layout the scheme provides sufficient off-street parking to meet the relevant SPD and also provides a turning head for refuse vehicles. As such the proposal is considered acceptable on highway safety grounds.

Conclusion

Taking into account the relevant development plan policies and other material considerations, subject to conditions, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the revised scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation

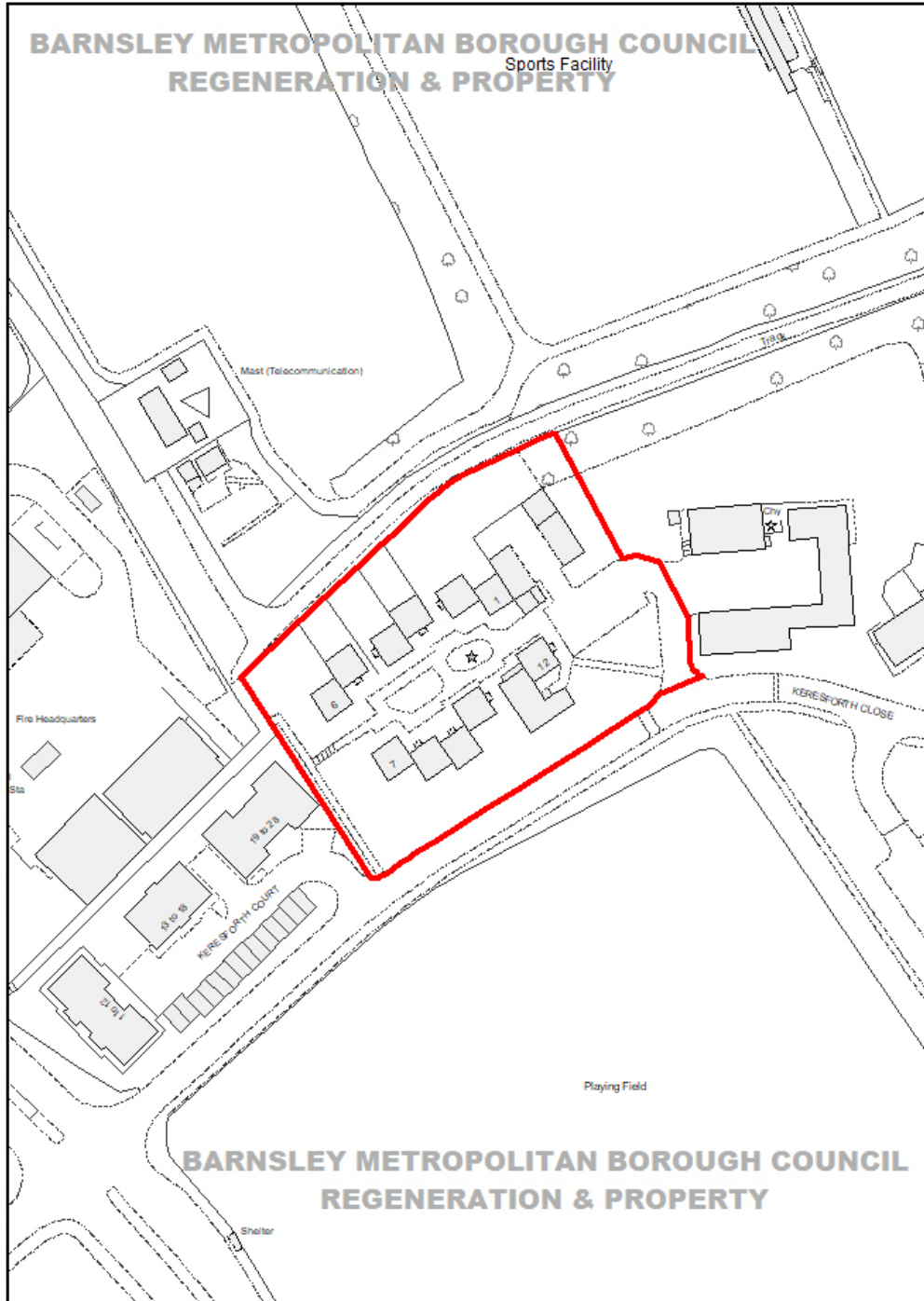
Approve subject to conditions

- 1 The development hereby permitted shall be begun before 26th September 2021.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990 and condition 1 of application 2018/0969.
- 2 The development hereby approved shall be carried out strictly in accordance with the plans (Nos 004-C5, 004-C10, 004-C12, 011-C2, 013-P1, 014-P1, 015-P1, 016-P1, 017-P1, 018-P1, 018-C5, 022-P1, 024-P1, 025-P1, 026-P1, 027-P1, 028-P1, 030-P1, 035-P1, 036-C3, 037-P1, 038-P1, 082-P1 and 084-P1) 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 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.
- 4 Upon commencement of development, 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 shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.
- 5 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 other of similar size and species.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

- 6 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.
- 7 Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access.
Reason: in the interests of highway safety and the free and safe flow of traffic and in accordance with Core Strategy Policy CSP26, New Development and Highway Improvement.
- 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
 - Wheel washing facilities
 - Measures to control the emission of dust and dirt 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.**
- 9 The window on the Eastern elevation of plot 11 (W109) facing the rear garden area of plot 12 shall at all times be fitted with obscure glass and retained as such thereafter.
Reason: To safeguard the privacy and amenities of the occupiers of adjoining residential property and in accordance with LDF Core Strategy Policy CSP 29, Design.

- 10 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 enlargement, improvement or other alteration of the dwellings which would otherwise be permitted by Part 1 of Schedule 2 to that Order shall be carried out without the prior written consent of the Local Planning Authority, and no garages or other outbuildings shall be erected.
- Reason: To safeguard the privacy and amenities of the occupiers of adjoining residential property in accordance with Core Strategy Policy CSP 29.**

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BARNSELY MBC - Regeneration & Property



Scale 1: _____

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2018/1284

Applicant: Barnsley MBC

Description: Demolition of former factory building

Site Address: Dawsons, Wath Road, Elsecar, Barnsley, S74 8HJ

5 letters received, 4 of which offer support for the building demolition and the fifth requesting the retention of the trees.

Site Description

The application relates to a rectangular steel frame building measuring circa 2900m² which was built in the 1970's. The building was occupied by Dawson's MMP Ltd until recently which was a supplier of catering equipment. The building is accessed via Wath Road to the West of the site and has parking and manoeuvring areas adjacent to the West and North elevations. Internally, there is one very large storage space at the back (east side) of the building with a series of small offices along the front (west side).

The building sits within the Elsecar Conservation Area and is immediately to the North of Elsecar Heritage Centre, which is home to numerous listed buildings. There are residential properties to the North of the site as well as a pedestrian access to the canal and Trans Pennine trail. To the East of the site is a temporary overspill carpark used by the Elsecar Heritage centre as well as the Trans Pennine Trail and Elsecar Heritage Railway. Beyond the railway are several dwellings on Distillery Side, as well as the Newcomen Beam Engine which is the only one of its kind in the world and classified as a Schedule Ancient Monument.

Until recently the building was owned by Dawson M M P Ltd., a restaurant supply company, and used as a storage depot and offices. They vacated the site in December 2017 and the land and building was sold to Barnsley Council. The building is currently empty

Proposed Development

Given the building is within a conservation area planning permission is required for demolition.

The applicant seeks permission to demolish the building and clear the site ready for potential future development.

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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary

Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan that is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan

Policies of relevant in the emerging Local Plan are as follows:

Policy GD1 – General Development
Policy D1 – High Quality Design and Place Making
Policy HE1 – The Historic Environment
Policy HE3 – Developments affecting Historic Buildings
Policy HE5 – the Demolition of Historic Buildings
POLL1 – Pollution Control and Protection

Core Strategy

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.

CSP30 – The Historic Environment – We will positively encourage the management, conservation and enjoyment of Barnsley’s historic environment.

CSP40 ‘Pollution Control and Protection’ Development states that developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

NPPF

The NPPF 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:

Para 109 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 124 - The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Para 200 - Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Consultations

Historic England – No objections

Conservation Officer – No objections

SYAS – No comments

Yorkshire Water – No objections

Drainage – No objections

Highways – No objections

Tree Officer – No objections subject to conditions

PROW – no objections subject to suggestions

Pollution Control – No objections subject to conditions

Ward Councillors – No comments

Representations

Neighbours were consulted in writing and a site notice was erected on Wath Road. A public notice was also published in the Barnsley Chronicle. As a result, 5 letters have been received. 2 of the letters were in complete support of the proposal and a further 2 letters support the removal of the building but highlight some areas of concern. The fifth letter does not object to the removal of the building but does raise concerns. The main points of concern from those 3 letters are set out below:

- Potential loss of trees
- Loss of privacy
- Impact on wildlife
- Potential contamination
- Potential structural disturbance
- Concerns over the use of the site as a temporary car park
- Concerns over future development on the site
- Noise and disturbance generated during demolition
- Potential anti-social behaviour

Assessment

Principle of development and impact on Historic Setting

The site itself has high historical and archaeological significance. The east end of the site contains the buried remains of the first Elsecar Canal Basin (constructed in the 1790s) which was in-filled and redeveloped as railway sidings in the mid-19th century. The railway sidings

themselves were a key part of the workshop complex, and there is potential for buried remains including rails and track-beds to survive. The site forms part of the setting for the Elsecar Newcomen Engine (a Scheduled Ancient Monument) which sits directly to the East, the former Elsecar Workshops/New Yard and rows of 18th and 19th century workers housing on Wath Road– the majority of which are Listed Buildings.

The present building is considered to be of low architectural and historical significance. It is a relatively recent building (circa 1970's) of standard construction and is listed in the Conservation Area Appraisal as one of the buildings that do not contribute to the special character of the Conservation Area. The size of the building is out of scale, and the large expanse of brick and dark corrugated cladding contrast negatively with the surrounding historic environment. It also blocks sightlines between the village and the Elsecar New Colliery and Newcomen Engine (a Scheduled Ancient Monument) directly to the East, as well as other historic buildings on Distillery Side.

The building has some local interest as part of the Elsecar Colliery Workshops site, particularly as this is still within living memory and some of the former NCB employees still live in the local area, but it is not considered to represent a significant element of the workshop complex.

Historic England has commented that the “existing building on the site makes a negligible contribution to the character of the conservation area and the setting of the designated heritage assets”. As such, its loss is not considered to be of detriment to the Conservation Area, or the setting of the listed buildings and Scheduled Ancient Monument

Residential Amenity

There would be noise and disturbance as a result of the proposed demolition works; however, long standing residential amenity issues are not envisaged once all the materials have been removed.

The contractor would need to work in accordance with Building Regulations and Health and Safety Legislation.

Highway Safety

Highways DM have been consulted on the application and raised no objections. The applicants have submitted a method statement which deals with the demolition procedures including dust and mud issues.

Trees

The submitted Tree Survey revealed 39 items of woody vegetation, comprised of 28 individual trees and 1 group of trees or shrubs or hedges. Of the surveyed trees, 11 trees and 3 groups are retention category 'B', and the remaining 17 trees are 8 groups are retention category C.

The Significant tree cover within the site consists primarily of boundary groups of trees and shrubs surrounding the warehouse building and hardstanding areas. To the North West by the site entrance, two groups of individual trees line the grass verges. At the northern end of the site, two large mature crack willows are situated between the railway and the canal basin.

The survey has identified that the trees closest to the building will require removal. The Tree Officer has raised no objections with that proposal.

Given the nature of the works which are required it will be necessary to provide protection for the retained trees on the site and, as such, protective barrier details and a tree protection plan will be required prior to the commencement of the works on site. This will be secured via conditions.

Public Rights of Way

The track to the east of the property is not a recorded public right of way, but is heavily used by the public to connect to the Trans Pennine Trail without having to cross over the railway line. The applicants have agreed with the Public Rights of Way Team that a permissive public right of way can be put in place over the site to keep that access open.

Ecology

A bat survey has been submitted alongside the application. Following a site assessment there were no visible signs of bat presence either inside or outside the site and the building was considered to lack significant potential to support roosting bats. Furthermore, trees adjacent to the building lack features with potential to accommodate roosting bats.

The report concluded that no further bat survey is necessary providing that works commence within 24 months of the initial survey. However, demolition should proceed with caution for unexpected bat presence. If bats are subsequently discovered, work should be stopped and further advice sought.

Summary

The former Dawson's site is a key site within Elsecar Conservation Area, adjacent to the listed buildings at the Heritage Centre and the scheduled monument of the Elsecar Colliery Newcomen Engine. However, the existing building on the site makes a negligible contribution to the character of the conservation area and the setting of the designated heritage assets. Its removal offers the opportunity for enhancement.

Recommendation

Approve subject to conditions:-

- 1 The development hereby approved shall be carried out strictly in accordance with the plans 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.
- 2 Demolition 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.

3 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

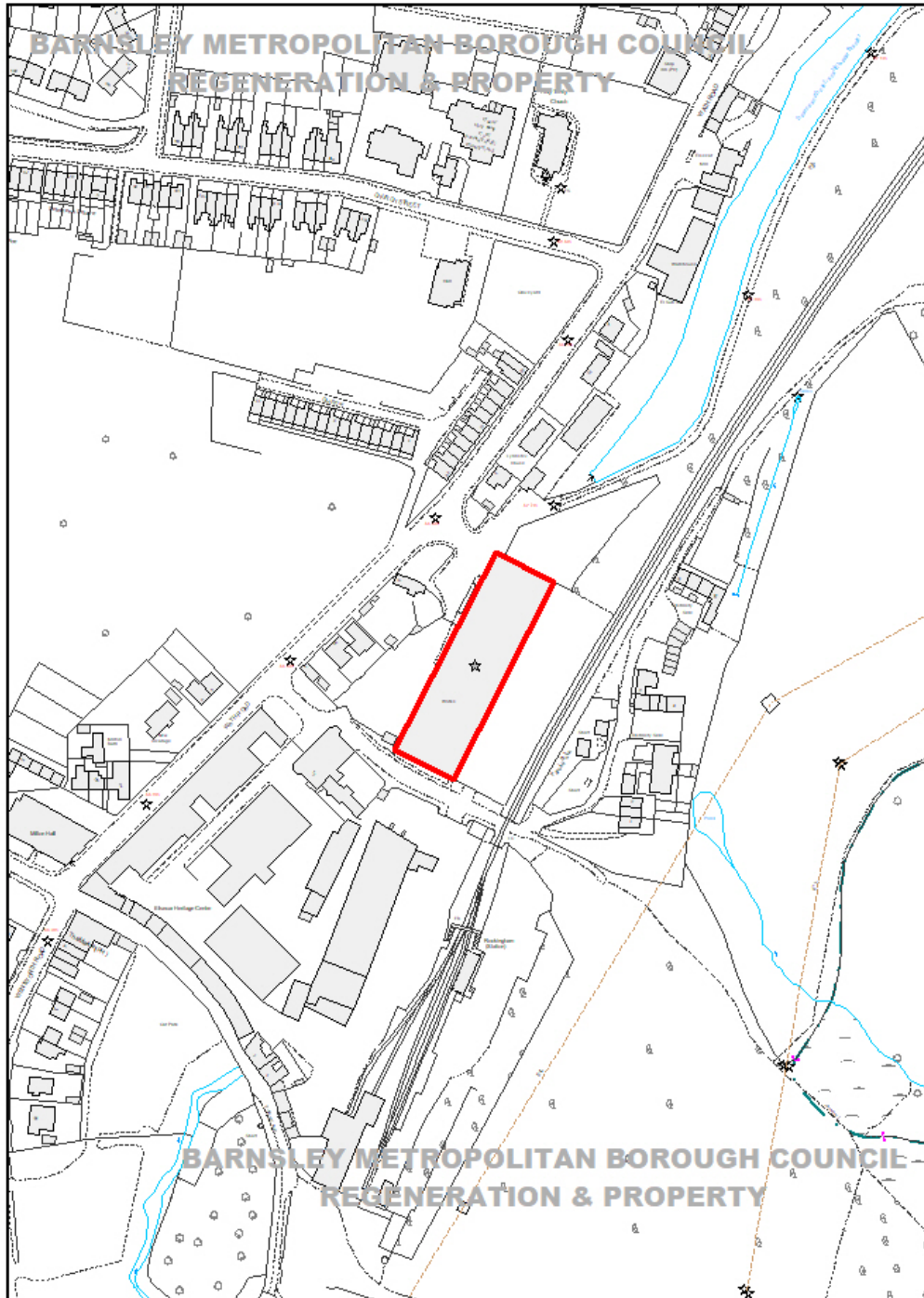
- Tree protective barrier details
- Tree protection plan

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

4 The erection of barriers and any other measures specified 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 safeguard existing trees, in the interest of visual amenity.

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BARNESLEY MBC - Regeneration & Property



Scale 1: -----

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2018/1345

Applicant: Mark Caddick

Description: Erection of single storey side extension

Site Address: 20 Steeton Court, Elsecar, Barnsley, S74 8DX

The application is being presented to Members as the applicant is an employee of the authority.

Site Description

The application relates to a detached bungalow located at the end of a cul-de-sac, Steeton Court, in Elsecar and backs onto a public right of way and onto a railway line. The dwelling is of a buff brick and roman roof tile construction, with a detached garage and private drive to the west of the site. Attached to the eastern elevation is a single storey conservatory that faces into a private garden.

The surrounding area is characterised by other detached bungalows that are of a similar design and material construction.

Proposed Development

The applicant is seeking permission for the erection of a single storey side extension to the dwelling, replacing the existing conservatory.

The extension will have a sideward projection of 2.8m at the front and 3.1m at the rear. It will have a width of 6.8m with a gable pitched roof with eaves of 2.4m and a ridge of 4.1m. Matching brickwork and roof materials are proposed.

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 emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan

The emergent policies of the Local Plan that are attributable to this development are GD1 and D1. In general they resonate with the requirements of Core Strategy Policy 29.

Core Strategy Policy 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.

Supplementary Planning Document - House Extensions sets out the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations. The general principles are that proposals should:

- I. Be of a scale and design which harmonises with the existing building
- II. Not adversely affect the amenity of neighbouring properties
- III. Maintain the character of the street scene and
- IV. Not interfere with highway safety.

SPD – House Extensions states that the design of a single storey side extension should reflect the design of the existing dwelling in terms of roof style, pitch materials and detailing and should not have an excessive sideways projection (i.e. more than two thirds the width of the original dwelling).

These policies are considered to reflect the policies set out in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings.

Consultations

Public Rights of Way – No comments received

Representations

Notification letters were sent to neighbouring properties and a site notice was posted. No comments or representations were received.

Assessment

Principle of Development

The site falls within a Housing Policy Area. As such extensions and alterations to a domestic property are acceptable in principle provided that they remain subsidiary to the host dwelling, are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties.

Extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity and on highway safety.

Residential Amenity

Single storey side extensions should reflect the design of the existing dwelling in terms of roof style, materials and detailing, and should also not have an excessive sideward projection (i.e. more than 2/3 the width of the original dwelling).

The side extension will be located to the north west of the adjacent dwelling and facing towards the side elevation of the neighbouring property. As such, it is not considered to have a significantly detrimental effect in terms of overshadowing or overbearing.

Most of the proposed extension falls within what could be erected under permitted development rights. It is therefore only the additional 0.1m in ridge height that can be

considered for its impact. Given the modest size of the extension, it is unlikely to have any detrimental effect on the neighbouring property in terms of overshadowing or overbearing and so is considered acceptable.

Visual Amenity

The dwelling is located at the end of the cul-de-sac and the extension will be well screened from public vantage points. As such, it is unlikely to form a dominant or obtrusive feature within the street scene.

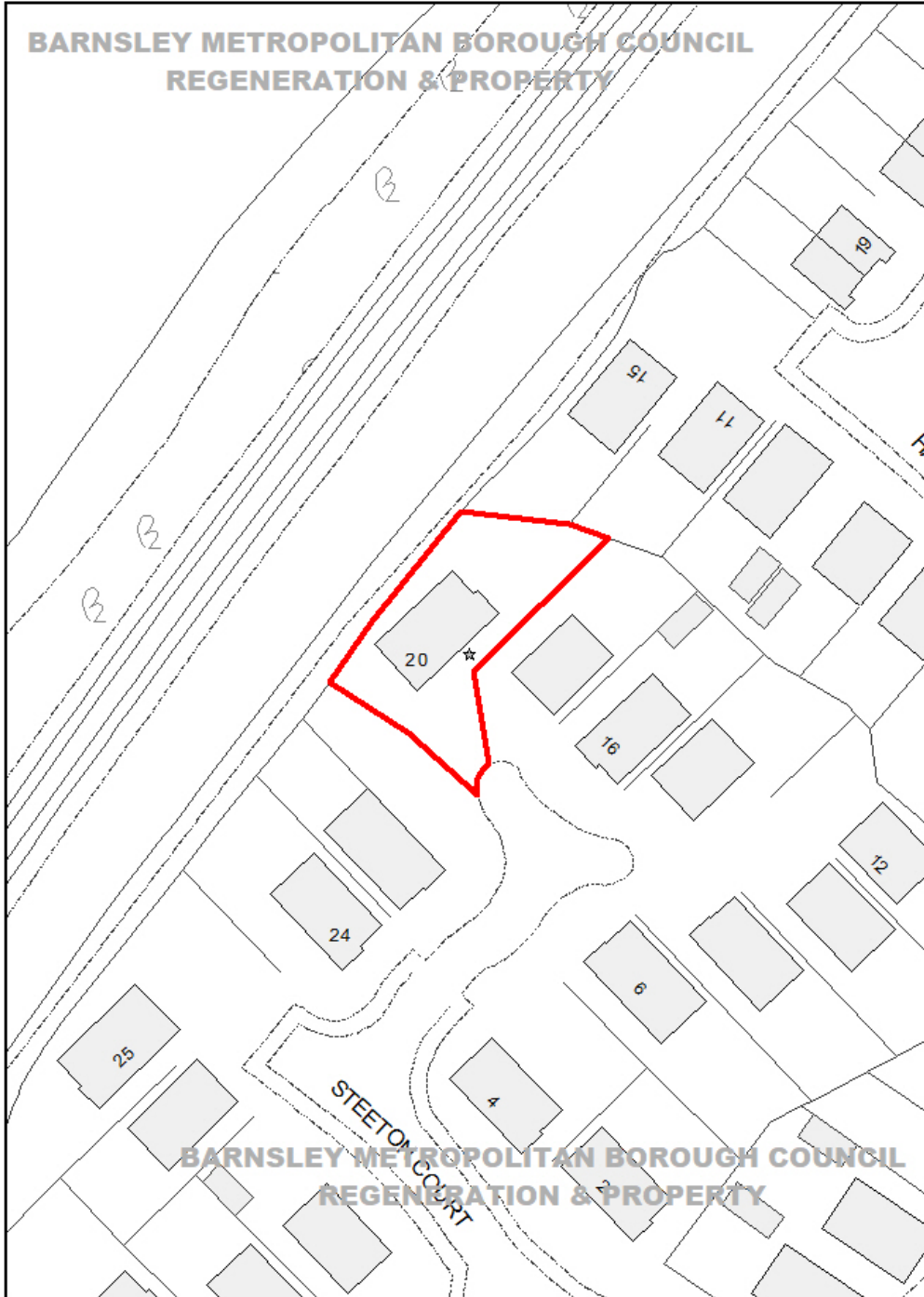
The extension has been designed to harmonise with the original dwelling in terms of materials, detailing and design. Therefore the proposal is considered acceptable in terms of visual amenity and in compliance with Core Strategy Policy CSP 29 and SPD – House Extensions.

Recommendation

Approve subject to conditions:-

- 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 plans (Drawing Nos. SC-01, 02, 03, 04, 05 & 06) 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 The external materials shall match those used in the existing building.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.

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BARNSELY MBC - Regeneration & Property



Scale 1: _____

Item 14

BARNSELY METROPOLITAN BOROUGH COUNCIL

PLANNING APPEALS

01 November 2018 to 30 November 2018

APPEALS RECEIVED

1 appeal was received in November 2018:

<u>Reference</u>	<u>Details</u>	<u>Method of Appeal</u>	<u>Committee/ Delegated</u>
2018/0603	Formation of vehicular access including levelling of kerb. 28 Bridge Street, Penistone, Barnsley, S36 6AJ	Written Representation	Delegated

APPEALS WITHDRAWN

0 appeals were withdrawn in November 2018

APPEALS DECIDED

2 appeals were decided in November 2018

<u>Reference</u>	<u>Details</u>	<u>Decision</u>	<u>Committee/ Delegated</u>
2018/0462	Erection of first floor side extension to dwelling 60 Manchester Road, Thurlstone, Sheffield, S36 9QT	Dismissed	Delegated
2018/0616	Erection of single storey outbuilding to form residential annex (Resubmission) 4 Burton Crescent, Monk Bretton, Barnsley, S71 2QD	Dismissed	Delegated

2018/2019 Cumulative Appeal Totals

- 13 appeals have been decided since 01 April 2018
- 9 appeals (69%) have been dismissed since 01 April 2018
- 4 appeals (31%) have been allowed since 01 April 2018

Audit	Details	Decision	Committee/ Delegated
2017/1342	Erection of detached double garage to dwelling. Rowethby, 41 Intake Lane, Gawber, Barnsley, S75 2HX.	Allowed	Delegated
2017/0245	Erection of 1 no. detached dwellinghouse. Upper Belle Clive Farm, Hartcliff Road, Cubley, Barnsley, S36 9FE	Dismissed	Delegated
2017/1054	Variation of condition 1 of planning permission 2016/0169 to enable plot substitutions on plots 10 and 11 to dormer bungalow, change of house types on plots 12 and 13 and removal of condition 12 (surface water run off rate reduction amount) - Development of 12 dwellings in total (amendment to planning permission 2016/0169) Land at Wentworth Street, Birdwell, Barnsley, S70 5UN	Allowed	Delegated

2017/0721	Residential Development (outline) Land at Lakeside View, Huddersfield Road, Penistone, Barnsley	Dismissed	Delegated
2017/0088	Residential development of 21 dwellings (Outline including means of access) Land South of New Smithy Avenue, Thurlstone, Barnsley, S36 9QZ	Allowed	Committee
2017/0118	Erection of rear extension to retail unit and conversion of upper floor to single unit of accommodation 29-31 New Street, Barnsley, S70 1RZ	Dismissed	Delegated
2017/1196	Retention of beer garden and new car parking spaces to rear of public house (amended details to application 2015/1162) The Cross Inn, 7 Summer Lane, Royston, Barnsley, S71 4SE	Allowed	Committee
2017/1285	Erection of 3 no. commercial units - Use classes A1 (Retail), A2 (Professional Services), and B1a (Offices) Land Bmbc Asset ID E00045, Milton Road, Hoyland, Barnsley, S74 9BN	Dismissed	Delegated
2017/0800	Erection of 1 no. holiday villa Windy Bank Hall, Hill Top Farm, Hill Top Lane, Green Moor, Sheffield, S35 7DQ	Dismissed	Delegated
2017/0898	Formation of car park and associated access/egress Land to the north of Old Mill Lane, Old Mill Lane, Barnsley	Dismissed	Delegated
2017/1587	Change of use from agricultural building to dwellinghouse (C3) (Prior Notification - Change of Use) Agricultural Building, Land at Low Mill Lane, Off Fall Head Lane, Silkstone, Barnsley, S75 4LB	Dismissed	Delegated
2018/0462	Erection of first floor side extension to dwelling 60 Manchester Road, Thurlstone, Sheffield, S36 9QT	Dismissed	Delegated
2018/0616	Erection of single storey outbuilding to form residential annex (Resubmission) 4 Burton Crescent, Monk Bretton, Barnsley, S71 2QD	Dismissed	Delegated