

Public Document Pack

MEETING:	Planning Regulatory Board
DATE:	Tuesday, 27 July 2021
TIME:	2.00 pm
VENUE:	Council Chamber, Town Hall, Barnsley

AGENDA

1. Declarations of Interest

To receive any declarations of pecuniary or non-pecuniary interest from Members in relation to the site visits or items on the agenda.

2. Minutes (*Pages 3 - 6*)

To receive the minutes of the meeting held on 8th June 2021.

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.

3. Land South of Darton Lane, Darton, Barnsley - 2019/1244 - For approval (*Pages 7 - 28*)
4. Land south of Bell Ground Woods and east of Black Lane, Black Lane, Tankersley, Hoyland Common, Barnsley - 2021/0637 - For Approval (*Pages 29 - 40*)
5. 303 - 307 Barnsley Road, Cudworth - 2021/0301 - For Approval (*Pages 41 - 48*)

Planning Appeals

6. Planning Appeals - May and June 2021 (*Pages 49 - 52*)

Member Consultation

7. Member Consultation - May 2021 (*Pages 53 - 54*)
8. Member Consultation - June/July 2021 (*Pages 55 - 56*)

To: Chair and Members of Planning Regulatory Board:-

Councillors Richardson (Chair), Bruff, Cain, Coates, Crisp, Danforth, M. Dyson, Eastwood, Fielding, Frost, Gillis, Gollick, Greenhough, Hand-Davis, Hayward, D. Higginbottom, Leech, Lofts, Makinson, McCarthy, Mitchell, Noble, Smith, Spence, Tattersall and Wright

Matt Gladstone, Executive Director Place
Paul Castle, Service Director Environment and Transport
Kathy McArdle, Service Director Regeneration and Culture
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, 19 July 2021

MEETING:	Planning Regulatory Board
DATE:	Tuesday, 8 June 2021
TIME:	2.00 pm
VENUE:	The Civic, Barnsley

MINUTES

Present

Councillors Richardson (Chair), Bruff, Cain, Coates, Crisp, M. Dyson, Eastwood, Fielding, Frost, Gillis, Gollick, Greenhough, Hand-Davis, Hayward, D. Higginbottom, Leech, Lofts, Makinson, Mitchell, Noble, Smith, Tattersall and Wright

1. Declarations of Interest

There were no declarations of pecuniary/non-pecuniary interest.

2. Minutes

The minutes of the meeting held on 13th April 2021 were taken as read and signed by the Chair as a correct record.

3. Land to the south of Halifax Road, Penistone - 2020/0274 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application 2020/0274** - Residential Development, Open Space, Landscaping and Associated Infrastructure at land to the south of Halifax Road, Penistone, Barnsley.

Messrs Paul Butler and David Coe addressed the Board and spoke in favour of the Officer recommendation to approve the application.

Mr Mark Fox addressed the Board and spoke against the Officer recommendation to approve the application.

RESOLVED that the application be approved in accordance with the Officer recommendation subject to the amending of Condition 4 to include the following wording "Details shall include measures to reduce vehicles speeds on the A629 Halifax Road between Hoylandswaine roundabout and the Huddersfield Road junction" and the completion of a S106 Agreement (or separate contract re point 5) in accordance with the terms set out in the report in order to secure;

1. affordable housing.
2. on-site green space and its maintenance.
3. biodiversity offsetting.
4. planning contributions identified in the report.
5. the transfer of the interchange land either obligated within the s106 or under a separate land transfer contract.

4. Land South of Darton Lane, Darton, Barnsley - 2019/1244 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application 2019/1244** – Outline planning permission for residential development (Use Class C3) of up to 73 homes, highway works including access off Darton lane, landscaping, ground works, and other ancillary works. All matters reserved apart from access at land south of Darton lane, Darton.

Mr Nolan Tucker addressed the Board and spoke in favour of the Officer recommendation to approve the application.

Mr Mark Tuck addressed the Board and spoke against the Officer recommendation to approve the application.

RESOLVED that the application be deferred to allow the opportunity for Officers to liaise with the applicant/agent on concerns Members raised on the number of houses and the impacts on biodiversity and potential flooding issues on and around the site.

5. Land off Mount Vernon Road (East), Worsborough - 2021/0142 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application 2021/0142** - Residential development of 42 no. dwellings and associated works including provision of open space at Land off Mount Vernon (East), Worsbrough.

Mr Mark Johnson addressed the Board and spoke in favour of the Officer recommendation to approve the application.

Mr Martin Matze addressed the Board and spoke against the Officer recommendation to approve the application.

RESOLVED that the application be approved in accordance with the Officer recommendation subject to the completion of a S106 Agreement in accordance with the terms set out in the report.

6. Planning Appeals - April 2021

The Head of Planning and Building Control submitted an update regarding cumulative appeal totals for 2021/22.

The report indicated that 3 appeals were received in April 2021. No appeals were withdrawn in April 2021 and 4 were determined. Of the 4 appeals determined since 1st April 2021, 4 of which (100%) have been dismissed since 1st April 2021 and none have been allowed.

RESOLVED that the report be noted.

7. Enforcement Report - Quarters 3 and 4 October 2020 to March 2021

Members were provided with an update on Planning Enforcement service activity covering the Quarters 3 and 4 period of the last reporting year 2020/21 (October 2020 - March 2021). The report included a breakdown of the requests for service

received and includes details of key actions and enforcement case outcomes during the quarter. It was highlighted that 388 requests for service were received in this period, 229 of which are either being investigated or resolved and 159 are currently under consideration.

RESOLVED that the update be noted.

8. Member Consultation Report April 21

The Head of Planning and Building Control presented a report summarising the outcomes of the planning applications agenda pack issued as a Board Member consultation in lieu of the Planning Regulatory Board meetings scheduled for April 2021.

RESOLVED that the consultation report be noted.

9. Member Consultation Report May 21

The Head of Planning and Building Control presented a report summarising the outcomes of the planning applications agenda pack issued as a Board Member consultation in lieu of the Planning Regulatory Board meetings scheduled for May 2021.

RESOLVED that the consultation report be noted.

Chair

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Ref: 2019/1244

Applicant: CC Projects

Description: Outline planning permission for residential development (Use Class C3) of up to 46 homes, highway works including access off Darton Lane, landscaping, ground works, and other ancillary works. All matters are reserved apart from access.

Land South of Darton Lane, Darton, Barnsley

Members will recall this application was presented at the June PRB and deferred to allow the opportunity for Officers to liaise with the applicant/agent on concerns Members raised on the number of houses and the impacts on biodiversity and potential flooding issues on and around the site. These discussions have resulted in changes to the scheme, including a reduction in number of homes from 73 to 46, and the following report has therefore been updated to reflect these amendments.

Site Description

The Site is circa 3.7 hectares of greenfield land located in Darton. Darton Lane runs along the northern boundary. The Site comprises agricultural land and is currently used for grazing horses. The Site has not been previously developed. As per the Agricultural Land Classification Map for the Yorkshire and the Humber region (ref 10-111c), the site is characterised as Grade 3 Agricultural Land. An existing farm track runs through the centre of the Site and links Darton Lane with the disused railway and countryside to the south.

Darton Primary School is to the west of the Site and the area to the north and east is residential. To the south-west is Darton Business Park, separated from the Site by the rail line. The land to the south is more rural with a dismantled rail spur along the southern boundary and beyond this, agricultural fields. The Site is part of an allocation for housing in the Barnsley Local Plan.

There are no recorded public rights of way across the Site but there are two informal footpaths which run along the dismantled rail line to the south and to the western boundary, accessing the school.

The Site is generally flat, sloping slightly from north to south. The highest part of the Site lies at approximately 76m above Ordnance Datum (AOD) in the eastern portion of the Site. The Site has a gradual south-eastern aspect with the lowest part lying at approximately 60m AOD in the south-eastern corner. The Site sits lower than Darton Road, with a dry stone wall currently used to divide the changes in level.

Proposed Development

The application is in outline with all matters reserved except access.

Following the June PRB meeting, the applicant has provided an amended illustrative layout showing a reduced number of dwellings on the Site (up to 46) and a larger area of greenspace, retained for its biodiversity value as species rich grassland.

The main vehicular access is in the same location, to the west of the Site and shown as a T-junction with Darton Lane. In addition, 3 private drives are also shown off Darton Lane to the east of the Site, where it narrows. The existing field access is also retained through the site to the agricultural land at the south.

A sustainable drainage feature is located to the south west and a number of easements are retained through the site.

Policy Context

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

Site Allocation: Housing Proposal and Safeguarded Land

Site HS2:-

Land south of Darton Lane. Indicative number of dwellings 86. The development will be expected to retain species-rich grassland meadows at the west of the site. A buffer strip of vegetation should also be retained adjacent to the disused railway line at the south. Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary).

SD1 'Presumption in Favour of Sustainable Development'.

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

LG2 'The Location of Growth'

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

H2 'Distribution of New Homes' states 43% of new homes to be built in Urban Barnsley.

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

H7 'Affordable Housing' seeks 20% affordable housing in this area

T3 'New Development and Sustainable Travel'. The site is located in Urban Barnsley

T4 'New Development and Transport Safety'

D1 'High Quality Design and Place Making'

HE6 'Archaeology'

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

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

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

CC1 'Climate Change'

CC2 'Sustainable Design and Construction'

CC3 'Flood Risk'

CC4 'Sustainable Urban Drainage'

CL1 'Contaminated and Unstable Land'

Poll1 'Pollution Control and Protection'

PI1 'Infrastructure and Planning Obligations'

SPD's

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

Other

South Yorkshire Residential Design Guide

NPPF

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

Consultations

Air Quality: I do not have any objection to the development on operational phase air quality grounds, however I would recommend the installation of electric vehicle charge points in accordance with the Barnsley MBC air quality and planning good practice guidance.

Affordable Housing Officer: Given the outline nature of the application we would just request that the 20% affordable housing is conditioned. The applicant will need to agree the size, type and tenure split of the affordable housing at the reserved matters stage.

Biodiversity Officer: Initial views on the amended plan are positive in that the latest layout shows the grassland agreed at Local Plan stage for retention is now retained and there is no road bisecting it. Although a portion to the northeast will still be lost this is acceptable given the constraints on the wider site. No objection subject to submission and agreement of an updated ecological assessment.

Broadband: No objection subject to a condition securing superfast broadband.

Coal Authority: Material consideration. The Coal Authority recommends that the LPA impose a Planning Condition should planning permission be granted for the proposed development requiring these site investigation works prior to the reserved matter stage.

Conservation and Design: No Objections

Contaminated Land: The Phase 1 Desk Study (ref Wardell Armstrong H12190) has been submitted to support this application. The report has identified potential contamination risks to the proposed development and recommends that an Intrusive Site investigation will be required to fully assess these risks. This approach is agreed and can be secured through an appropriate condition.

Drainage: The application is supported by a Flood Risk Assessment which describes the outline proposals for drainage of this site. There is no objection in principle to the proposals, however, due to the size of the development and potential impact on the watercourse, full drainage details should be sought early on in any a reserved matters application. This can be secured through an appropriately worded condition.

EA: No comments

Education: Due to the high level of ongoing development within this area (Low Barugh and other developments within the immediate and surrounding areas) a S106 for secondary education is required.

Highways: Initial concerns regarding the access have been addressed and there is no objection in highway safety terms, subject to conditions.

Pollution Control: A satisfactory noise survey has been undertaken as part of the above application. Further details of the mitigation proposed should be conditioned for submission with the reserved matters application. No objection.

Public Rights of Way: The Dearne Way runs along the disused railway line to the south of the site, with 2 connecting branches to Darton Lane; one through the centre of the site which also provides vehicular access and is stated 'to be retained', and 1 outside the eastern boundary of the site which appears to be unaffected. This section of the Dearne Way is a permissive bridleway: i.e. access is provided via a formal agreement with the landowner. The landowner should confirm how they wish to resolve the status of the path and provide details of any works or proposals on this link route as part of any detailed planning application, including how access is to be managed during development. An informative can be added to the Decision Notice.

South Yorkshire Archaeology Service: The applicant has provided a Heritage Desk Based Assessment with the application which concludes the potential for currently unrecorded archaeological remains to occur is limited. On the basis of current information there are no constraints to the proposed development and it does not conflict with national and local planning policy relating to the historic environment. SYAS have confirmed their agreement with this evaluation.

South Yorkshire Police: No objections, detailed design comments only which have been passed to the developer for consideration at the Reserved Matters Stage.

South Yorkshire Passenger Transport Executive: No comments.

South Yorkshire Mining Advisory Service: The applicant has provided a coal mining risk assessment and phase 1 geo-environmental desk top study report by Wardell Armstrong. The reports indicate the land is potentially at risk from coal mining legacy risks such as ground instability if shallow mine workings are present within a critical depth of the surface.

If planning permission is granted, it is recommended that a condition is included within the decision notice to ensure the mining legacy risks are adequately investigated and, where appropriate, remediated.

Tree Officer: The tree survey seeks to establish the principle of tree removals within the site which is not appropriate as the layout is not being considered at this stage. There is no issue with the development of the site in principle but the current arboricultural information appears to be attempting to clear the developable area, which is not appropriate. The removal of some trees will inevitably be required but emphasis should be put on the retention of larger specimens along with the higher retention category trees and groups and removals must be fully justified. It is accepted however, that the accesses can be achieved as affected trees here are not of any real merit, therefore, no objections at this stage. A further tree survey and Arboricultural Impact Assessment is required at the reserved matters stage and appropriate conditions should be applied.

Ward Councillors: Councillor Hunt has objected to the proposal on a number of grounds including highway safety and the proposed location and number of accesses to the site, existing volume of traffic within the area and along Darton Road in particular and the impact of this and other developments, the loss of biodiversity on the site and small area of retained habitat as well as issues ensuring this is suitably protected, the impact on trees and archaeology. Overall there is too much development proposed in the area and this site in particular is unsuitable for the housing as allocated.

Yorkshire Water: Based on the information submitted, Yorkshire Water has no objection in principle to the proposed building stand-off from public sewer centre-line (of four metres) submitted on drawing 0708-SK10 (revision C) dated 23/06/20 prepared by Edward Architecture.

Representations

The application has been subject to three rounds of public consultation as a result of amended plans being submitted. In all cases the consultation was advertised by neighbour letters, site notices and a press advert.

Dan Jarvis MP submitted a formal objection to the first two rounds of consultation raising the following concerns:

- Loss of Greenspace and impact on Biodiversity and ecology;
- Increased risk of flooding.
- Traffic safety and the ability of the highway infrastructure to absorb the increased traffic.
- The impact on infrastructure and amenities in the area.
- The erosion of the boundary between Darton and Mapplewell.

A total of 107 comments have been received in relation to the latest round of consultation on the amended plans presented to Members. These raise the following concerns with the officer's response to these concerns included after :

Highway safety - the road is very busy and neither Darton or Mapplewell can take more traffic

- the application has been assessed by Highway Officers in detail and they have raised no objections either in relation to highway safety or traffic impact. The development does not trigger the need for assessment, generating less than 30 two way trips in a peak hour.

Highway safety – the site access is too close to other road junctions and there are 5 accesses to the site which pedestrians will need to cross when walking along the pavements, this includes school children, and for motorists driving along the road

– Highway officers have assessed the access and sightlines and concluded that the proposed access location is safe. The other accesses to the site are shared private drives and not adopted roads so will have a maximum of 5 houses served from each. This is similar to accesses on the opposite side of the road which are mostly private drives and therefore is a situation that pedestrians and motorists will be familiar with along this road. Furthermore, as part of the application, a condition is recommended to widen the existing footway to 2m in the interest of pedestrian safety.

Highway safety - people speed along here, a speed awareness sign is placed coming down the road but there needs to be one coming up as well as there is a blind bend before Oaks Farm Drive

– highway officers have assessed the visibility from the proposed access alongside levels to ensure that this is a safe access.

Highway safety – school access, there have been accidents here already because of the interconnecting roads.

– this is outside of the applicants control but will be addressed as part of development proposed on sites located here. Highway officers have confirmed that the additional traffic from this site can be accommodated. The footpath along the site frontage will be widened to 2m and there is an alternative walking route to the school using existing footpaths.

Highway safety – the access near Pye Avenue will make existing safety issues here worse, the road is a blind junction and there was a fatality here two years ago which is not recorded.

– The access points proposed as part of the development have been assessed to ensure minimum separation distances are met and required visibility is achievable. There is no record of any serious or fatal collisions in the vicinity of the site within the past 5 years.

Drainage issues, the site is known to flood as is the road outside Oaks Farm Drive

- the site floods as a result of surface water which runs off the developments to the north and floods the road and site. The flood risk assessment acknowledges this and makes recommendations regarding the drainage strategy to accommodate it within the on-site SUDs solution, releasing the water at a greenfield rate to the existing culvert. Drainage Officers have conditioned full details of this strategy and a CCTV assessment of the culvert to be provided with the reserved matters application and not pre-commencement. This gives certainty that the strategy will be appropriate to the development and any issues with the culvert will be addressed so as to not increase flood risk in the area of further down the network.

Biodiversity, the site attracts a lot of local wildlife including Herons, buzzards, owls and kestrels. The proposed development will lead to the destruction of and loss of variety of habitats on the site as well as bring houses and people closer to the remaining habitats which will put wildlife off

– the amended plan now pulls the development out of the valued grassland on site. This area will be fenced off with no access to residents and maintained by a private management company so that the value of the species rich grass can be secured for the future. The suds pond on site will replace the existing ponds that have been assessed as being of low ecological value as being standing water only, this was agreed by independent assessment of the ecology assessment.

Loss of Greenspace, the site is valued greenspace both as somewhere to walk, as a connection to the wider countryside and because it provides open views as you walk along Darton Lane. The impact of this on residents mental health cannot be underestimated

– The site is private land with the only access being a permissive path connecting Darton Road to the old railway line to the south. Its value as a greenspace is retained more fully in this amended

proposal with the biodiverse grassland retained and an area of accessible greenspace provided to the east of the site.

Doctors, schools and services cannot accommodate the increased development

– this is in part addressed through the S106 requirement for school place funding. In addition, the NHS are aware of the Local Plan and housing allocations proposed and factor this into service planning.

Merging of Mapplewell and Darton and suitability of the site, the development will join the two areas with the village of Mapplewell becoming part of Urban Barnsley like Darton. There are more suitable places to build including brownfield sites

– Mapplewell is identified as part of Urban Barnsley alongside Darton in the Local Plan Settlement Hierarchy. The Plan acknowledges that this area is the main built up area of Barnsley and forms the most accessible and sustainable locations in the borough where growth should be focused. The potential for development of this site to impact on / merge the two areas was considered in the Local Plan Examination in Public process with the independent Inspector accepting that this would not be the case, taking account of existing development in the two areas. In addition, the suitability of the site for development was also considered alongside other allocations for housing which include brownfield sites available for development across the borough.

The houses proposed are inappropriate for the area, some residents feel there are too many small ones creating an overly dense development, whilst others are concerned there will be not properties for first time buyers or affordable housing.

– the application is in outline only with the indicative plan showing how it could be developed but this detail would need to be agreed at the next stage. Local character would be considered alongside housing need as identified in the newly updated Housing Market Assessment. In addition, affordable housing will be secured in line with Local Plan Policies.

The land is contaminated and there are old mine shafts under it, new residents need to be made aware of this.

– the applicant has provided a Coal Mining Risk Assessment and a condition is applied to secure further investigation and remedial works as necessary. This will ensure the site can be developed safely.

Carbon dioxide emissions as a result of the building work across the borough, which conflicts with the climate emergency

– the carbon emitted during construction and the climate emergency has to be balanced with the need for housing and improvements in the sustainability of the homes to be built which will be more energy efficient. The housing numbers on site have been reduced to address biodiversity concerns and no net loss (and potentially some net gain) demonstrated. In addition, the site is in a sustainable location and EVCP will be provided for all the houses.

Previous Consultations:

188 letters of objection were received in relation to the first consultation, this includes 2 requests for additional time to comment and 1 request to speak at Planning Board and 1 letter from the neighbouring landowner. The objections raised covered the following issues:

Highways:

- The road infrastructure should be improved before allowing more houses.

- Traffic along Darton Lane is already bad and this will exacerbate the issues.
- Getting out of Darton Village at the Church Street / Huddersfield Rd junction is ridiculous. Traffic is backed up from this junction, all the way up to Darton Lane. Extra traffic will make this situation worse and gridlock Darton in rush hour.
- When the motorway is shut the village becomes gridlocked.
- Increased traffic will impact on safety especially at the junction of Darton Lane and Station Road
- The site entrance, opposite Oaks Farm Drive is dangerous; it is already extremely hard to turn onto Darton Lane because of the blind spot on the right and heavy traffic to the left.
- The existing junction at Oaks Farm Drive is already dangerous as the sightlines are poor and cars travel too fast – needs a roundabout to slow traffic down.
- There was an accident at Pye Avenue / Darton Lane several years ago and this will increase the risk of another.
- Existing queuing from the church right back to Bridge Street at 8am - 8.20am, the street cannot cope with any more traffic
- The road infrastructure was built when Darton and Mapplewell were villages and cannot cope with the increased traffic now they have grown. Junctions in Mapplewell are not fit for purpose and getting out of Darton can be the longest part of people's commutes.
- Pavements are too narrow and more traffic will make it dangerous
- When there are problems on the m1 and they have to divert traffic off at Haige, we then have nose to tail lorries down Huddersfield/Wakefield rd which makes it virtually impossible to get out of the village
- Cars drive along the road too fast already more traffic and housing will increase the risk of collisions
- Crossing Darton Lane is already very difficult
- Speed calming measures are required
- The Dearne Way passes just behind the outer perimeter and should be respected for the significance this implies. The infrastructure does not appear to be considered in the application. For many years now the surrounding area has been growing in terms of housing with no thought to the infrastructure
- The increased traffic will impact on air quality, especially as traffic at peak times is already over capacity with long queues.
- The use of the route through Darton by lorries carrying building materials for the construction of the new homes at the proposed development, is likely to cause absolute havoc.
- Poor air quality impacts on school children the most, walking to school.
- Noise pollution from traffic will be a statutory nuisance

Loss of greenspace:

- Loss of valued greenspace, trees and horse grazing land
- This area holds special interest in terms of heritage of Darton. Horses and ponies have grazed there for at least 15 years and I am aware that pit ponies did the same when the site was a railway sidings for collieries.
- This is the only greenspace for residents in this area
- Currently children in the area have to travel up to Mapplewell Park or down to Darton park to find a play area, football area, tennis court; maybe a few less houses and more green space with a play area?
- Loss of green belt, the council has release too much green belt in this area already
- Brownfield sites should be developed first

Ecology:

- It will be a travesty of failure to appreciate the ecology of this area if the development goes ahead. The current tenant of the area sympathetically grazes the area to encourage nature, flora, fauna, birds, small mammals and reptiles
- Loss of trees and impact on trees around the site
- Impact on sparrow hawks, foxes, kestrels and buzzards which have made this area their home
- The removal of this natural land would endanger the whole ecosystem of the wildlife to which it sustains
- The loss of habitat for wildlife is also an unacceptable cost. There are a significant number of bats, birds and other living creatures whose presence is not only welcomed but required to keep a natural balance of biodiversity
- The pond to the north of the site (which is fed by a natural spring) is home to common toads which migrate up to said pond around September / October to go into semi-Hibernation.
- This is one of the few places locally that children can connect with nature.

Flood risk:

- This site floods regularly, what will be done to address this and where will the excess water drain to
- Impact on flood risk and surface water run off – the streets already flood and this loss of greenspace will just make it worse.
- Darton Road floods when there is high rainfall
- The even numbered houses on Oaks Farm drive have an old stream which runs behind them. This stream became blocked with debris from the trees, which are protected by TPO. The stream was placed underground and the run off is on to the proposed development site. Building on the site would cause potential flooding to already existing homes
- The cellars of neighbouring properties already flood, what assurance is there that this will not be made worse by the development. The flood risk assessment does not address this.
- The planning application states that existing sewage pipes will be used which needs to be addressed in light of the recent issues Darton Lane has had with drainage/sewerage
- Risk of generalised and flash flooding. Flash flooding episodes in particular have increased over the last 2 years

Impact on services:

- Pressure on services, GP's already have long waiting list
- Increased pressure on local schools and impact on education quality
- Mapplewell and Darton Schools are already oversubscribed
- Social housing impact on crime and antisocial behaviour
- Impact on local businesses as a result of all the congestion

Overdevelopment:

- Already too much development in Mapplewell and more proposed, the area has already had its share
- Too much urban sprawl
- The communities will merge losing their identity

Construction impact:

- Negative impact on residents during construction from noise, site traffic
- Increased rat activity as a result of construction displacing rat populations

Application detail:

- The application is unclear, is it 73 or 86 houses?
- How will residents be encouraged to walk/cycle to work, shops etc it is unrealistic to expect people to cycle to Aldi / Co-Op
- 1 space for two bed dwellings is not adequate
- Where is the visitor parking? The area can't cope with on street parking.
- Transport Assessment document section 3.3.3 also states that there have not been any fatalities on Darton Lane. On 23rd March 2012, there was been a motorcycle fatality on Darton Lane.
- The Transport assessment included in the application was done back in 2017 and has therefore not taken account of the Carr Green development which has impacted greatly on the Mapplewell, Staincross and Darton areas.
- The travel assessment has no mention of the traffic that will use Spark Lane that has a Grade 2 single track bridge. This road has recently had increased traffic from the new estate in Mapplewell and access to Huddersfield Road is difficult between 7 and 9am.
- The house plots are too small compared to the wider area, there should be a reduction in numbers and increased housing plots.
- There is no evidence an assessment been made of the impact of turning right off Darton Lane eastbound on to the new estate.
- The report provided with the application states that the location is "well connected" for cycling with the TPT being in close proximity. This is absolutely false. "The site is therefore considered to be accessible by bike and is within an acceptable walking distance of key destinations across the local area" is nothing but offensive. My children cannot cycle to school in safety despite living 400m away. Perhaps the author would be happy for his/her six year old to ride their bike along Darton Lane with speeding SUV's, and articulated vehicles thundering up and down it, but I am not

Other:

- Why haven't the whole of Oaks Farm Drive been notified.
- The views of the community are rarely acted upon and this in turn makes us feel like we are not being listened to and that consultations are merely a paper exercise
- The land was sold during the liquidation of British Coal's assets. British Coal policy at the time was to sell land with extensive "no build" covenants and clauses. My first objection is to why these covenants and clauses have been abolished.
- The site was previously part of a small colliery and is likely to have been mined leading to possible subsidence.
- Loss of a view
- Loss of value to properties which have an open aspect now and will lose this.

The second round of consultation resulted in a further 165 letters of objection. These repeated a number of the concerns summarised above and raised the following additional points:

- The revised plans don't address any of the concerns raised previously by residents.
- The blocks of housing shown on the revised plans are out of keeping with the area which is mostly detached and semi detached.
- There are now 4 accesses onto an already dangerous road.
- Reduced vehicular traffic during lockdown has resulted in improvements for asthma sufferers therefore the increased traffic associated with this development is worrying.
- The increased number of accesses onto Darton Lane are of concern because of highway safety.

- The value of greenspaces and footpaths has been highlighted during lockdown and we shouldn't be building on these.
- The reduction from 73 to 68 will make little to no difference to issues raised previously with this application.
- One of the new entrances is where a resident was knocked down and killed in 2012. There have been 3 accidents in this area with the most recent in August 2020.
- There are a number of sites already with planning approval or where houses are planned and the overall impact of these on the area is unacceptable.
- How has this site been removed from the Green Belt so easily?
- The south of Barnsley is crying out for regeneration with lots of brownfield land that should have been used for housing. Why are BMBC allowing so much housing in this area and on greenfield sites instead?
- Why have the supporting documents not been updated with the amended proposals?
- The TA includes the proposed roundabout at the Sackville Road junction, this has not been built and the planning application for this is not approved.
- No play facilities are included and there is already a lack of these in the area.
- There should be a hold on development given the current pandemic and time allowed to see how the world will change as a result i.e. more home working.
- Covid 19 has made it harder to get an appointment with the GP and the staggered starts at the school are increasing the parking issues associated with drop off and pickup.
- The impact on wildlife is unacceptable particularly with the current climate emergency and extinction issues.
- There are lots of empty houses in Darton and Woolley Village
- Concerns about the retained area of biodiversity being too small, having no access to residents and the management plan being inadequate.

Assessment

The site is allocated for housing under Policy HS2 and is located in Darton, within Urban Barnsley where Policy H1, the distribution of new homes, confirms 43% of the boroughs overall housing supply will be delivered. As it is part of a wider allocated site for housing in the Local Plan, the principle of residential development on this site has been established as acceptable.

Site Specific Policy HS2 sets the number of dwellings to be achieved at 86 dwellings and states that development will be expected to:

- retain species-rich grassland meadows at the west of the site and a buffer strip of vegetation adjacent the disused railway line to the south; and
- archaeological remains may be present therefore proposals must be accompanied by an appropriate archaeological assessment.

The application has been accompanied by a Heritage Desk-Based Assessment which found the site has been in agricultural use since the medieval times with no records of archaeological finds previously and limited landscape features of historical significance. It concludes the likelihood of archaeological remains being present on the site is low. This has been reviewed and accepted by South Yorkshire Archaeology Service and no further investigation is required. In this aspect the second requirement of policy HS2 is met.

Following the meeting in June, the applicant has provided an amended parameters plan and indicative layout which shows the proposed housing numbers reduced to a maximum of 46 and the species rich meadow to the west of the site retained and expanded alongside a buffer strip to the south of the site. This addresses the ecological requirements of Policy HS2.

The area of grassland was identified in the supporting evidence for the Local Plan as being of local importance and for this reason its retention in the development was included in the Policy. Previous versions of the parameters plan and indicative layout did not retain this area in full and instead sought to balance the amount of grassland retained with other policy requirements including delivering housing numbers. The scheme now proposed reduces the number of houses achievable on this site and will not secure access to the remaining allocation. However, it will ensure that the biodiverse grassland is retained and managed appropriately into the future.

The ecology assessment provided with the application assesses the value of all the habitats across the whole site. In addition, eDNA surveys for Great Crested Newts have been carried out and a Grassland NVC Survey undertaken. The former confirmed no Great Crested Newts are likely to be living in the ponds. The Grassland NVC Survey is a detailed survey of the species of grass on the site and was completed in 2016 and updated in 2018. The survey found that fields 1 and 3 located to the west of the site are semi improved grassland and a Local Priority Habitat. This differs slightly from the findings of the Council's survey carried out in support of the Local Plan in that the area of species rich grass has extended westwards but the area originally identified to the east is species poor, this latter point was accepted by the Council during the examination of the Local Plan.

Looking to other habitats on the site, the dense continuous scrub to the southern boundary is confirmed as being of local importance as a green corridor. However, the remaining habitats are all assessed as being of low distinctiveness or having no notable species. This includes the ponds which are confirmed to be in poor condition and would not qualify as priority habitat. The site does provide opportunities for a range of species of birds, with the boundary scrub features the most important, however, the site is stated to be unlikely to support a notable assemblage of birds or notable populations of one or more species. It is also noted that the scrub to the south is retained and extended with a buffer strip between it and the proposed houses. Similarly, although bats may be using the site for foraging there are no suitable places for roosts.

In terms of mitigation, 1.74ha of the 1.9ha of species rich grassland is retained and will be maintained by a management company to ensure its value is retained and enhanced. This will include an appropriate mowing regime and monitoring programme with further NVC surveys every 3 years. In addition, the new suds pond will be managed to provide biodiversity value and planted with an appropriate mix of pond edge plants as well as a wildflower grassland and / or species rich grassland around the edges, this will then be appropriately managed. An area of scrub planting will be created to the east to link to the existing along the southern edge and refugia will be provided for reptiles. A sensitive lighting scheme is also conditioned, to protect foraging bats.

Therefore, the proposed is on an allocated housing site and the amended scheme complies with the requirements of Local Plan Policy HS2 other than in terms of the housing numbers, the reduction in which is accepted as being necessary in order to retain the main biodiversity value on the site. In addition, the enhancements proposed mean that the development complies with the requirements of Policy BIO1 and the need to achieve no net loss.

Highways

The application is in outline, however, access is under consideration. There have been several objections relating to highway safety and the impact on traffic in the area from local residents, the Ward Member and MP. The highway officer has been made aware of these concerns.

The proposed includes an adopted access from Darton Lane with three private drives. The Highway Officer initially raised concerns regarding the accesses and more details have been provided confirming the levels at access points, visibility along Darton Lane and distance to existing accesses on Darton Lane. This has demonstrated that the proposed site can be safely accessed with the required vertical and horizontal visibility achieved. The Highway Officer has also

requested that the footpath along the site frontage is increased to 2m in width, this will be secured by condition and a S278 agreement.

The applicant has also provided a robust Transport Assessment which is over and above what is required for a site of this scale. The Highway Officer has agreed the traffic impact on the local network can be accommodated with no specific mitigation required. Therefore, the proposed has been judged to be acceptable in accordance with Local Plan Policy T4.

With regards to Policy T3, sustainable transport. The application is in a sustainable area with a primary school directly to the west and the Local Centres of Darton and Mapplewell both within 800m. In addition, Darton Lane is on a bus route and Darton train station is circa 1km to the west. Finally, a condition has been added requiring details of EVCP and cycle parking to be agreed at reserved matter stage and the S106 includes a requirement to pay the Sustainable Travel SPD payment which will be calculated based on the final layout agreed.

Visual Amenity

As the application is in outline with all matters reserved, there is no detailed design information at this stage, limiting any assessment of the impact on visual amenity. Nevertheless, there will undoubtedly be an impact, given the green and open nature of the site currently. This is reduced under this revised scheme with a larger area of grassland retained. The remaining impact can be mitigated in part through the detailed design and landscaping to be agreed at reserved matters stage.

In terms of other visual amenity considerations, the Tree Officer has confirmed that the proposed accesses can be achieved without impacting on existing trees. A tree survey has been provided with the outline, however, although the removal of some trees is accepted as being likely it is not accepted that it is appropriate at this stage to seek to agree the detail of these. A further tree survey is conditioned with the reserved matters and should be used to inform the final layout.

As such the proposal is acceptable in visual amenity terms, complying with Local Plan Policy D1.

Residential Amenity

The application is in outline and there has been a significant number of objections, including regarding the loss of a valued open space. Several existing dwellings on Darton Lane are orientated to overlook the site and it is clearly valued by residents generally in its open and green form. The site is not, however, currently publicly accessible and is used as grazing land for horses. There is a public right of way through the site which accesses a path running along its southern boundary. This route is shown as retained on the parameters plan which will be conditioned. Further mitigation is provided through the retention of some of the grassland on site which will be enhanced and managed for its biodiversity value. Therefore, whilst there is an undoubted impact on residential amenity, this is balanced with the benefits of providing housing and the biodiversity mitigation.

The detailed housing layout will need to accord with the separation distances as set out in the Design of Housing Development SPD and South Yorkshire Residential Design Guidance and this can be assessed in full at the reserved matters stage with residents offered another opportunity to comment.

On this basis, the impact on residential amenity is neutral as assessed in accordance with Local Plan Policy D1 and the Site-Specific Policy HS2.

Greenspace

The existing site is private land and it is not publicly accessible greenspace. It is not on Council's greenspace register and is allocated for housing and not as greenspace. Therefore, whilst it is accepted that the site has a value to residents as an open and green area of land, it would not be possible to refuse planning permission on this basis.

The housing numbers on site now proposed are below the threshold for requiring on site play space or formal greenspace (such as sports provision) as set out under Local Plan Policy GS1 and the accompanying SPD Open Space Provision on New Housing Development. Instead, a contribution towards improvements to existing open space will be made and secured through the S106.

Informal open space on site is arguably met through the retention of the grassland to the west. This is not fully publicly accessible because of the need to manage the grassland to ensure its biodiversity value is retained. Information boards will be provided which will explain the value of the grassland to residents and there will be a benefit in terms of views across the site both to surrounding residents and those passing along Darton Lane and the rail line to the south.

The proposed is therefore acceptable and accords with Local Plan Policy GS1.

PROW

The Dearne Way runs along the disused railway line to the south of the site, with 2 connecting branches to Darton Lane; one through the centre of the site which also provides vehicular access and is stated 'to be retained', and 1 outside the eastern boundary of the site which appears to be unaffected. This section of the Dearne Way is a permissive bridleway: i.e. access is provided via a formal agreement with the landowner. The landowner should confirm how they wish to resolve the status of the path and provide details of any works or proposals on this link route as part of any detailed planning application, including how access is to be managed during development. The parameters plan shows the path through the site as retained and an informative has been applied confirming the need for further details at reserved matters stage.

In addition, the parameters plan shows a new link from the site to a path running along the western boundary. This would provide an alternative walking route to the Primary School with further details to be agreed at reserved matters.

Based on the illustrative layout, the development will improve existing public rights of way, in accordance with Local Plan Policy GS2 Greenways and Public Rights of Way and T3 Sustainable Travel.

Drainage

The site is located within Flood Zone 1 (low risk), however, several the objections have raised issues with flooding on the site at times of heavy rainfall. The flood risk assessment (FRA) provided by the applicant confirms surface water routes from the residential areas to the north enter the site and appear to be partially blocked by the railway embankment to the south. This results in a build-up of water on site at times of heavy rainfall. In addition, the FRA confirms the site has underlying mudstone bedrock affecting ground infiltration.

The Flood Risk Assessment describes the outline proposals for drainage of this site. The proposed drainage strategy is to use a combination of a Suds pond located on site to store water at times of heavy rainfall with connections to the existing sewer system. This approach and the run off rate has been agreed in principle by Yorkshire Water and the Council's Drainage team. The drainage plan includes a new connection on to one of the existing culverted watercourses crossing the site. The pipework will require a CCTV inspection to ascertain its condition and exact location and the

Council's Drainage Team have requested that full drainage details be sought early on in any a reserved matters application. This can be secured through an appropriately worded condition and will ensure that the detailed drainage strategy is agreed before any development on site commences. Conditions include a requirement to assess and potentially improve the existing culverted watercourse which Drainage Officers think is likely to be the reason for the current surface water flooding in the area. The detail will have to demonstrate that there will be no increase in flood risk further down the network as a result of this development, however, Drainage Officers have confirmed that the site would be very unlikely to cause any increase to flooding in Darfield or Wombwell.

The proposed is therefore acceptable with regards to flood risk and drainage considerations in accordance with Local Plan Policies CC3 and CC4. This includes the requirement to not increase flood risk elsewhere in the catchment.

S106 Agreement

A S106 agreement is required with this Outline application to secure the of site biodiversity mitigation in accordance with BIO1 and the accompanying SPD which requires no net loss of biodiversity.

Furthermore, as this is an outline application provisions and contributions towards specific infrastructure requirements would need to be based upon the final number of dwellings allowed at the detailed reserved matters stage. The S106 can be written using suitable formulas that are based on the contents of the SPD covering the following topics:-

Affordable Housing - Local Plan Policy H7 states that housing developments of 15 or more dwellings will be expected to provide affordable housing, with 20% affordable housing provision expected in the Darton area.

Education – There is a requirement for an education contribution towards secondary school provision only, based on the proposed number of houses and current capacity within the schools.

Greenspace – The illustrative masterplan meets the 15% onsite greenspace but this is informal only. Therefore, there is a requirement for a contribution towards formal greenspace and play provision improvements off site in accordance with Local Plan Policy GS1.

Sustainable Travel – Local Plan Policy T3 requires financial contributions towards improvements to sustainable travel, where levels of accessibility through public transport, cycling and walking are unacceptable. The site is located in the Accessibility Improvement Zone therefore this contribution is required. EV charging points would need to be conditioned for each dwelling as would cycle storage.

Subject to these S106 obligations and conditions, the proposal is compliant with the requirements of Policy I1 Infrastructure and Planning Obligations which states that development must contribution as necessary to meet all onsite and off-site infrastructure requirements to enable development to take place satisfactorily.

Conclusions

The proposed application is in outline with all matters reserved except access. The site is heavily constrained by sewers, power lines, levels and the location of species-rich grassland. In addition, the linear nature of the site creates challenges. The proposed amended approach will not meet the housing yield for the site but is considered to deliver the best solution taking account of the various requirements of Local Plan Policy HS2 and the wider local plan with particular emphasis on Biodiversity and the requirements of Policy BIO1.

Highways Safety and drainage concerns have been addressed sufficiently at this stage for the application to be supported in this regard and conditions added to secure further detailed design. In addition, the applicant has agreed to enter into a S106 Agreement to secure no net loss and potentially a net gain in biodiversity through on site retention and enhancement as well as off site mitigation and obligations to ensure a policy compliant development with regards to necessary provisions in relation to greenspace, education, affordable housing and sustainable travel. The proposed is therefore recommended to Members for approval.

Recommendation

Grant subject to conditions and S106 Agreement (future maintenance of the onsite greenspace and the SUDS pond, necessary provisions in relation to greenspace, affordable housing and sustainable travel):

:

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

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

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

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

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

3 The detailed design submitted with the reserved matters application(s) shall be in accordance with the parameters plan (ref:0708-EA-A-S2020630 Rev E) and shall include the widening of the existing footway along the site frontage to 2m.

Reason: To ensure the development is in compliant with Local Plan Policies HS2 and BIO1.

4 Detailed plans shall accompany the reserved matters submission(s) 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 Local Plan Policy D1 High Quality Design and Place Making.

5 Upon commencement of development details of measures to facilitate the provision of high speed full fibre 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 with Local Plan Policy I1.

6 Upon commencement of construction works, details of electric vehicle charge points shall be submitted and approved in writing by the LPA. The EVCPs will have a minimum "Mode 3" (7 kW, 32 AMP) capability and shall be installed in accordance with the approved details prior to first occupation of the development and thereafter in accordance with the approved details.

Reason: To ensure the new residential units are provided with infrastructure that conforms with the requirements of LP Policy T3 - New Development and Sustainable Travel.

7 No development works shall begin until a report, endorsed by a competent engineer experienced in ground contamination and remediation, has been submitted and agreed with the Local Planning Authority. The report shall, amongst other matters, include the following:-

1. A survey of the extent, scale and nature of contamination.
2. An assessment of the potential risks to human health, property, adjoining land, groundwaters and surface waters, ecological systems and archaeological sites and ancient monuments.
3. An appraisal of remedial options, and proposal of the preferred option(s).
4. A remediation statement summarising the works to be undertaken (if required).
5. A Validation Report to confirm remediation works have been undertaken (if required).

The above must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11. The development shall thereafter be undertaken in full accordance with the submitted report. For further information, see BMBC's Supplementary Planning Guidance 28, "Developing Contaminated Land".

Reason: In accordance with Local Plan Policy CL1 Contaminated and Unstable Land.

8 The site is located within a Coal Authority coal mining referral area due to the probable presence of shallow coal. As detailed in the Wardell Armstrong coal mining risk assessment and Phase one geo-environmental desk top study reports, the land could therefore be at risk from mining legacy risks such as ground instability if shallow coal mine workings are present. Prior to the commencement of development, and as advised by a suitably qualified engineer, site investigations must be undertaken to confirm ground conditions. The site investigation and subsequent development must be undertaken in compliance with Construction Industry Research and Information association publication C758D "Abandoned Mine Workings Manual" where applicable.

A report detailing the findings of the investigation 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 development rests with the developer and/or landowner.

Reason: In accordance with Local Plan Policy CL1 Contaminated and Unstable Land and NPPF sections 178 a,b,c. 179 and 170 e & f.

9 No building or other obstruction including landscape features shall be located over or within 4 (four) metres either side of the centre line of the public sewer i.e. a protected strip width of 8 (eight) metres, that crosses the site. If the required stand-off distance is to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.

Reason: In order to allow sufficient access for maintenance and repair work at all times in accordance with Local Plan Policies CC3 and CC4.

10 The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason: In the interest of satisfactory and sustainable drainage and to accord with Local Plan Policies CC3 and CC4.

11 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage, for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority.

Reason: To ensure that the site is properly drained and in order to prevent overloading in accordance with Local Plan Policy CC3 and CC4.

12 No development shall take place unless and until full foul and surface water drainage details 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. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy CC3 and CC4.

13 The Reserved Matters Application(s) shall be accompanied by a scheme for the provision and implementation of a surface water run-off limitation into the culverted watercourse. Once approved in writing by the Local Planning Authority, the scheme shall be implemented in accordance with an approved programme and details.

Reason: To prevent the increased risk of flooding in accordance with Local Plan Policy CC3.

14 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 building or structure shall be placed or erected within 3 metres, measured horizontally, of any watercourse.

Reason: To prevent damage to the existing culverted watercourse in accordance with Local Plan policy CC3.

15 Full details of the structural condition, including CCTV survey, and exact route of the watercourse shall be submitted with the Reserved Matters Application and approved in writing by the Local planning Authority to demonstrate its adequacy and clearance is maintained.

Reason: To maintain the structural integrity and proper functioning of the existing culverted watercourse in accordance with Local Plan Policy CC3.

16 The reserved matters application(s) shall include a lighting design strategy for light-sensitive biodiversity in the Darton Lane development. The strategy shall show how external lighting in the Darton Lane development will be installed. Through the provision of external lighting contour plans and technical specifications, it must be clearly demonstrated that it will not disturb or adversely affect the use of the semi-natural areas of the site by bats and other species of wildlife. The strategy shall be informed by the Institute of Lighting Professionals/Bat Conservation Trust, Guidance Note 08/18: Bats and Artificial Lighting in the UK. All external lighting shall be installed in accordance with the specification and locations set out in the strategy and maintained as such. Any luminaries used should be of the LED type which provides a lower intensity of light. Lighting in the warm white spectrum (preferably 2700Kelvin) should be adopted to reduce the blue light component with a wavelength exceeding 550nm. The lighting plan should also take into consideration the light spill from internal areas of the properties and measures to reduce this light spill such as low light transmission glazing.

Reason: In accordance with Local Plan Policy BIO1.

17 The reserved matters application(s) shall be accompanied by 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 Survey
Tree protective barrier details
Tree protection plan
Arboricultural method statement

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality in accordance with policies BIO1 and D1.

18 Prior to the first occupation of the development hereby permitted a vehicular access (and / or pedestrian / cyclist) shall be provided and thereafter retained in at the position shown on the submitted plan(s) (AMA_20276_SK008.1, AMA_20276_SK008.2, AMA_20276_SK008.3, AMA_20276_SK008.4 and AMA_20276_SK008.5). and constructed in accordance with the BMBC highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water from or onto the highway and in the interests of highway safety n accordance with Local Plan Policy T4.

19 The gradient of the vehicular access shall not exceed 1 in 12 as measured from edge of the adjacent carriageway.

Reason: In interests of the safety of persons using the access and users of the highway in accordance with Local Plan Policy T4.

20 Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) a visibility splay shall be provided in full accordance with the details indicated on the submitted plan(s) (AMA_20276_SK008.1, AMA_20276_SK008.2, AMA_20276_SK008.3, AMA_20276_SK008.4 and AMA_20276_SK008.5). The splay shall thereafter be maintained at all times free from any obstruction exceeding 900mm above the level of the adjacent highway carriageway.

Reason: In interests of highway safety in accordance with Local Plan Policy T4.

21 No building or use hereby permitted shall be occupied (or use commenced) until pedestrian visibility splays of 2 x 2m to the back edge of the footway / verge shall be provided at the proposed access (or drive). Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.6m to the rear of the footway/ verge which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety in accordance with Local Plan Policy T4.

22 Prior to the first occupation of the development hereby permitted, parking provision will be in accordance with the standards set out within Barnsley's Parking SPD November 2019 (or its successor). Driveways and vehicle parking areas accessed from the approved streets must be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard in accordance with Local Plan Policy T4.

23 Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced in a bound permeable material and adequate measures shall be so designed into the proposed access to avoid the discharge of surface water from the site on to the highway.

Reason: To ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety. In accordance with Local Plan policy T4.

24 The gradient of individual vehicular accesses/driveways shall not exceed 1 in 12 as measured from the edge of adjacent carriageway.

Reason: In the interests of the safety of persons using the access and users of the highway in accordance with Local Plan Policy T4.

25 The reserved matters application(s) shall include details of secure and covered parking for bicycles for every dwelling to be agreed in writing by the LPA. The agreed scheme shall be implemented, and secure cycle parking provided before individual dwellings are occupied.

Reason: In interests of encouraging use of sustainable modes of transport in accordance with Local Plan Policy T3.

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

Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety in accordance with Local Plan policy T3

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

Reason: To ensure streets are completed prior to occupation and satisfactory development of the site in accordance with Local Plan policy T3.

28 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 to accord with Local Plan Policy T4.

29 No development shall take place until a survey of the condition of the adopted highway condition to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken. The survey must consist of:

- i. A plan to a scale of 1:1250 showing the location of all defects identified
- ii. A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey.

On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. 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.

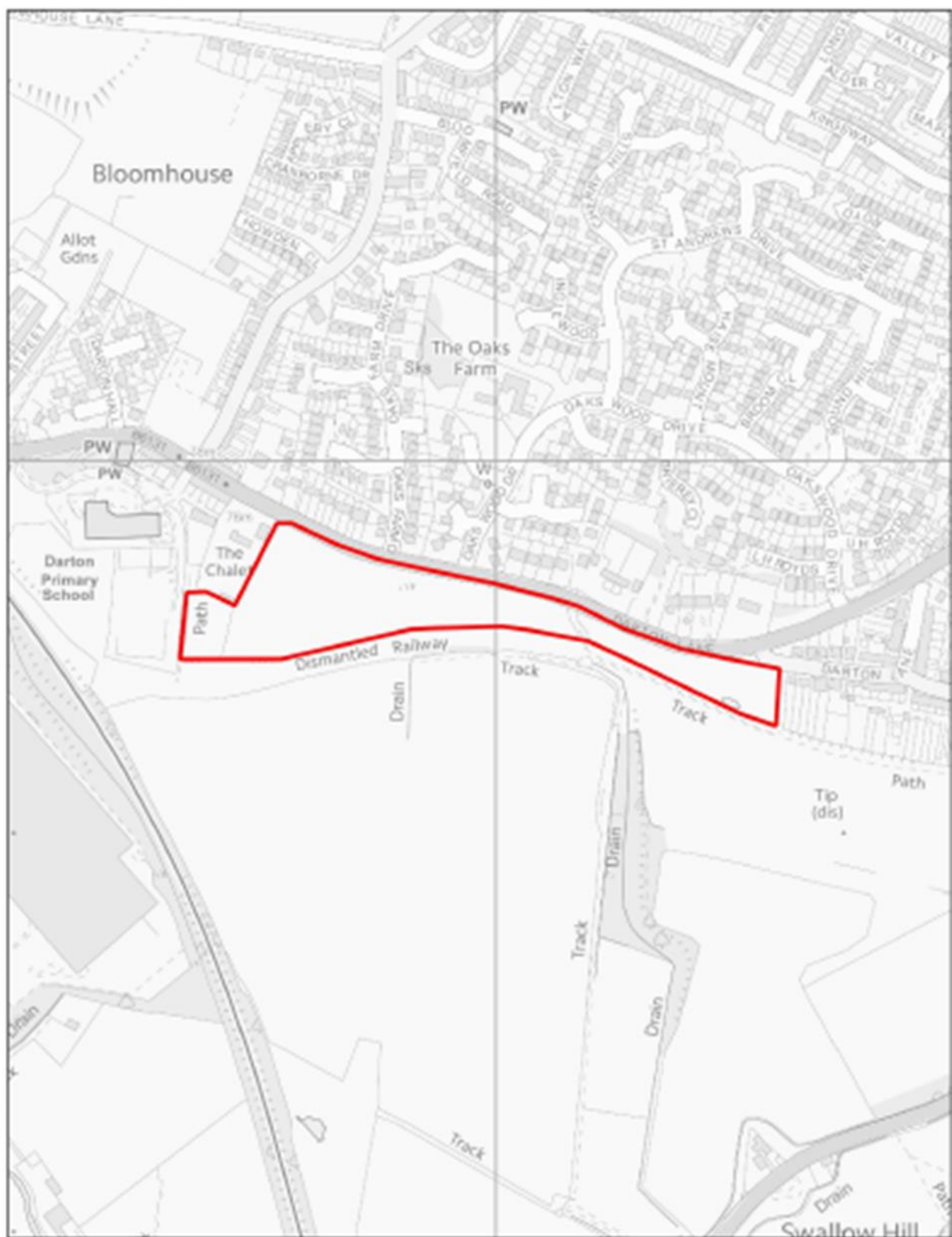
Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety in accordance with Local Plan policy T4.

30 The development hereby permitted shall not be commenced until a Travel Plan has been submitted, approved and signed off by the LPA. The scheme shall then proceed in accordance with the approved details.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with Local Plan Policy T3.

PA Reference:-

2019/1244



BARNSELY MBC - Regeneration & Property



Scale: 1:4893

2021/0637

Applicant: Mr G Pardoe for Equities Newlands (Hoyland) Ltd

Proposal: Provision of drainage attenuation basins and associated earthworks and landscaping

Site: Land south of Bell Ground Woods and east of Black Lane, Black Lane, Tankersley, Hoyland Common, Barnsley

One representation has been received from a local resident.

Site Location & Description

The site comprises two agricultural fields on land to the east of Black Lane Tankersley and lies south of the main development site at Hoyland West that was granted under previous planning application 2020/0647 for a development up to 103,086sqm of employment building floorspace and associated works, including a new Hoyland West link road.

Black Lane is a Green Way and designated as public right of way (PROW) Tankersley 25 and the Trans Pennine Trail. PROW Tankersley 27 also runs close to the northern most point of the site. Footpath Tankersley 28 is crossed by the site in the southern area. The fields slope from north to south and are bounded by Hawthorn hedgerows. The remains of Tankersley Old Hall lies to the west approximately 120m from the boundary of the site, separated from the mature boundary hedgerow and Black Lane, with Listed buildings at Old Farm Cottage and Old Hall Farm slightly further east.

To the north is Bell Ground Wood and to the east are agricultural fields with the A6135 Sheffield Road beyond. The site is currently farmland with few immediate neighbours. The aforementioned Old Farm Cottage and Old Hall Farm are located off Black Lane to the north west. Other dwellings are located in more distant locations to the north and east off the A6135 Sheffield Road.

Planning History

2020/0647 Hybrid planning application for a development up to 103,086sqm of employment uses (use classes B1/B2 and B8) and associated works including access roads, drainage and landscaping. Granted October 2020. Construction is underway.

The drainage attenuation scheme approved under planning permission 2020/0647 included provision for a single attenuation pond to deal with drainage and storm events with a maximum depth of 3 metres on land to the south of Bell Ground Wood. However following planning approval, in seeking technical approval from Yorkshire Water for this attenuation pond the applicants have been advised by Yorkshire Water that a pond of this depth would not meet the most up to date guidance and instead must be no more than 1m deep. This requires a greater area of land to accommodate the larger pond. Consequently, a revised drainage scheme is required to serve the main employment development at land to the West of Sheffield Road, Hoyland.

Proposal

This planning application is a standalone planning application for attenuation basins on an area of land comprising of 6.77ha. The southern part is the previously approved attenuation pond that was approved under planning permission 2020/0647. This application now

includes an adjoining area to the north of approximately 2.7ha not included within the redline boundary of planning permission 2020/0647.

Two attenuation basins are proposed as follows:

Basin 1 – The northern part of the site, to be adopted by Yorkshire Water with a total surface area of 24,565 sqm. with 1:4 embankments and 1:4 side slopes in the basin area with a 400mm freeboard to comply with YW requirements. Woodland mix planting is proposed to the western and northern boundary with wildflowers.

Basin 2 –this basin will store a maximum of 17,047 sqm. in a 1:100+30% storm event with 1:4 embankments and 1:4 side slopes in the basin area with a 400mm freeboard to comply with YW requirements. Within basin 2 will be an area for biodiversity purposes where wildflowers and a pond designed for ecological enhancements is proposed. An indigenous species hedge is proposed to the northern boundary.

The Basins 1 and 2 (other than the ecological area of basin 2) are expected to be dry for much of the time and are designed to accommodate overflow from flood events. An overflow weir will be sited between the two ponds.

Drainage from the employment site to the north will be by a buried pipe, previously approved. A covered pipe and grass maintenance track lead south to an outfall at Harley Dyke, as previously approved under 2020/0647. Detailed landscaping plans are proposed with indigenous species hedgerows, woodland mix planting and wildflower grass in attenuation areas with a grass maintenance track around the edge of the basin 1 and a compacted maintenance track to basin 2 to be able to maintain the weir. The level of landscaping and biodiversity interest are to ensure the site continues to provide 10% biodiversity net gain as it was for the smaller previously approved pond area. A 30 year biodiversity enhancement management plan supports the long term maintenance of the scheme for biodiversity.

Access will be along the drainage easement via the previously approved internal haul road which runs from the main site to the north. No construction vehicles will use Black Lane. However, workforce vehicles (cars) will use Black Lane and a satellite site compound will be established at the southern end of the site to facilitate construction of the attenuation basin and all associated works. This will consist of a temporary parking area formed from an unbound aggregate and welfare facilities. The use of Black Lane (a private route at this point) has been agreed with the landowner and suitable signage will be provided for safety of the users of the lane and surrounding public footpaths.

Construction is expected to take approximately 14 weeks.

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 Local Plan is the statutory development plan for the borough. The Council has also adopted a series of Supplementary Planning Documents which are also material considerations.

Local Plan

The site lies in the Green Belt and Black Lane is a Green Way. The majority of the site also lies within the Dearne Valley Green Heart Nature Improvement Area. The southern part of

the site (the attenuation pond area carried across from previous application 2020/0647) lies within the Hoyland West Masterplan Framework area.

CC3 - Flood Risk
CC4 - Water Resource Management
GD1- General Development
D1– Design
HE1 - The Historic Environment
HE6 - Archaeology
POLL1 - Pollution Control and Protection
GB1- Green Belt
GS2 - Green Ways and Public Rights of Way
BIO1 - Biodiversity and Geodiversity
T4 – New Development and Transport Safety
CL1 – Contaminated and unstable land

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. The following paragraphs are most relevant:

Paragraph 144 - local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

Paragraph 146 certain forms of development are not inappropriate development in the Green Belt provided that they preserve its openness and do not conflict with the purposes of including land within it and include at criterion b) engineering operations.

Paragraph 163 states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by (inter-alia) preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability. The paragraph also states that decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Paragraph 174(b) states that plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

Paragraph 189 states that in determining applications applicants should describe the significance of any heritage assets affected

Consultations

Responses have been received from the following consultees:-

Biodiversity – no objections
Coal Authority – no objection subject to condition
Conservation – no objections
Highways Drainage – no objections

Highways DC – no objections but require amendments to SCS and CMTP
Forestry – no objections subject to a condition
Pollution Control – no objections
PROW – no objections
Rotherham MBC - no objections
SYAS – no objections
SYMAS – no objections subject to condition
Tannersley Parish Council – no comments or objections
Trans Pennine Trail Officer – Recommend a variety of mitigation measures including signage and barriers.
Yorkshire Water – no objections

Representations

The application has been publicised by way of a press notice, site notices and letters were sent to 25 residents.

One objection has been received on the grounds that the attenuation basin should be used for recreational purposes by the community and therefore considers that it is conflict within policies within the Masterplan and Local Plan. However, the attenuation basin is not on public land, and is not public open space, nor is it a recreational facility. The majority of the basins will be dry for most of the time. Yorkshire Water may wish to allow access once the basin is adopted but this is not a planning issue that will affect the determination of the application, and there is no right to roam away from footpaths. The small area to be provided for biodiversity could potentially be negatively affected by human activity caused by disturbance and the need for safety fencing if it was to be available for public use. It is not considered appropriate in this instance as the intention is to maximise the biodiversity enhancement on this site.

Assessment

Principle of development

The site lies within the Green Belt. The National Planning Policy Framework requires that the Green Belt will be protected from inappropriate development. Engineering operations are one of the exceptions which are not inappropriate providing they preserve the openness and do not conflict with the purposes of including land within it. The proposals would preserve the openness of the Green Belt in that they would be open features in the landscape that would sit beneath the existing ground level. In addition, the development would not conflict with the five purposes of including land within the Green Belt that are set out in paragraph 134 of the NPPF. Taking those considerations into account the proposal is considered to acceptable in Green Belt planning policy terms. Furthermore the extant planning permission (part of 2020/0647) on the southern half of the site and the Hoyland West Masterplan establishes the principle of drainage attenuation ponds in this location.

It should be noted that The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) allows any excavation or engineering operations to be carried out carrying out on agricultural land where the agricultural unit is of 5ha or more which are reasonably necessary for the purposes of agriculture within that unit. This is an important benchmark when considering impacts of the proposal as a farmer could potentially create these ponds without the need to seek planning permission.

Visual Amenity

Whilst covering a considerable site area of above 6.5ha the works would not have a significant effect on the visual amenity of the Green Belt and the local landscape at the operational stage for the reasons explained in the paragraph above, i.e. the attenuation ponds and basins would be positioned below the existing ground levels of existing featureless agricultural fields. In addition, the basins are to be seeded with soft rather than hard surface material in the form of meadow grasses and other soft landscaping works are proposed under the requirement to achieve 10% biodiversity net gain. Those provisions would enhance the visual amenity of the site compared to the current open agricultural fields. Furthermore, the proposed woodland planting to the west of the northern pond would screen it from view from Black Lane. In any case there is already has a substantial hedge along its boundary which will remain unaffected by the development and would therefore act as further screening.

Historic Environment

A Heritage Impact Assessment has been submitted in relation to the nearby Listed buildings and their setting. The Conservation Officer considers clearly how the setting has changed over time and the contribution now made by the areas to the east that is the focus of the application. The Conservation Officer is satisfied that that the attenuation basins will have only a minimal impact on the setting and has no objections. As such the proposal is in accordance with the Local Plan Policy HE1.

Archaeology

As part of the 2020/0647 permission, a desk-based Archaeology (DBA) Statement reviewed the significance and condition of designated and non-designated heritage assets within the application area and its surroundings. The assessment considered the area of land to the south of Bell Ground Wood, which forms part of this application, and concluded that this was formerly the location of spoil heaps and of little archaeological value due to their age and potential makeup. Following the completion of the DBA, a geophysical survey was carried out on the southern part of the site (the area for the permitted attenuation pond), to ascertain the requirement for survey work in this area. In agreement with South Yorkshire Archaeology Service (SYAS) the location and extent of trial trenching to be undertaken was agreed and this was completed in advance of the submission of that planning application. The survey work concluded that the scope for any archaeologically sensitive areas within the wider site was limited.

Additionally, a Heritage Impact Assessment has been submitted for this application. The South Yorkshire Archaeology Service consider that the submitted Heritage Impact assessment has demonstrated that the setting of designated heritage assets will not be unduly impacted on the basis of local topography and the proposed screening planting. Any harm to setting of the designated heritage assets is considered to be minimal and advise that further mitigation is not required. No objections. As such, the proposal is in accordance with Local Plan Policy HE6.

Residential Amenity

There would be minimal impacts on residential amenity as a result of the proposals at the operational stage in that the proposals would preserve outlook and would not give rise to any impacts in relation to considerations such as noise.

The main implications therefore would be during the construction phase which is expected to last for 14 weeks. Black Lane will be used for vehicular access by workers using private cars

and work vans to access the satellite compound. This will amount to approx. 25 users per day during the period of attenuation basin construction. The heavy plant will use the internal haul road previously approved under 2020/0647. The application is accompanied by a Construction Method Statement detailing proposed measures to limit noise and dust which are considered to be satisfactory to the Pollution Control Officer. This would be conditioned and a further condition is proposed to restrict the hours of construction working. As such the proposal is in accordance with Local Plan Policy POLL1.

Ecology

There are two Local Wildlife Sites (LWS) within 1km of the application site; Black Lane LWS is approximately 460m to the south, and Skier's Spring Wood is 800m to the east. An ecological appraisal has been undertaken in support of the planning application and this report informs the Biodiversity Net Gain calculations that accompany the application together with a Biodiversity Impact Assessment (BIA) and a Biodiversity Enhancement Management Plan (BEMP). The fields are currently under agriculture are of low ecological value. However, a small length of hedgerow is to be lost. A detailed biodiversity net gain calculation has been undertaken and the proposals will provide enhancements that will support a variety of fauna, including foraging badgers and bats and breeding birds and amphibians, together with landscaping and Biodiversity management for a period of 30 years. The Biodiversity Officer is satisfied that 10% biodiversity net gain will be achieved and has no objections to the proposal. The application is therefore in accordance with Local Plan Policy BIO1 and the Hoyland West Masterplan.

Trees

The proposed works entail the removal of a short section of hedgerow between the two fields. The Forestry Officer confirms this is of little arboricultural merit. He further notes that significant mitigation has been proposed as part of the biodiversity enhancement measures for this area which provide suitable planting from an arboricultural perspective. There are no objections from a tree perspective therefore, subject to a planning condition, in accordance with Local Plan Policy BIO1.

Highways

The Highways DC Group Leader has confirmed there are no significant highways considerations. A Construction Method Statement submitted to discharge planning conditions for the 2020/0647 site also meets the requirements for this application in terms of construction traffic accessing the attenuation ponds through the internal route from the Hermes site to the north as previously approved. Black Lane is a private highway at this point and access has been agreed with the owner and signage will be provided warning users of Black Lane of operations so there are no highway objections. The proposal therefore accords with Local Plan Policy T4.

Public Rights of Way and the Trans Pennine Trail (TPT)

Black Lane is a Public Right of Way (Tankersley 25) and there is a further public footpath to the northern boundary of the site (Tankersley 27) and one to the south (Tankersley 28) which is crossed. The Trans Pennine Trail between the A6135 Sheffield Road and Black Lane will remain open. Where this crosses the work area, suitable segregation will be provided to allow safe passage of the users of the TPT. The Public Rights of Way Officer has no objections providing that any drainage works which cross the footpaths are reinstated to their current condition. The Public Rights of Way Officer is also satisfied that signage will be provided warning users of the surrounding footpaths and rights of way of the operations. Similar comments are echoed by the Trans Pennine Trail Officer who is also keen to ensure

that adequate signage is in place to make contractors aware that Black Lane shall remain open and to encourage care when passing all types of TPT user, to instruct against the use of Tankersley Lane and to prevent parking on Black Lane by contractors. Subject to this mitigation the proposal is considered to be compliant with Local Plan Policy GS2 Green Ways and Public Rights of Way. Any temporary closures of the footpaths would be dealt with under separate legislation

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 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 Local Plan Policy CL1 and paras 178 and 179 of the NPPF.

Drainage

The main policy for assessing drainage/flood risk is CC3 'Flood Risk'. The site is not in an area considered to be at risk of flooding and the drainage strategy describes revised sustainable drainage measures pertinent to the main permission 2020/0647. The application proposal will provide the Hoyland development with a 1:100 year plus 30% climate change storm event on site without flooding any buildings. The Councils Highways Drainage Officer and Yorkshire Water have no objections subject to the proposal, as such it accords with Local Plan Policy CC3 regarding flood risk and water resource management.

Summary and Conclusion

This proposal essentially comprises an amendment to the approved surface water management proposals relating to planning permission 2020/0647 on the Hoyland West Masterplan site for the development up to 103,086sqm of employment building floorspace and associated works, including a new link road. Those construction works are currently underway on land located to the north west of the site for this planning application.

The land is in the Green Belt, but the original attenuation pond was included in the Hoyland West Masterplan site for this purpose for the reason that attenuation ponds preserve the openness of the Green Belt and do not conflict with the purposes of including land within it making them an acceptable form of development in planning policy terms.

The applicant is seeking to have the drainage pond adopted by Yorkshire Water, which would have clear and obvious benefits for the reason they are the local public drainage utility company who possess the knowledge, expertise and personnel to manage a large variety of public drainage infrastructure throughout the Region. It would also give them the legal responsibility to maintain. However, as the adoption process for sustainable drainage ponds is still an emerging field their adoption criteria are evolving and this has resulted in a need to change the previous design to create shallower ponds that would occupy a larger surface area.

The implications of this new proposal have been fully assessed under this application and it remains the case that the ponds are acceptable in Green Belt planning policy terms for the reasons that the pond basins would be open features in the landscape that would sit beneath the existing ground level. In addition, the development would not conflict with the five purposes of including land within the Green Belt that are set out in paragraph 134 of the NPPF. Furthermore it has been determined that the proposals would not harm visual

amenity of the Green Belt and local landscape, nor archaeological interests and or the setting of heritage assets.

10% biodiversity net gain has remained an important consideration. The revised calculations has resulted in new planting and and ecological provisions to ensure this is achieved with a corresponding improvement in visual amenity with significant planting to the margins and Biodiversity management for a period of 30 years.

The assessment has also identified mitigations necessary in relation to limiting the effects of the development during the construction phase on local residents, the highway network and users of public rights of way and the Trans Pennine Trail. Such effects would be temporary and would not be carried through to the operational phase. Public Rights of Way will in the main, remain open or be closed for a temporary period only whilst construction works are underway. Construction traffic will use a previously permitted haul road which is remote from Black Lane. Whilst there may be temporary impacts on local residents during the constriction period in terms of noise, dust and disturbance, no objections have been received from consultees and measures will be taken to protect the amenity of nearby residents and users of the public rights of way during the short construction period.

Taking everything into account the proposal is considered to be acceptable in planning policy terms and with regards to the various material planning considerations that have been considered under the assessment process. The proposal is for sustainable drainage solution and would achieve 10% biodiversity net gain. It is therefore considered to be an acceptable form of sustainable development within the terms laid out within the Local Plan and NPPF and is recommended for approval accordingly subject to the conditions below.

Recommendation: -

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 and specifications as approved unless required by any other conditions in this permission:
Application Boundary DR-A-4400-104REV P01
Proposed Attenuation GA Basin Sheet 1 DR-D-345 REV P01
Proposed Attenuation GA Basin Sheet 2 DR-D-346 REV P01
Site Location Plan 4400/003 REV P3
Basin Landscape Sections 22-S8-P2
Construction Management Framework Plan P6
Construction Method Statement REV6
Landscape Proposals 20-09-S8 REV P12
Landscape Proposals 20-10-S8 REV P11
Proposed Basin Sections DR-C-SK002 REV P02
Archaeological Desk Based Assessment – by Oxford Archaeology
Archaeological Evaluation Report – by Oxford Archaeology
Heritage Statement by Oxford Archaeology
Biodiversity Metric 2.0
Coal Mining Report
Biodiversity Enhancement and Management Plan REV A dated June 2021 by FCPR
Biodiversity Impact Assessment dated April 2021 by FCPR
Ecological Appraisal letter dated 16 April 2021by FCPR
Hoyland Southern Catchment by Wallingford

Storm Sewer calculations by Microdrainage
Desk Study and Coal Mining Risk Assessment by Applied Geology
Proposed Drainage Sheet 1 DR-CR-331 REV P10
Proposed Drainage Sheet 2 DR-CR-332 REV P13
Proposed Drainage Sheet 3 DR-CR-333 REV P12
Proposed Drainage Sheet 4 DR-CR-334 REV P11
Proposed Drainage Sheet 5 DR-CR-335 REV P11

Addendum to Flood Risk Assessment by RPS dated 16th April 2021

Evaluation Trenches including aerial view

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

3. No vegetation clearance shall take place between the months of March and August inclusive unless nesting birds have been shown to be absent by a suitably qualified ecologist in accordance with written details to be submitted and approved by the Local Planning Authority.

Reason: In the interests of biodiversity and in accordance with Local Plan Policy BIO1 Biodiversity and Geodiversity

4. No development shall commence until;
- a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity in line with the Applied Geology Ltd risk assessment report ref: G20149 of April 2021, and;
 - b) The site investigation and remediation shall be undertaken in compliance with Construction Industry Research and Information association publication C758D "Abandoned mine workings manual" where applicable.
 - c) A report detailing the findings of the investigations and future ground work designs (including evidenced approval from the Coal Authority where necessary) shall be submitted to the Local Planning Authority for approval in writing.
 - d) the development thereafter shall be carried out in accordance with the approved details.

Reason: In the interests of land stability NPPF Paras 178 a,b,c. 179 and 170 e & f, based around Land Stability in accordance with Local Plan Policy CL1

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

6. 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 1300 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 Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.

7. All planting, seeding or turfing comprised in the approved details of landscaping in condition 2 above shall be carried out prior to occupation of any building approved under planning permission 2020/0647 and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

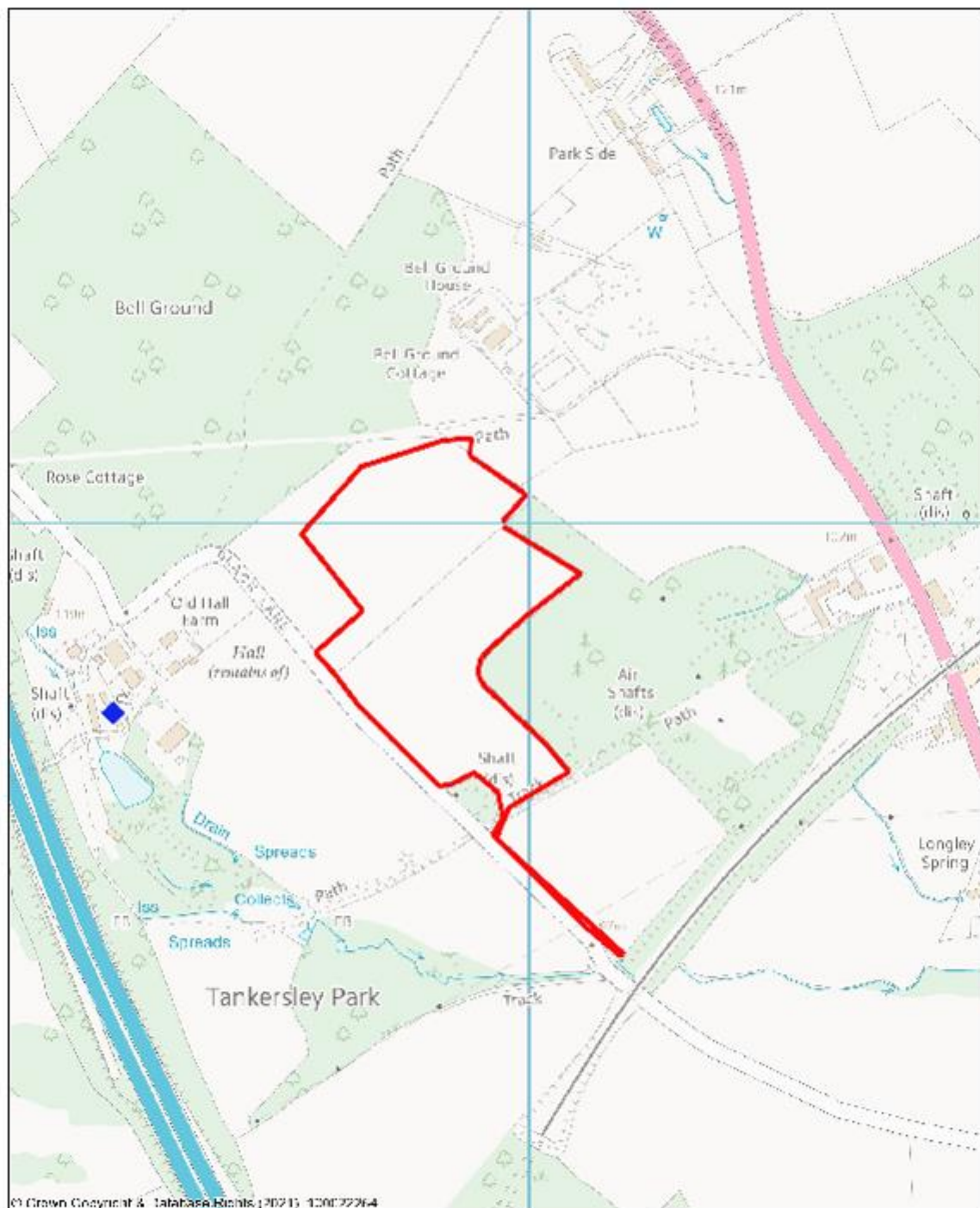
Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan Policy D1 Design

8. Long term landscape and biodiversity management for a period of 30 years shall be undertaken in accordance with the approved Biodiversity Enhancement Management REV A dated June 2021.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan Policy D1 Design and to ensure 10% biodiversity net gain is achieved, in accordance with Local Plan Policy BIO1.

PA Reference:-

2021/0637



BARNSELEY MBC - Regeneration & Property

Scale: 1:5000



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2021/0301**Applicant:** W Linder-Green**Description:** Change of use of ground floor retail units to 2no. flats.**Site Address:** 303 - 307 Barnsley Road, Cudworth, Barnsley.

The application is before Members at the request of ward councillors.

Description

The site is in relation to a number of attached, 3-storey building located on Barnsley road in Cudworth. The buildings are constructed from stone with retail units at the ground floor and residential accommodation above. There are 2 x dormer windows on the roof plane facing onto the road. The site is located to the North-East of the District Centre of Cudworth on the secondary shopping frontage. There is no allocated parking for the existing building.

To the rear of the site is a small courtyard area which is accessed by a small walkway with a flying freehold above. The rear elevation of the building has a metal external staircase leading to the first floor of the building.

Proposed Development

The applicant seeks approval for the change of use of the ground floor of the building from retail usage to two one bedroom flats. No changes are proposed to the first floor of the building.

The only external alterations would be to the frontage with the removal of the shop fronts and their replacement with windows and doors

There is no dedicated parking provision for the proposed flats but the agent has indicated that the existing rear courtyard area could be utilised as amenity space.

Planning History

B/75/3383/CU: Store extension (Conservation area consent; historic)

B/81/1752/CU: Change of use from shop to sale of hot food (Refused)

B/95/0811/CU: Installation of new shop front and alterations to form additional information (Historic)

2007/1853: Conversion of ground floor shop units into three bed sits (Approve with conditions)

2020/1345: Change of use of ground floor retail units with HMO above to 6no.apartments including external alterations (Refused due to inadequate room sizes, lack of dedicated parking, and lack of private amenity space)

Policy Context

The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough. Policies of relevance to this application would be as follows:

GD1: General development – Proposals for general development will be approved providing there is no significant adverse effect on residential amenity, highway safety, the current or future use of nearby land and it upholds good quality design in accordance with local plan policy D1.

SD1: Presumption in favour of sustainable development – The Council will take a positive approach to proposals that reflect the presumption in favour of sustainable development contained in the NPPF.

D1: High quality design and place making – This policy sets the overarching design principles for the borough. Development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of the local area.

TC1: Town Centres – Centres are split between Barnsley Town Centre, District Centres and Local Centres. Local Centres serve smaller catchments and development here will be expected to meet the needs of the local area and not adversely impact on the vitality or viability of other nearby centres.

TC2: Primary and Secondary Shopping Frontages - Proposals for retail (A1-A5) uses will be allowed on Primary and Secondary Shopping frontages in Barnsley Town Centre and the District Centres provided that:

- Within each primary shopping frontage in Barnsley Town Centre and the District Centres, ground floor uses would remain predominantly retail (Class A1) in nature.
- Other uses may be acceptable, especially where they diversify and improve provision in a centre, provided that it can be demonstrated that the vitality and viability of the primary shopping area concerned would not be negatively affected and that ground floor uses on the Primary Shopping Frontages remain predominantly retail (Class A1) in nature.

T3: New development and sustainable travel – New development is expected to be located and designed to reduce the need for travel, be accessible to public transport and encourage smarter ways to travel rather than unsustainable use of the private car.

T4: New development and highway improvement - New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

LG2: The Location of Growth – Priority will be given to development in the following locations:

- Urban Barnsley
 - Principle Towns of Cudworth, Wombwell, Hoyland, Goldthorpe, Penistone and Royston;
- and
- Villages

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principle Town, and the Principle Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

Poll1: Pollution Control and Protection - Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

SPDs:

- Parking
- Design of New Housing Development

Others

South Yorkshire Residential Design Guide

Consultations

Pollution Control – No comment or objection

Highways DC – No comments received

Ward Councillors – All 3 ward councillors have raised objections on the following grounds:

- Previous problems with the site with the flats being used for anti-social behaviour.
- Loss of Shops
- The proposal doesn't fit into investment aspirations for Cudworth
- Lack of parking and impact on highway safety

Highways Drainage – No objection

Yorkshire Water – No comment

Representations

Neighbour notification letters were sent to surrounding properties and a site notice placed to the front of the site. One letter has been received in relation to the previous application (2020/1345) post decision. The occupant has said that they are re-developing their property so they acknowledge that any letters they have sent may not have been read but they have raised the following concerns which are relevant to this planning application:

- Loss of small retail units
- Over supply on one bedroom accommodation

Assessment

Principle of Development

The site and surrounding area is situated within Cudworth District Centre. The District Centres have an important role serving localised catchments and meeting more local needs. To ensure they fulfil this role and continue to implement and support the role of Barnsley Town Centre, new retail and town centre development will also be directed to the District Centres.

Local Plan Policy TC2: Primary and Secondary Shopping Frontages is relevant in this case as the site is within the secondary shopping frontage of a district centre where the primary shopping frontage should primarily be retail. Other uses may be acceptable, especially where they diversify and improve provision in a centre, provided that it can be demonstrated that the vitality and viability of the primary shopping area concerned would not be negatively affected and that ground floor uses on the Primary Shopping Frontages remain predominantly retail (Class A1) in nature.

This particular site falls on the edge of the district centre and is the last 2 retail units before reaching the Urban Fabric area to the North/North-East. As such, the site is considered to be on a secondary shop frontage.. Notwithstanding this, Policy TC1 and TC2 are still relevant which

determine whether the loss of a retail use will be detrimental to the vitality and viability of the district centre. A view of the area has therefore been taken and it is shown that the surrounding area already has a mix of use with shops, a pub, restaurant/hot food takeaway, beauty, etc. in the near vicinity. As this is a secondary shopping use, the loss of the retail units are therefore not considered detrimental to the viability or vitality of the area.

In addition to the above, it is noted that from August 1st 2021, applicants will be able to take advantage of an amendment in legislation (The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) which means that the change of use from a shop (Use Class E) to a residential unit (Use Class C3) would be permitted development in principle subject to an application for prior notification being submitted in which the Council would only be able to consider the following aspects:

- (a) transport impacts of the development, particularly to ensure safe site access;
- (b) contamination risks in relation to the building;
- (c) flooding risks in relation to the building;
- (d) impacts of noise from commercial premises on the intended occupiers of the development;
- (e) where—
 - (i) the building is located in a conservation area, and
 - (ii) the development involves a change of use of the whole or part of the ground floor, the impact of that change of use on the character or sustainability of the conservation area;
- (f) the provision of adequate natural light in all habitable rooms of the dwellinghouses;
- (g) the impact on intended occupiers of the development of the introduction of residential use in an area the authority considers to be important for general or heavy industry, waste management, storage and distribution, or a mix of such uses; and
- (h) where the development involves the loss of services provided by—
 - (i) a registered nursery, or
 - (ii) a health centre maintained under section 2 or 3 of the National Health Service Act 2006(4), the impact on the local provision of the type of services lost.

Given this new legislation comes into effect so close after the Planning Board date it would appear appropriate to assess the scheme against the above factors as has been done below:

Transport Impacts

The site is on a bend in the road with double yellow lines in front and no dedicated parking areas. Nevertheless, the established use of the ground floor is as retail units. It would appear that in the past it may have been three retail units and was then converted into two retail units. The shops have, however, been vacant for a while. Notwithstanding this, if they were to re-open as retail units then there would be some vehicular activity associated with them including servicing of the shops, deliveries, staff arrivals, customers etc. In addition, whilst it is acknowledged that the guidance within the parking SPD suggests that 1 parking space would be required for each unit, for non-food retail, which these units could be opened as now, the guidance suggests that 1 space is provided for 20 metres squared of floorspace which could equate to up to 6 spaces. The proposal to change the use to 2 one bedroom flats is unlikely to result in any significant increase in vehicular movements and parking provision compared to what the existing use could potentially generate.

The previous application at this site (2020/1345) was partly refused on highways grounds but that scheme was for 6 apartments of a mix of 1 and 2 bed apartments. This scheme has reduced the number of units by two thirds and they are only one bed flats and as such the need for dedicated parking is also reduced. In addition, the site is in a sustainable position within easy walking distance of the shops and services in the centre of Cudworth. There is also a small public car park opposite the site and a bus stop within 30m of the site. Local Plan policy T3 aims to reduce the need to travel, especially by private car. Given the sustainability credentials of the site, to insist that private dedicated parking be provided, would appear to go against the principles of this policy in encouraging the use of more sustainable modes of transport. In addition a condition is

recommended to gain two cycle parking spaces, which could be achieved in the rear amenity area, to encourage the use of cycling as a mode of transport for the occupants

In view of the above, the proposal is not considered to result in any significant detrimental transport impacts that would warrant a refusal of the application.

Contamination risks

The proposal re-utilises an existing building that was used for retail purposes and would be surrounded by residential uses. As such there are not considered to be any contamination risks from the proposal

Flooding risks

The site is not close to any watercourses and is within Flood Zone 1 (lowest risk of flooding). As such the proposal does not raise any flooding risk issues

Residential amenity

In terms of noise from surrounding uses, the new flats would adjoin existing residential uses so commercial noise would not be considered an issue. In addition the Council's Pollution Control Section have raised no objections to the scheme.

In relation to the provision of natural light, all the proposed dining, living, and bedroom areas all contain windows that allow adequate natural light into these areas.

In terms of the internal room dimensions, these now meet the SYRDG standards for internal spaces. The applicant has also indicated that the rear courtyard area can be used as private amenity space and it is also noted that Cudworth Welfare Park is within walking distance of the site. Given the one bedroom flats are unlikely to appeal to families, it is considered that there is acceptable outdoor amenity space for the proposed scheme.

Other factors

The site is not within a conservation area and is not within an area the local authority considered as "important for general or heavy industry, waste management, storage and distribution, or a mix of such uses". The scheme also does not involve any nursery or health services provision.

In terms of visual amenity, the proposed windows and doors would be comparable to the residential elements on the upper floors of the building. The applicant is proposing render to the ground floor. There are a variety of materials in the surrounding area including stone, brick and render. The dormer windows on the building are also clad in white boarding whilst the existing shop frontages have a variety of materials on them. On the proviso the type and colour of render is sympathetic to the building it is considered that this would be acceptable subject to an appropriate condition.

The addition of two one bed flats is not considered to have a significant impact on the housing stock within the Cudworth area. The issues relating to anti-social behaviour at the site are noted but these cannot be considered as material planning considerations for the scheme put forward. In addition, it is acknowledged that there are plans and thoughts on improving this area but it is not considered that these are at a stage where they hold significant weight in order to be considered as significant factors in the determination of the application.

Conclusion

The scheme is considered to be in line with current guidance and emerging changes to legislation and it is not considered that there are any significant material considerations that weigh against the scheme. As such the recommendation is to approve subject to conditions.

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 amended plans (Nos. 101-89 201 Rev A, 101-89 202 rev B, and 101-89 loc-01) and specifications as approved unless required by any other conditions in this permission.

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

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

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

4. The change of use hereby approved relates to the ground floor of the building only.

Reason: For the avoidance of doubt and to accord with approved plan 101-89 201 Rev A in accordance with Local plan Policy GD1

5. Upon commencement of development, details of the provision of two secure cycle spaces shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall then be implemented in accordance with the approved details and the cycle spaces provided prior to the occupation of the units and retained as such thereafter.

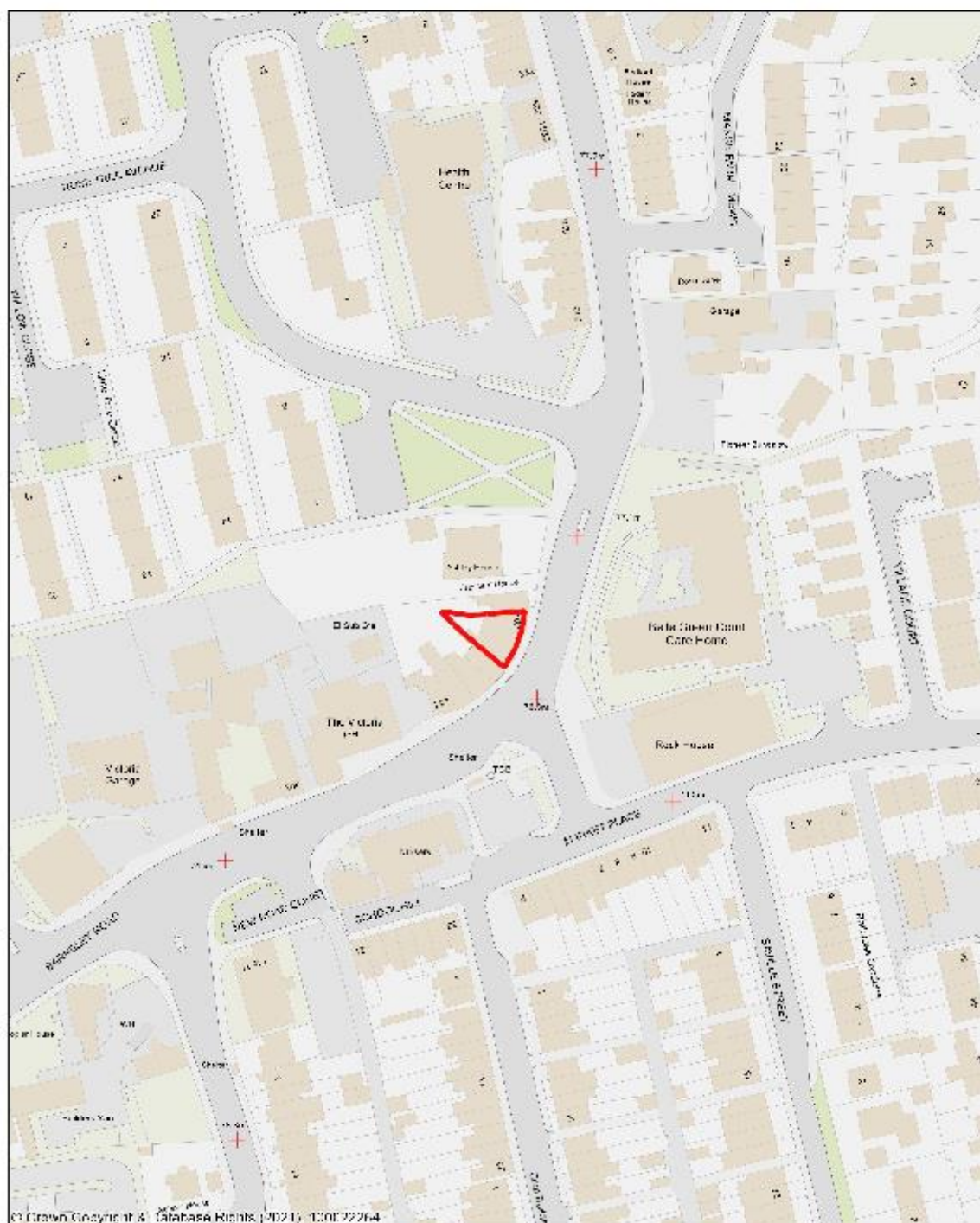
Reason: In the interests of sustainable travel in accordance with Local Plan Policy T4.

6. Upon commencement of development a construction method survey detailing how the footway to the front of the property is to be managed during the alteration works to the frontage of the property shall have been submitted to and approved in writing. The scheme shall then proceed in accordance with the approved details.

Reason: In the interests of pedestrian safety in accordance with Local Plan Policy T4.

PA Reference:-

2021/0301



BARNSELEY MBC - Regeneration & Property



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Item 6

BARNSELY METROPOLITAN BOROUGH COUNCIL

PLANNING APPEALS

April 2021 to March 2022

APPEALS RECEIVED

5 appeals were received in May and June 2021

<u>Reference</u>	<u>Details</u>	<u>Method of Appeal</u>	<u>Committee/ Delegated</u>
2020/0848	Outline application for detached bungalow with access considered at this stage 17 Pontefract Road, Cudworth, Barnsley, S72 8AY	Written Reps	Delegated
2021/0496	Installation of freestanding illuminated 48-sheet D-Poster M C Mills And Co Ltd, Lower Castlereagh Street. Barnsley, S70 1AR	Written Reps	Delegated
2020/0022	Discharge of conditions 3, 5, 10, 12 and 13 of application 2015/1464 - Erection of 4 no. Bungalows Land between Springfield and Vancouver Drive, Bolton Upon Dearne, Rotherham	Written Reps	Delegated
2021/0220	Erection of outbuilding to be used as a store, games area and hobby workshop (Application for a Lawful Development Certificate for a Proposed Development) 4 Burton Crescent, Monk Bretton, Barnsley, S71 2QD	Written Reps	Delegated
2020/1180	Residential development of up to 2no dwellings (Outline With All Matters Reserved) Land adjacent Bank End Road, Worsbrough, Barnsley	Written Reps	Delegated

APPEALS WITHDRAWN

1 appeal was withdrawn in May and June 2021.

2020/0022	Discharge of conditions 3, 5, 10, 12 and 13 of application 2015/1464 - Erection of 4 no. Bungalows Land between Springfield and Vancouver Drive, Bolton Upon Dearne, Rotherham	Written Reps	Delegated
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APPEALS DECIDED

5 appeals were determined in May and June 2021.

<u>Reference</u>	<u>Details</u>	<u>Decision</u>	<u>Committee/ Delegated</u>
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2020/0670	Construction of overspill car park and access track. Spicer House, Spicer House Lane, Ingbirchworth, Barnsley, S36 7GG	Dismissed 17/05/2021	Delegated
2020/1059	Replacement of existing paper and paste advertisement with digital advertisement board Land at Grange Lane, Stairfoot, Barnsley, S71 5QQ	Allowed 08/06/2021	Delegated
2020/0906	Extensions to rear and to the height and length of the roof to convert existing bungalow into a chalet bungalow, with 1st floor living accommodation within the roof space, associated dormer windows and roof lights to front and rear and first floor windows to side 4 Robin Lane, Royston, Barnsley, S71 4EA	Dismissed 11/06/2021	Delegated
2020/0762	Formation of vehicular access including levelling of kerb 28 Bridge Street, Penistone, Sheffield, S36 6AJ	Dismissed 14/06/2021	Delegated
2020/0044	Change of use of land to gypsy site for the stationing of caravans for residential occupation and associated development (new access, hard standing, utility building, entrance wall and gates)-Part retrospective Land North side of Worsbrough Road, Worsbrough Village, Barnsley, S70 5LN	Appeal allowed for temporary period of 3 years and 2 x related enforcement appeals dismissed 23/06/2021	Delegated

2021/2022 Cumulative Appeal Totals

9 appeals have been decided since 01 April 2021

7 appeals (78%) have been dismissed since 01 April 2021

2 appeals (22%) have been allowed since 01 April 2021

	Audit	Details	Decision	Committee/ Delegated
1	2019/1340	Erection of 2 storey detached dwelling with off-street parking and ancillary works Land adjacent 4 Mount Crescent, Hoyland, Barnsley, S74 0HG	Dismissed 06/04/2021	Delegated
2	2020/1170	Erection of single storey rear extension projecting out 8m from rear of dwellinghouse, with a height to eaves of 2.4m and 4.0m overall height (Prior Notification Householder) The Stables, Hey Slack Farm, Hey Slack Lane, Whitley Common, Huddersfield, HD8 8YD	Dismissed 15/04/2021	Delegated
3	2020/0697	Erection of detached outbuilding including double garage to rear/side of dwelling 1 Hunters Cottage, Pogmoor Lane, Pogmoor, Barnsley, S75 2JS	Dismissed 26/04/2021	Delegated
4	2020/1177	Update of existing 48-sheet advertising display to a 48-sheet digital advertising display. 20B Racecommon Road, Barnsley, S70 1BH	Dismissed 29/04/2021	Delegated
5	2020/0670	Construction of overspill car park and access track.	Dismissed 17/05/2021	Delegated

		Spicer House, Spicer House Lane, Ingbirchworth, Barnsley, S36 7GG		
6	2020/1059	Replacement of existing paper and paste advertisement with digital advertisement board Land at Grange Lane, Stairfoot, Barnsley, S71 5QQ	Allowed 08/06/2021	Delegated
7	2020/0906	Extensions to rear and to the height and length of the roof to convert existing bungalow into a chalet bungalow, with 1st floor living accommodation within the roof space, associated dormer windows and roof lights to front and rear and first floor windows to side 4 Robin Lane, Royston, Barnsley, S71 4EA	Dismissed 11/06/2021	Delegated
8	2020/0762	Formation of vehicular access including levelling of kerb 28 Bridge Street, Penistone, Sheffield, S36 6AJ	Dismissed 14/06/2021	Delegated
9	2020/0044	Change of use of land to gypsy site for the stationing of caravans for residential occupation and associated development (new access, hard standing, utility building, entrance wall and gates)-Part retrospective Land North side of Worsbrough Road, Worsbrough Village, Barnsley, S70 5LN	Appeal allowed for temporary period of 3 years and 2 x related enforcement appeals dismissed 23/06/2021	Delegated

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Item 7

BARNSELY METROPOLITAN BOROUGH COUNCIL

SUMMARY OF OUTCOMES - PLANNING APPLICATIONS AGENDA PACK ISSUED AS BOARD MEMBER CONSULTATIONS IN ADVANCE OF THE JUNE 2021 PLANNING REGULATORY BOARD MEETING

LIST OF APPLICATIONS WITHIN THE AGENDA PACK:-

<u>Reference</u>	<u>Details</u>	<u>Committee/ Delegated</u>
2021/0012	<p>Erection of extension to existing storage and distribution warehouse. Fields End Business Park, Portwest, Colliery Lane, Thurnscoe</p> <p>Summary of consultation comments received:-</p> <p>1. One comment received supportive of the application and the creation of over 80 jobs. Would have liked it if they could have had some solar panels but was pleased to see the inclusion of EVC points as part of the scheme.</p> <p>Officer response – Comment noted to be supportive of Officer recommendation</p>	<p>To proceed delegated for approval in accordance with the officer recommendation and the conditions set out in the officer report</p>

Signed:



Joe Jenkinson
Head of Planning and Building Control

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Item 8

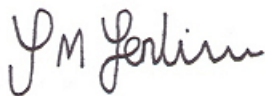
BARNSELEY METROPOLITAN BOROUGH COUNCIL

SUMMARY OF OUTCOMES - PLANNING APPLICATIONS AGENDA PACK ISSUED AS BOARD MEMBER CONSULTATIONS IN ADVANCE OF THE JUNE/JULY 2021 PLANNING REGULATORY BOARD MEETING

LIST OF APPLICATIONS WITHIN THE AGENDA PACK:-

<u>Reference</u>	<u>Details</u>	<u>Committee/ Delegated</u>
2021/0441	<p>2no pieces of public art; the COVID memorial located on The Glass Works Main Square adjacent to May Day Green and the Barry Hines Memorial located at the entrance/exit to The Glass Works Boulevard on Cheapside</p> <p>The Glass Works Main Square/Public Realm</p> <p>Summary of consultation comments received:-</p> <p>1. Five comments received all supportive of the scheme. Some suggestions about widening the words of gratitude to include other sections of society but all Members who commented were in favour of the artwork and principles of the scheme.</p> <p>Officer response – Comment noted to be supportive of Officer recommendation</p>	<p>To proceed delegated for approval in accordance with the officer recommendation and the conditions set out in the officer report</p>

Signed:



Joe Jenkinson
Head of Planning and Building Control

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