

Public Document Pack

MEETING:	Planning Regulatory Board
DATE:	Tuesday, 1 September 2020
TIME:	2.00 pm
VENUE:	THIS MEETING WILL BE HELD VIRTUALLY

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 - 4*)

To receive the minutes of the meeting held on 28th July 2020.

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 at Higham Lane/Capitol Close and Whinby Road, Barnsley - 2020/0040 - For Approval (*Pages 5 - 20*)

4. Land off St Michaels Avenue, Monk Bretton, Barnsley - 2019/1546 - For Approval (*Pages 21 - 34*)

Consultations

5. Member Planning Consultations July 2020 (*Pages 35 - 38*)

Planning Appeals

6. Planning Appeals - 1st to 31st July 2020 (*Pages 39 - 40*)

To: Chair and Members of Planning Regulatory Board:-

Councillors Richardson (Chair), T. Cave, Danforth, Eastwood, Fielding, Frost, Gillis, Gollick, Green, Greenhough, David Griffin, Hand-Davis, Hayward, Higginbottom, Leech, Makinson, Markham, McCarthy, Mitchell, Noble, Phillips, Smith, Spence, Stowe and Wright

Matt Gladstone, Executive Director Place
David Shepherd, Service Director Regeneration and Culture
Paul Castle, Service Director Environment and Transport
Joe Jenkinson, Head of Planning and Building Control

Matthew Smith, Group Leader, Development Control
Andrew Burton, Group Leader (Inner Area), Development Management
Bob Power, Senior Legal Officer (Locum)

Parish Councils

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

Friday, 21 August 2020

MEETING:	Planning Regulatory Board
DATE:	Tuesday, 28 July 2020
TIME:	2.00 pm
VENUE:	VIRTUAL

MINUTES

Present

Councillors Richardson (Chair), T. Cave, Danforth, Eastwood, Fielding, Frost, Gillis, Green, Hayward, Higginbottom, Leech, Makinson, Noble, Phillips, Spence, Stowe and Wright

100. Declarations of Interest

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

101. Minutes

The minutes of the meeting held on 16th June 2020 were taken as read and signed by the Chair as a correct record.

102. Land to the north and south of Dearne Valley Parkway, Hoyland, Barnsley - 2019/1573 - For Approval

The Head of Planning and Building Control submitted a report on Planning Application 2019/1573 (Hybrid planning application for a development up to 102,193sqm of employment uses (use classes B1/B2 and B8) and associated works including provision of internal access roads, drainage and landscaping, a) Outline with all matters reserved apart from means of access; and b) full application for associated earthworks and creation of access points including new roundabout to access Local Plan allocation site ES15) at land to the north and south of Dearne Valley Parkway, Hoyland, Barnsley.

Ms Joanne Neville (Harworth Estates) addressed the Board and spoke in favour of the Officer recommendation to approve the application.

A prepared statement from Mr Kevin Brown was read out at the meeting in opposition to the Officer recommendation to approve the application.

RESOLVED that the application be approved in accordance with the Officer recommendation including the execution of a S106 agreement.

103. Bleachcroft Way, Stairfoot, Barnsley, S70 3PA - 2017/0753 - For Approval

The Head of Planning and Building Control submitted a report on Planning Application 2017/0753 (outline application including for development of 250 dwellings

and associated works (all matters reserved apart from means of access) at Bleachcroft Way, Stairfoot, Barnsley S70 3PA.

RESOLVED that the application be approved in accordance with the Officer recommendation including the execution of a S106 agreement and subject to an amendment to condition 22 to make it explicit that means of access and parking for construction traffic shall not be permitted from Field Lane

104. Member Planning Consultations June 2020

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 meeting held on 16th June 2020.

RESOLVED that the report be noted.

105. Planning Appeals - 1st June to 30th June 2020

The Head of Planning and Building Control submitted an update regarding cumulative appeal totals for 2020/21.

The report indicated that 8 appeals were received in June 2020.

No appeals were withdrawn in June 2020 and 3 appeals were decided in June 2020. It was reported that 6 appeals have been decided since 1st April 2020, 6 of which (100%) have been dismissed and none of which have been allowed.

106. Enforcement Quarterly Report April to June 2020

Planning Regulatory Board Members were provided with an update on Planning Enforcement service activity covering the Quarter 2 Period of this reporting year 2020/2021 (April 2020 – June 2020). The report includes a breakdown of the requests for service received and includes details of key actions and enforcement case outcomes during the quarter.

RESOLVED that the report be noted.

Chair

2020/0040

Mr David Shepherd, Barnsley Metropolitan Borough Council
Highway improvement works including the creation of a new roundabout and enlarging existing Capitol Park roundabout.
Higham Lane/Capitol Close

Objections from 14 residents/businesses in response to the consultation carried out on the plans and supporting documents.

Site Description

The site is 2.65 hectares in area and comprises Higham Lane, Capitol Close which is currently unadopted and a small section of the A628 Whinby Road. At present Capitol Close does not benefit from a vehicular connection to Higham Lane. Higham Lane is a single-carriageway road that runs in a north/south alignment between Dodworth and Higham Common Road. Higham Lane has a pedestrian footway that runs along its western edge for its entirety until it becomes Higham Common Road at the flyover of the M1. Higham Lane is subject to the national speed limit until the transition to Higham Common Road.

Capitol Close is a cul-de-sac that extends south for approximately 350m onto the A628 Whinby Road with an existing pedestrian footpath linking Capitol Close and Higham Lane to the north. Capitol Close is a single-carriageway road of approximately 7.3 metre width with waiting restrictions in the form of double yellow lines along both sides of the carriageway along the length of the road. Capitol Close is the main access point to Capitol Park Business park which includes office space and several hybrid units. In its current arrangement there is no direct vehicular link between Higham Lane and Capitol Close.

The A628 Whinby Road links M1 Junction 37 with the settlements to the west of Barnsley and eventually Greater Manchester. The road is a single lane carriageway with good quality road surfacing and lighting provision in place with a footway connecting the Capitol Close/Whinby Road Roundabout to the Higham Lane/Whinby Road Roundabout. The speed limit is 40mph throughout and the road is approximately 7.3m in width, aside from short sections of dual carriageway immediately west of Junction 37 of the M1. The A628 Whinby Road extends further south for approximately 70m to another roundabout which forms a junction with the B6449 into a nearby housing development into Barnsley Road. This section has a relatively new road surface with adequate pedestrian footway with full height kerbs spanning the length of the road and the adjacent roundabout. There are also good pedestrian crossing facilities including dropped kerbs and tactile paving, to allow pedestrians to safely cross the road.

Proposed Development

The proposal includes the creation of a new roundabout to connect Capitol Close and Higham Lane, highways improvement works to upgrade Higham Lane and the enlargement of the existing Capitol Park Roundabout.

The primary role of the development is to help facilitate access to the MU1 development site and deliver highway capacity benefits to serve wider Local Plan growth.

Officers are also considering two associated applications for highway infrastructure aimed at providing access to the MU1 site. In turn they would also pave the way for a spine road through that site referred to as the Claycliffe link in the local plan, which seeks to provide a more direct and suitable route between the Claycliffe area in junction 37. These are:

- 2020/0028 - a proposed roundabout further north on Higham Lane between the junction with Hermit Lane and the M1 motorway bridge
- 2020/0027 - a roundabout on Barugh Green Road at the northern end of the MU1 site.

These schemes will be presented to a future Planning Regulatory Board.

Relevant Planning History

The only planning application of relevance to this scheme is the 2019/0286 hybrid application for:

- a) an extension to Capitol Park comprising the development of 2 no warehouses for general industrial and storage and distribution purposes and
- b) full application for provision of associated earthworks , demolition of existing bungalow and formation of access.

This scheme has not yet been implemented.

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 together with the adopted MU1/Barnsley West Masterplan Framework.

Local Plan Allocation – Employment allocation, Urban Fabric, Green Belt.

Relevant Local Plan Policies are:

SD1 Presumption in favour of Sustainable Development
GD1 General Development
LG2 The Location of Growth
GB1 Protection of Green Belt
E1 Providing Strategic Employment Locations
E2 The Distribution of New Employment Sites
E7 Promoting Tourism and encouraging Cultural Provision
H1 The Number of New Homes to be Built
H2 The Distribution of New Homes
T1 Accessibility Priorities
T3 New Development and Sustainable Travel
T4 New development and Transport Safety
T5 Reducing the Impact of Road Travel
D1 High Quality Design and Place Making

LC1 Landscape Character
HE1 Historic Environment
HE3 Developments affecting Historic Buildings
HE6 Archaeology
BIO1 Biodiversity and Geodiversity
CC1 Climate Change
CC3 Flood Risk
CC4 Sustainable Drainage Systems (SUDS)
CL1 Contaminated and Unstable Land
Poll1 Pollution Control and Protection
AQ1 Development in Air Quality Management Areas
UT2 Utilities Safeguarding
Site MU1 Land South of Barugh Green Road

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 without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date planning permission should be granted, unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. The most relevant paragraphs are as follows:

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

11 – The presumption in favour of sustainable development.

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

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

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

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

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

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

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

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

124 & 127. Achieving well-designed places

146. Provides a list of forms of development that are not considered inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes c) local transport infrastructure which can demonstrate a requirement for a Green Belt location.

175. Habitats and Biodiversity

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

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

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

Consultations

Responses have been received from the following consultees:-

Air Quality – Does not object to the application on operational air quality grounds

Biodiversity Officer – Would prefer it if the applicant provides additional clarification in support of the Preliminary Ecological Assessment at the application stage but requests that conditions are imposed to ensure required mitigation measures are followed through.

Conservation Officer – No objections

Highways Agency- No objections

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

Drainage – Drainage – No objections subject to the imposition of conditions a condition requiring approval of a drainage scheme to ensure that surface water run-off is discharged into a local watercourse of the public sewer network at a restricted rate together with details of the final outfall location and consent from the relevant controlling Authority.

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

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

Tree Officer – No objection from an arboricultural perspective subject to condition requiring the submission of detailed landscaping scheme

South Yorkshire Mining Advisory Service – Are content that the Coal Mining Risk Assessment identifies that mining legacy issues are likely to affect the proposals and request a condition requiring an intrusive site investigation

PROW- No objection subject to necessary procedures being followed relating to temporary closures to ensure safety of pedestrians.

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

South Yorkshire Archaeological Service-No objections subject to the imposition of condition requiring the submission of a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and a further condition requiring the demonstration of compliance with the WSI prior to the development being brought into use.

Representations

The application was advertised by neighbour notification letters, press and site notices.

Objections have been received from 14 residents/businesses in response to the consultation carried out on the original plans and documents.

No supportive responses have been received from residents.

Cllr Feilding has written to seek clarification on a number of matters and request copies of consultation responses received.

Yorkshire Wildlife Trust has written to request the submission of additional information relating to biodiversity net gain and a landscaping plan showing replacement planting to mitigate the impact of the loss of woodland. In addition, conditions have been requested relating to a Construction Environmental Management Plan (CEMP) and a Detailed Landscape/Ecological Management Plan (LEMP) should

Objections received can be summarised under the following themes:-

Visual impact

- Loss of amenity
- Loss of outlook
- Light pollution

Harm to living conditions of existing properties

- Noise impact and inadequacy of submitted report
- Air Quality impact
- Loss of privacy
- Blight on residential properties
- Loss of amenity
- Impact during construction
- Additional traffic through Higham

Highway safety

- Additional traffic generated from wider MU1 development
- Number of roundabouts that HGV's will have to negotiate
- Southern end of Higham Lane is restricted in terms of space for enlargement-weight restriction is required
- Increased congestion in vicinity including Barugh Green Road, Higham Lane and Chestnut Tree roundabout
- Safety risks to pedestrians
- Long term impact of traffic diversions when link road operational
- Impact on parking for garden centre
- Impact on the egress from The Meadows cul de sac
- Concerns about the effect of the Capitol Close roundabout being constructed in advance of the link road and the associated traffic impact.
- Structural Condition of M1 Motorway bridge.
- Impact on existing businesses/users of Capitol Park with increased traffic through opening of road.

Overdevelopment/future development concerns/link to the Local Plan

- Principle of MU1 development
- Impact of the MU1 development on existing infrastructure such as GP surgeries

Others:-

- Neighbour notification too localised and timescales for response too short
- Ground investigation should be undertaken prior to determination
- Length and complexity of documents submitted prohibitive for residents
- Loss of hedgerows/ecological impact
- Drainage concerns
- Concerns SCRIF funding driving timescales for planning applications
- Loss of agricultural land
- Relocation of listed milepost
- Lack of evidence presented in relation to ground contamination
- Potential impacts on PROW
- Disruption to business operation
- Loss of trees
- Inadequate technical reports that do not consider the full impact of site MU1.
- Timings of planning application and transparency of documentation
- Impact on historic environment-listed building.

It should be noted that a number of respondents provided a collective response for 2020/0027, 2020/0028 & 2020/0040 and as such there is overlap in the reasons for objection, some of which are not considered applicable to this scheme.

Assessment

The Need for the Proposal

The case in support of the development is one based around the need to facilitate access into the mixed-use allocation, MU1 (Barnsley West) and the associated Claycliffe Link road anticipated to run through the site between Higham Lane and Barugh Green Road. The net result would be a modern, direct, multi user route between the Claycliffe area and J37, in contrast with the current routes such as Higham Common Lane.

In accordance with Local Plan Policy LG1 and the adopted Spatial Strategy, Urban Barnsley is expected to accommodate a significant amount of the borough's growth in relation to employment (22%) and housing (43%). Site MU1 will deliver 43 hectares of the 64.6 hectares allocated in Urban Barnsley together with 1700 of the 9070 homes. Together with planning applications 2020/0027 and 2020/0028 which seek to deliver the northern and southern roundabouts to serve the MU1 site, the scheme would therefore take account of wider Local Plan related growth.

Conformity with Green Belt Policy

The application proposes a new standard roundabout at the junction of Higham Lane and Capitol Close which is in part designated Green Belt. Local Plan Policy GB1 seeks to protect Green Belt from inappropriate forms of development in accordance with national planning policy. Paragraph 146 of the NPPF states that transport infrastructure is not considered inappropriate development provided they preserve its openness and where it can be demonstrated that there is a need for a Green Belt location.

The roundabout itself is designed to be of sufficient size and dimension to both provide capacity for the expected vehicle movements and connect the highway approaches in compliance with the relevant design standards. It is also located at the most appropriate point to connect both approaches of Higham Lane and Capitol Close. Siting the junction at this location will allow for the separation of movements between those travelling between M1 J37 and those more westward between Penistone, Stocksbridge and Manchester.

In terms of encroachment into current Green Belt land and impact on openness, slightly less intrusive junction options (such as traffic signals) were considered at an earlier design stage. However, the use of traffic signals would not fit well within the existing and proposed nearby junction types; would be less compliant with the Council's current climate agenda (stopping vehicles at all times of day); would be more visually intrusive to the semi-rural nature of the area; and may have only saved a marginal amount of encroachment due to the need to meet with visibility requirements of such a junction.

The design process has therefore ensured encroachment into the Green Belt and impact on openness were fully considered and the scheme seeks to mitigate visual impacts through replacement planting. The proposal is therefore considered to be compliant with national and local planning policy on Green Belt and does not constitute inappropriate development for the reasons explained above.

Highways Assessment

A Transport Assessment has been provided and assessed by officers in Highways who raised no highways related objections to the proposals for the reasons discussed below. This includes the fact that the design takes into account the future growth associated with MU1 and provides additional capacity on the highway network, is a safe design and meets the required design standards adopted by the Highways Authority.

The submitted Transport Assessment provides a robust analysis of projected future traffic growth including the completion of the link road and totality of the MU1 development and committed development, together with the expected traffic reassignment expected upon completion of the link road. Highways officers have confirmed that they are satisfied with the modelling and analysis undertaken and that the submission sufficiently tests the suitability of the proposed scheme to deliver the necessary highways improvement to support Local Plan growth.

Sustainable Travel

Policy T3 of the Local Plan expects new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

It is recognised that the proposal is principally for highway improvements that increase capacity and reassign traffic. However, in order to deliver identified local plan growth some improvements to highway capacity are unavoidable and reassignment of traffic is intended to provide safety and environmental benefits, particularly along Higham Lane and Higham Common Road. The focus in respect of sustainable travel has therefore been to ensure the proposals support delivery of a multi-user route (including public transport, walking and cycling).

The proposed improvements will increase capacity to enable quicker/easier bus routes to serve the MU1 site and surrounding communities.

Capitol Close does not currently form part of the adopted highway network and due to its modest size and geometry, the existing Higham Lane/Whinby Road roundabout is not best suited to accommodate regular bus movements. The proposal will therefore enable the creation of more direct bus route through a large employment site. In addition, the short length of footway connection between Higham Lane and Capitol Close will be re-located around the proposed junction.

The design proposes a new shared use footway of 3.0m width along the southern kerblines of Capitol Close and a 2.0m footway along the northern kerblines to the new proposed roundabout junction with Higham Lane. Whilst the footway does not continue along the northern side of Higham Lane along the scheme extents, suitable uncontrolled crossings points are provided throughout the design and the shared use provision continues along the southern side. This will provide a much-improved pedestrian and cycle route along Higham Lane.

Highway Safety

Policy T4 in the Local Plan requires new development to be designed and built to provide safe, secure and convenient access for all road users. Paragraph 12.58 in the Local Plan, which provides supporting text to policy T4, states that "whilst all applications will be expected to meet the sustainable travel criteria in policy T3 there

will be occasions where improvements to the existing highway network are also required. We are responsible for making sure the borough's streets are safe for everyone using them".

Paragraph 12.58 goes on to state that "When new developments are built, we make sure any new roads are up to standard and that people using the new development can do so safely and without negatively affecting existing roads. They must be designed and built to provide safe, secure and convenient access for all road users, which will include pedestrians, cyclists, people with special needs and people with mobility problems. In doing so we will support the long term aspirations of the South Yorkshire Road Safety and Casualty Reduction Strategy (delivered through the LTP) which focuses on the need to achieve further reductions in casualties, focusing on vulnerable road users including children and motorcyclists, and on local areas where road safety is a known problem".

The application proposes a design based on a 30mph Design Speed. From information provided by the scheme designer, this was determined following numerous discussions since the publishing of the Local Plan and the design approach has been considered against the wider network aspirations, including those for access through the MU1 site allocation. The selection of a 30mph design speed has been informed by various internal and external factors, namely:

- Future network use;
- Principle of junction types and locations – a series of priority roundabout junctions;
- Number and location of future junctions – six in total across the 1.8km route length between Higham Lane/Capitol Close and Barugh Green Road;
- Junction spacing and the appropriateness of consistent setting of local speeds limits in line with DfT Circular Roads 01/2013, together with previous speed limit advice from the Highway Authority and South Yorkshire Police;
- Access requirements to future development sites;
- Masterplanning context of future infrastructure requirements.

South Yorkshire Police have been formally consulted on the planning application and have not returned any objection. Highways England has also been consulted and raises no objection to the application.

The design conforms to standards provided in the Design Manual for Roads and Bridges (DMRB) as per relevant local policy guidance provided in the sustainable transport SPD. Whilst the design has predominantly been developed in line with standards which are now superseded in recent (2019) updates of DMRB, no relaxations or departures from standard are proposed and the standards listed in the TA remain fit for purpose with the approach being accepted by the Highway Authority. Given that no relaxations or departures are proposed in the application, a road safety audit has not been required but will be required as part of any future detailed design requirements.

Concerns have been raised by Councillor Fielding about the scheme increasing the attractiveness of Higham Lane in advance of the link road being operational. In order to deal with this issue, a condition is proposed which states that the Capitol Close link to Higham Lane cannot be opened until such time that the link road is opened. This would allow the scheme to be constructed (subject to planning permission being granted) but barriers retained in order to stop through traffic.

Having assessed the evidence provided in support of the application and considered the consultations and representations, it is accepted that there is a pressing need to improve the capacity of the existing network to facilitate local plan growth and access into Local Plan allocation site MU1.

Taking into account all of the above in addition to other issues raised in the representations, it is considered that in respect of highway and pedestrian safety, accessibility to public transport and the needs of pedestrians and cyclists, the proposal complies with policies T3 and T4.

Noise

A noise assessment has been submitted and Regulatory Services have confirmed that they are satisfied with the methodology and scenarios used together with the identification of impacts. As the scheme will support access improvements to enable the delivery of site MU1, the submitted report provides an analysis of the future noise impact of both the link road and completed MU1 development.

The report confirms the following:

- The 2 properties nearest to the proposed scheme, namely Higham Manor and Lane Side Farm will not experience any significant change in the noise levels.
- There are 26 properties in the daytime and 21 properties at night time that are going to experience a minor increase in noise levels due to the implementation of the proposed scheme. However, these properties are located on Barnsley Road, outside of the 600m defined boundary. The report derives that these properties due to being located close to a major road would experience an increase in noise levels over time, regardless of whether the proposed scheme was in place and it is not possible to implement noise mitigation within the scheme to reduce noise levels at such a distance.
- The cumulative noise impacts of the proposed scheme and the fully operating MU1 development predicts that there will be a very minimal effect on the majority of properties, excluding a small number of properties located on Higham Lane / Hermit Lane, close to the new proposed roundabout who will experience a moderate/major increase in noise levels if/when all highway improvements including Claycliffe Link are operational. Future assessments will therefore be required in support of any planning applications for site MU1 and any necessary mitigations secured at that point but based on this scheme alone the impact is considered acceptable.

Having regard to the above, whilst noise impacts would be expected to be mitigated as far as possible if/when future applications are considered, it is apparent that if the benefits of Local Plan growth and the Claycliffe Link are to be realised there will be some unavoidable increases in noise at certain locations. However, the proposal alone does not give rise to unacceptable effects or nuisance and the proposal is therefore considered acceptable and in compliance with Local Plan Policy Poll1.

Air Quality

No exceedance of air quality standards is predicted as a consequence of the scheme alone. On this basis, Regulatory Services do not object to construction of the roundabout on operational phase air quality grounds, taking into its proposed location and layout. The proposal therefore complies with Local Plan Policy Poll1. Further assessments will be required for subsequent application, including the Claycliffe Link.

Visual Impact

The scheme primarily incorporates upgrades to the existing highway together with the construction of a new roundabout and widening of an existing roundabout. It is expected that there will be a minor impact on the residents of Lane Side Farm which is adjacent to the scheme, however as the visual impact is primarily associated with the construction of the new roundabout, due to the scale of the existing boundary treatment of the property and the topography and profile of Higham Lane, this is considered to be negligible. The widening of the existing highway adjacent to the property is also considered to provide negligible visual impact and the benefits of the scheme considered to outweigh any perceived impact.

It is acknowledged that whilst the scheme will lead to the removal of around 0.5 hectares of trees from the adjacent woodland area, mitigation will be secured through a proposed condition requiring the submission of a detailed landscaping scheme that secures the necessary mitigation to offset this loss. The Tree Officer is satisfied that with this approach and has suggested an appropriate condition to satisfy the requirement to mitigation.

Flood Risk and Drainage

The application is supported by a Drainage and Flood Risk Assessment. The site is located in an area of low flood risk.

Consultation responses have been received from the council's Drainage Engineer and Yorkshire Water which require conditions to be imposed requiring a surface water management system so as to prevent an increase in flood risk off the site, together with further details on proposed arrangements for the discharge of foul and surface water.

Subject to the inclusion the suggested conditions, the proposal therefore complies with Local Plan policies CC3 and CC4.

Mining Legacy

A coal mining risk assessment has been included in the supporting documentation which identifies the mining legacy issues likely to affect the proposals and makes appropriate recommendations for further Phase II works to investigate ground conditions. It also provides guidance as to what potential mitigation measures will be required to ensure safe development. The Coal Authority and SYMAS have responded to the consultation confirming that they are satisfied with the approach taken to date but that if planning permission were to be granted they require the imposition of a condition securing intrusive site investigations. This would inform any mitigation measures which would be necessary to ensure that the development is not affected by any land instability issues. Again, the imposition of this condition would ensure the proposal complies with policy CL1.

Biodiversity

A Preliminary Ecological Assessment has been undertaken to the satisfaction of the council's Biodiversity Officer. Whilst there are some omissions in the detail provided in relation to the provision of landscaping within the highway and the replacement hedgerow proposed, this can be resolved through the imposition of conditions requiring the submission of further details post-decision.

Historic Environment/Archaeology

The Conservation Officer does not object to the proposal as the relative significance of the non-designated assets at Lane Side Farm was explored in 2019/0286 (Capitol Park Extension). As part of that application it was determined there was some harm to the setting, but the relative low significance of the assets (unlisted and heavily altered) balanced with other gains meant refusal on this basis was not justified. The road alteration and infrastructure in this application is considered less harmful than the development proposed in 2019/0286 and does not give rise to adverse cumulative impacts.

South Yorkshire Archaeology have been consulted on the scheme and do not object to the proposal subject to the imposition of a condition requiring the submission of a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and a further condition requiring the demonstration of compliance with the WSI prior to the development being brought into use. The required condition will ensure that the scheme is in compliance with Local Plan Policy HE6 Archaeology.

Conclusion

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

This assessment has considered the need for the proposal and existing highway conditions alongside other material considerations including residential amenity, visual impact, highway and pedestrian safety, flood risk and biodiversity.

The proposal seeks the provision of a new roundabout to connect Higham Lane and Capitol Close, upgrades to Higham Lane and the widening of the existing Capitol Park roundabout. If approved, the scheme together with proposals for new roundabouts to serve site MU1 (subject to a separate planning applications 2020/0027 & 2020/0028) are intended collectively deliver the necessary off site highways mitigations required to unlock the MU1 site to meet identified housing and employment need (1700 new homes, 43 hectares of employment land, a new primary school and supporting community infrastructure).

When considered as part of a wider package of improvements, the proposal is eventually intended to divert existing traffic away from existing routes and provide a purpose-built multi-user route between Claycliffe and Dodworth thus reducing existing issues on the highway network and promoting sustainable travel.

Based on the findings in this report, the proposal is considered to conform with the development plan, national planning policy and associated guidance and is deemed acceptable having regard to all other material considerations.

Recommendation

Grant planning permission subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby approved shall be carried out strictly in accordance with the plans (reference: HD/C563.69.1/PA/001 and HD/C563.69.1/PA/002) and specifications as approved unless required by any other conditions in this permission.

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

- 3 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
- Routing of and means of access for construction traffic
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- Measures to control noise levels during construction
- A Construction Environmental Management Plan (CEMP) to outline the mitigation to be put in place to ensure no impacts to biodiversity occur as a result of construction
- A Construction Traffic Management Plan including details of volumes and types of construction traffic, identification of delivery routes, identification of agreed access point, Contractors method for controlling construction traffic and adherence to routes, construction period, and temporary signage.

Reason: In the interests of highway safety, residential amenity, ecology and visual amenity, in accordance with Local Plan policies T4, BIO1, and Poll 1.

- 4 Prior to any works commencing on site full detailed highway engineering, drainage, street lighting and signing / lining details shall be submitted to and approved in writing by the LPA. The works shall subsequently be constructed in accordance with the approved details.

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

- 5 No works shall commence until a phasing plan and arrangements have been submitted to and agreed in writing with the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety in accordance with Local Plan policy T4.

6. On commencement of development a Detailed Landscape/Ecological Management Plan (LEMP) should be submitted to the Local Planning authority for approval. The LEMP should show how the site will be managed for

biodiversity in perpetuity. The scheme shall then be implemented in accordance with the approved details

Reason: In the interests of biodiversity in accordance with BIO1.

7. No development shall commence until intrusive site investigations have been carried out on site to establish the exact situation in respect of coal mining legacy features. The findings of the intrusive site investigations shall be submitted to the Local Planning Authority for consideration and approval in writing. The intrusive site investigations shall be carried out in accordance with authoritative UK guidance. Where the findings of the intrusive site investigations identify that coal mining legacy on the site poses a risk to surface stability, no development shall commence until a detailed remediation scheme to protect the development from the effects of such land instability has been submitted to the Local Planning Authority for consideration and approval in writing. Following approval, the remedial works shall be implemented on site in complete accordance with the approved details

Reason: In the interests of land stability in accordance with Local Plan Policy CL1

8. No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated in accordance with Local Plan Policy HE6.

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

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

- 10 No construction works in the relevant area (s) of the site shall commence until measures to protect the public water supply infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required stand-off or protection measures are to be achieved via diversion or closure of the water main, 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 the interest of public health and maintaining the public water supply in accordance with Local Plan Policy CC1.

- 11 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. This shall also include details on the following:
- A scheme for the provision and implementation of a surface water run-off limitation into the watercourse.
 - A scheme showing surface water run-off from hardstanding (equal to or greater than 800 metres and/or communal car parking area(s) of more than 50 spaces to be passed through an oil, petrol, and grit interceptor/separator or another adequate design

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

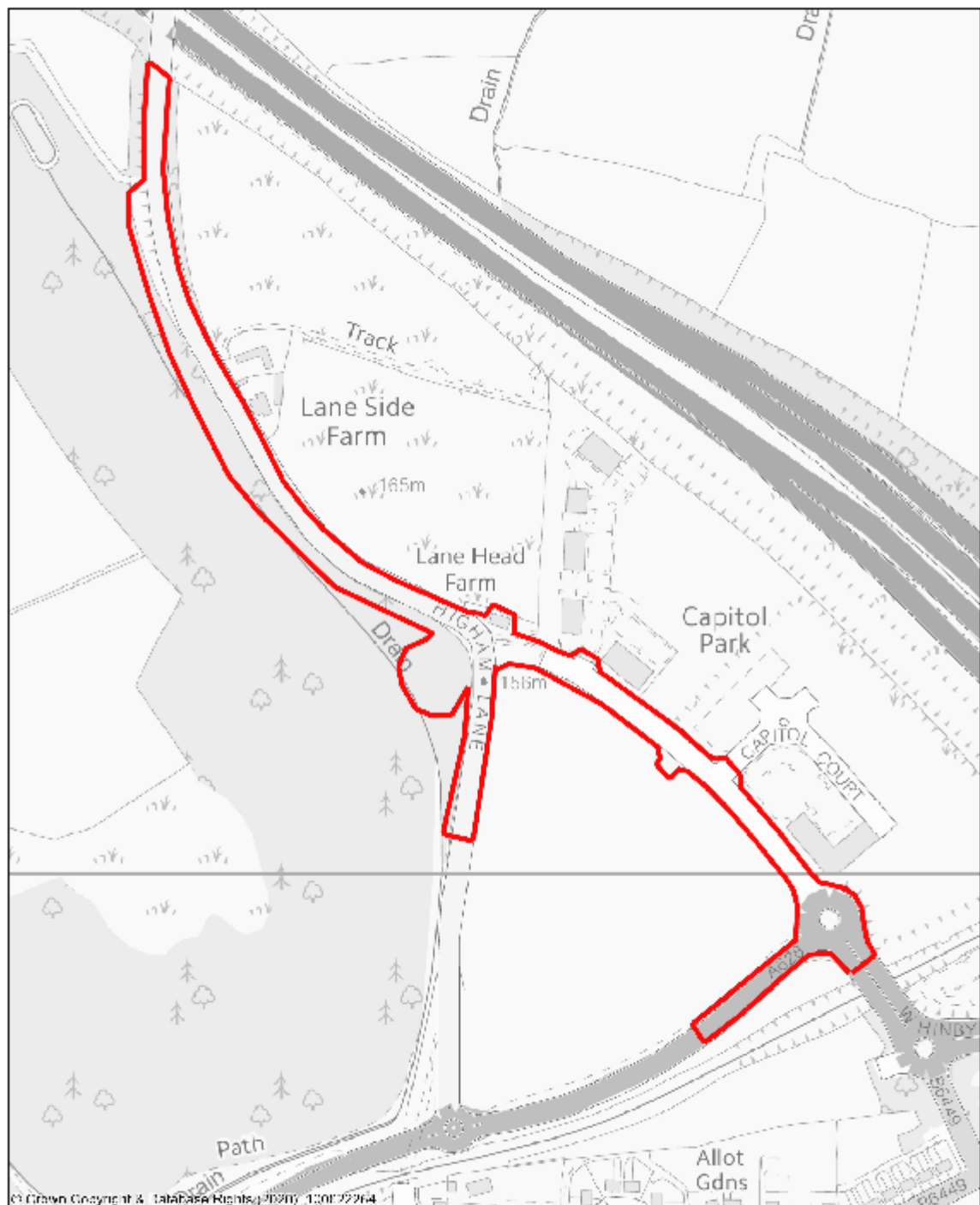
Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy CC1

- 12 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the local planning authority before development commences.

Reason: To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading in accordance with Local Plan Policy CC1.

PA Reference:-

2020/0040



BARNSLEY MBC - Regeneration & Property

Scale: 1:3500



2019/1546

BMBC Housing Growth

Residential Development of 35no. dwellings and associated works.

Land off St Michaels Avenue, Monk Bretton, Barnsley

17no. objection letters/emails have been received and there is an online petition with 576 signatures opposing the scheme.

Site Description

The site lies at the head, and to the South West, of St Michael's Avenue in Monk Bretton. The site is relatively square in shape and measures approximately 1.2Ha. The site is currently undeveloped and has been predominantly used for grazing, however, it is allocated for housing in the Local Plan (HS22).

Existing residential properties bound the site to the North East and South East, comprising 2 storey semi detached dwellings and bungalows. To the West of the site are enclosed fields that are subject to grazing tenancies and allocated as Greenspace in the Local Plan. To the North is a public right of way which links Poulton Street and Preston Way. The path is lined by trees and allocated as Greenspace. Beyond the public right of way is Carlton Industrial Estate which comprises large commercial units and their associated yards and parking areas.

Proposed Development

The applicant seeks permission to erect 35no. dwellings across the site made up of;

4no., 3-bedroom, 2 storey, terrace dwellings
8no. 2-bedroom 2 storey, terrace dwellings
4no. 2-bedroom apartments in a single 2 storey block
3no. 2-bedroom terrace bungalows
2no. 2bedroom, semi-detached bungalows
4no. 2-bedroom, 2 storey, semi-detached dwellings
4no. 3-bedroom, 2 storey, semi-detached dwellings
6no. 4-bedroom, 2.5 storey, semi-detached dwellings

6no. dwellings would be for private rent, 16no. dwellings would be for affordable rent and 13no dwellings would be for market sale.

Each dwelling would have dedicated off road parking and rear private amenity spaces (the apartments would have a parking court and shared amenity space).

Access to the site would be from the existing gated access at the head of St Michaels avenue. A crescent shaped internal road is proposed with all properties having highway frontage.

The applicant proposes a temporary construction entrance to the South Western corner of the site which would link to Preston Way. This would avoid large vehicles having to use St Michaels Avenue during the construction phase.

Policy Context

The site is an allocated housing site within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy H1 The Number of New Homes to be Built

Policy H6 Housing Mix and Efficient Use of Land

Policy T3 New Development and Sustainable Travel

Policy T4 New development and Tran

Policy SD1 Presumption in favour of Sustainable Development

Policy LG2 The Location of Growth

Policy GD1 General Development

Policy D1 High Quality Design and Place Making.

Policy Poll1 Pollution Control and Protection

Policy BIO1 Biodiversity and Geodiversity

Policy CC2 Sustainable Design and Construction

Policy CC4 Sustainable Drainage System (SuDS)

Policy RE1 Low Carbon and Renewable Energy

Policy I1 Infrastructure and Planning Obligations

Supplementary Planning Documents (SPDs)

SPDs relevant to this application are as follows:

- Design of Housing Development
- Parking
- Financial Contribution for Schools
- Open Space provision on new Housing Developments.
- Affordable Housing
- Planning Obligations
- Biodiversity & Geodiversity
- Sustainable Travel
- Trees and Hedgerows

Other

South Yorkshire Residential Design Guide

NPPF

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Paragraphs of relevance to this application include:

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

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

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

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

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

Consultations

SYAS – No objections, no further investigation required

Yorkshire Water – No objections subject to conditions

Pollution Control – No objections subject to mitigation measures set out in the noise report

Highways – No objections subject to conditions

PROW – No objections, advice provided

Education Services – No objections subject to a contribution of £192k

SYMAS – No objections subject to standing advice informative

Contaminated Land Officer – No objections subject to conditions

Affordable Housing Officer – No objections, providing above policy requirements

Tree Officer – Arboricultural Impact Assessment requested

Biodiversity Officer – provided advice at Local Plan stage and has been in direct contact with the main objector.

Drainage – No objections subject to conditions

Waste Management – No objection subject to collection points off private roads

Superfast South Yorkshire – No objection subject to condition

Police ALO – No objections. Provided advice for construction phase

Commercial Services – No comments

Ward Councillors – No comments

Representations

The application was advertised by individual notification letters and by press and site notices. As a result, 17no. objections have been received and there is an online petition currently signed by 576 people. The main points of concern are;

- Loss of wildlife and habitat
- Impact on public footpaths/public rights of way
- Reduced highway safety
- Historic access/parking issues along St Michaels Avenue
- Increased noise and disturbance
- Overshadowing/loss of light
- Proposed housing does not reflect existing housing
- Increased overlooking/loss of privacy
-

Assessment

Principle of Development

The site is allocated in the Local Plan for housing (HS22) with an indicative number of dwellings of 38. Sites are allocated for housing in accordance with policy H1 'The Number of New Homes to be Built' of the Local Plan. As such, residential development on the site is acceptable in principle subject to compliance with policies and guidelines.

All new dwellings proposed must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy. In addition, development will only be granted where the development would maintain visual amenity and not create traffic problems or prejudice the possible future development of a larger area of land.

The development should be determined in accordance with the Local Plan. An assessment of how the site accords with those policies is below.

Design & layout

St Michaels Avenue would be extended into the site and plots 1 & 2 plus the apartments (plots 32-35) would front this road extension. This would create an active frontage and link the existing residential development with that proposed under this application. It is noted that the building line of the proposed dwellings would be closer to the highway than the existing building line, however, there would still be space for planting to soften the development.

Once in the site a 'U' shaped road layout would be created with each property fronting the highway, in accordance with SPD 'Design of Housing Development'. The proposed dwellings would be made up of a broad mix of house, size and tenure and, as such, would create a varied streetscene and community in accordance with Local Plan policy H6 'Housing Mix and Efficient Use of Land'.

The design of the dwellings is relatively simple but would relate sympathetically to the current housing stock within the local area and would not appear out of context or contrived. There is also enough variation between the house types to create interest and a varied streetscene while still having enough common elements to be cohesive.

It is acknowledged that the layout, at 35 dwellings, falls short of the estimated 38 dwellings set out in the HS22 and less than the 40 dwellings per hectare set out in policy H6. This arises predominantly as a result of the inclusion of bungalows, which have a larger plot size but are in demand and would enhance the housing mix within the vicinity of the site. Accordingly, amending the scheme to achieve the indicative yield in the Local Plan would likely have an adverse impact on the housing mix.

Although there are a combination of parking solutions (front parking, side parking, parking courts) it is acknowledged that a number of vehicles would be to the front of the proposed dwellings. However, the parking spaces are not in large uninterrupted runs and the hardstanding would be broken up by soft landscaping, therefore, the development would not be overly dominated by vehicles.

All dwellings, including the mid terraced dwellings, have pedestrian access into the rear garden areas, as such, bin stores are proposed to the rear, away from the more prominent front elevations. This is beneficial to the visual amenity of the streetscene and avoids a 'cluttered' appearance.

Some of the proposed side elevations of the dwellings would be in prominent positions when on corner plots, and, the rear garden areas of these plots would need solid boundary treatments adjacent to the highway. The applicants have posed some fenestration on these elevations

locations would be 'upgraded' from close boarded timber to dwarf brick walls with brick pillars and infill panels. As such, visual amenity would be to a reasonable degree, in accordance with Local Plan Policy D1.

The site adjoins fields to the West and to soften the transition between the fields and development, there is a landscaping buffer strip along a large part of that boundary. The strip also aids to mitigate against some of the loss of vegetation across the site.

Residential Amenity

There are no existing residential properties to the North and West of the site, there are, however, 3 no. dwellings which share a side boundary with the site to the East, on St Michaels Avenue and Poulton Street, and there are also several properties on Preston Way which back onto the site to the South.

Given the site is currently undeveloped, the proposed development would introduce noise and disturbance through residential and vehicular movements. It should be noted, however, the site is a Housing Allocation in the local plan with an indicative 38 dwellings proposed. This scheme is for 35 dwellings and given the density and nature of the surrounding area, as well as the position of the neighbouring properties, the noise and disturbance from the site would not be to an unreasonable degree. In accordance with Local Plan Policies GD1 and Poll1.

The proposed dwellings to the East of the property (plots 1, 3 and 32-35), including the apartments, have side elevations adjacent to the side boundaries of the existing properties and are set away from the neighbouring side elevations by approximately 10m. As such, they would not be immediately adjacent to principle elevation windows and, given the separation distance and orientation, would not be overbearing feature or significantly increase overshadowing.

The proposed plots to the South of the site (plots 21, 22 and 30) would have side elevations to the rear boundaries of the properties fronting Preston Way. The side elevations would be set in from the boundary and would be at least 12m from the rear elevations of those existing neighbouring properties, in accordance with SPD 'Design of Housing Development'.

A 2.4m high acoustic fence is proposed to the rear of plots 3-15, however, it is not significantly higher than a standard close boarded fence and the section drawings across the site show that the fence would be on a lower level and would have mature planting as a back drop, as such, it would not result in significant overshadowing or be an overbearing feature.

With regards to the future residents of the site, the proposed dwellings generally meet or exceed the desired external separation distances set out in the SPD, as such, residential amenity would be acceptable. Furthermore, the internal spacing standards and private amenity spaces for each dwelling generally meet or exceed the requirements set out in the South Yorkshire Residential Design Guide and the SPD.

Noise

The site borders an industrial estate to the North, as such a Noise Survey was submitted with the application to assess the impact of the industrial activity on the proposed residential dwellings. Regulatory Services initially had concerns regarding the Noise Survey as it was conducted in 2018 and considered out of date due to changes in businesses operating on that site.

As such, the applicant commissioned a more up to date survey. Unfortunately, due to Covid 19 that survey was delayed until activities could start operating on the industrial estate as normally as possible, particularly at Haywood & Padgett and Apollo Cradles.

Initially the report concluded that there would be some impact on the proposed residential properties from the industrial estate, however, that could be mitigated through the erection of a 2.4m high solid timber acoustic barrier on the North West and South West boundaries. Furthermore, the report recommended additional sound insulation to the most affected bedrooms in the form of alternative ventilation. The properties affected include plots 3-21 inclusive.

Although the proposed mitigation works would have protected residential amenity, the fencing on the South West boundary would have been adjacent to the Green Space and have a detrimental impact on visual amenity, given the height and solid construction. As such, an amended noise survey was submitted which now recommends that the acoustic fence continues on the North West boundary into the adjacent green space, which is owned by the applicant. Given that the fencing would be closer to the noise source its height could be reduced to 2m and is therefore permitted development.

Regulatory Services agree with the findings of the report and have raised no objections subject to the revised mitigation measures outlined above being secured by way of a planning condition.

Biodiversity

Several objections relate to biodiversity and the main objection in term of the petition is on biodiversity grounds. It should be noted that the site is a Housing Allocation in the Local Plan and Ecology was one of the considerations at that point.

Furthermore, a Preliminary Ecological Appraisal has been prepared by Ecus Environmental Consultants in respect of the proposed development. The report acknowledges that the development would lead to the loss of; defunct hedgerow, dense scrub, scattered trees and semi-improved grassland. The report recommends that to compensate for the loss of site habitats, the proposed development should incorporate areas of replacement vegetation containing native and/or wildlife friendly species. It is also recommended that measures are taken to safeguard the existing hedgerow to the north of the site to prevent incidental damage. The Council's Biodiversity Officer has recommended that landowner consent is sought to re-lay this hedgerow. In addition, close boarded rear fences to the new residential properties along this boundary will protect the hedgerow from future encroachment.

The report sets out that consideration should be given to installing three bat boxes on southerly facing aspects of new homes. In addition, three nest boxes should be incorporated into the development.

During the construction phase the site will be systematically stripped in order to encourage any wildlife into adjacent habitat. A qualified Ecologist will be undertaking a watching brief where necessary.

The creation of new garden habitats will help to compensate the loss of habitat to the grassland currently on site. To allow for the dispersal of hedgehogs and other small mammals between gardens, small gaps beneath or between garden fences will be incorporated, notably where close boarding fencing is to be used.

A soft landscaping plan has been prepared in support of the planning application. This demonstrates the use of mixed variety of native species, with a landscape buffer along the western boundary. The landscaping plan prepared by Ecus will be conditioned.

Having regard to all of the above, the proposal sufficiently mitigate and compensate for the impact on biodiversity and accords with Local Plan policy BIO1.

Highway Safety

Access would be taken from St Michaels Avenue to the East of the site, it is noted from the objections and site visit that St Michaels Avenue is relatively narrow, especially due to double parking and historic parking issues.

Currently, there is no turning head serving St Michaels Avenue and existing residents and visitors regularly have to reverse back down the highway. However, the proposed road layout would provide turning areas and would allow residents and visitors to both the existing and proposed dwellings to enter and exist St Michaels Avenue in a forward gear, as such, arguably there would be an improvement to the current situation.

Highways DM were involved with the site at Local Plan stage and have also provided input through the pre application process. They initially raised concerns with certain aspects of the proposed road layout, however, the applicant has since amended the plans and Highways have no objections to the current layout, subject to conditions.

The proposed dwellings have dedicated off road parking, in accordance with SPD 'Parking' and there are also visitors' laybys proposed, which are not a requirement, but would aid to avoid overspill on street parking from the site onto St Michaels Avenue.

It should be noted that a separate temporary construction entrance is proposed in the South Western corner of the site, accessed off Preston Way. This will mean construction traffic would not need to utilise St Michaels Avenue and would address some of the concerns of the residents. This will be conditioned in the Construction Method Statement.

Archaeology

A comprehensive programme of archaeological evaluation was carried out prior to the submission of this application and the reports have been submitted as supporting information. Intermittent evidence relating to medieval/ post-medieval agricultural regimes was recorded but no other features of interest. Given this, SYAS recommend that no further archaeological investigation is required.

Contributions

Education

When considering planning applications for new homes, the availability of pupil places in local schools is a material consideration. The National Planning Policy Framework requires planning authorities to assess the capacity of schools when deciding planning applications.

SPD 'Financial Contributions to Schools' states that a financial contribution will be needed for planning applications for housing developments where the scheme provides 10 or more homes and there is insufficient capacity in schools.

The Education Officer has stated there is insufficient capacity in both Primary and Secondary schools within this area, as such, a contribution is required in this case.

The number of pupils a development will bring is calculated as 21 primary school pupils per 100 homes and 15 secondary pupils per 100 homes. The SPD set out that a contribution of £16,000 is required per school place. It should be noted, however, that 11no of the properties are specifically for the over 55's and the SPD goes onto state that homes specifically designed for elderly people will not be required to make a financial contribution. As such, the overall contribution will be based on 24no. properties, not the full 35.

Given the above, the contribution in this case would relate to 5 no. primary school places equating to £80,000 and 3no. Secondary school places equating to £48,000, therefore, the total contribution for education from this site is £128,000.

Affordable Housing

Local Plan Policy H7 states that housing developments of 15 or more dwellings will be expected to provide affordable housing of 10% in North Barnsley and Royston. As such, the Affordable housing team would expect the scheme to contribute 2 x 2 bed and 1 x 3 bed affordable rent and 1x2 bed intermediate houses.

However, the applicant proposes 6no. properties (4 x 3 bed and 2 x 2 bed) for private rent, 16no. properties (14no. x 2 bed and 2 x 4 bed) for affordable rent and 13no. properties (5no. 2 bed, 4no. 3 bed and 4no. 4 bed) for market sale. As such, the provision is over and above the policy requirement.

In addition, the occupancy of the bungalows and apartments would be restricted to persons of 55 years of age and over.

Green Space/Open Space

SPD 'Open Space Provision on New Housing Developments' states a minimum of 15% of the gross site area of new housing development (of 20 or more dwellings) must be open space. Where it is impossible to make such provision on land either within or immediately adjacent to the site in a satisfactory and acceptable manner, or where the council deem it appropriate, suitable off-site open space facilities, remote from the development land, may be acceptable.

It is considered that the site affords little opportunity to accommodate a green space of sufficient size to address local deficiencies. In this instance, it is deemed appropriate to seek an off-site contribution in its entirety in line with SPD standards.

Based on the unit split shown on the submitted site layout plan and in accordance with appendix 2 'contributions per dwelling for off site provision of green space' in the SPD, the total contribution is £50,269.73. This includes a discount for the 11 properties which are for the use of persons of 55 years of age and over as they are not required to contribute to Children's Play facilities given the occupants would be unlikely to have younger children.

Sustainable travel

SPD 'Sustainable Travel' has been introduced to ensure the accessibility of new development via public transport, walking and cycling is acceptable in order to promote sustainable transport and active travel. This is in accordance with Local Plan Policies T1 'Accessibility Priorities', T3 'New Development and Sustainable Travel' and I1 'Infrastructure and Planning Obligations'. It also supports the Councils 'Zero to 40' Climate Change strategy.

The SPD requires developers to pay a contribution to public transport improvements, on developments of 10 dwellings or more, in order to comply with the policy framework. The SPD sets out a calculation based on the number of residential units, the person trip rate (10 per dwelling and 6 per flat), a £100 per trip figure and a discount rate if the site is within Barnsley town centre, the district centres or the Accessibility improvement Zone.

In this case the calculation would be as follows;

Dwellings;

31 (no. units) x 10 (person trip rate) x £100 (per trip figure) – 25% (AIZ reduction factor) = £23,250

Apartments;

4 (no. units) x 6 (person trip rate) x £100 (per trip figure) – 25% (AIZ reduction factor)
= £1,800

As such, the total contribution for the development is £25,050 including the 25% discount for the site being in the Accessibility Improvement Zone.

Conclusion

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

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

Recommendation

Grant planning permission subject to conditions and contributions

Conditions

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

The list of approved plans are;

NPS_XX_DR_A_067-P02 '2 Bed 3 Person Bungalow Elevations'
NPS-XX-ZZ-DR-A-047-P05 'Proposed 2 Bed 3 Person Bungalow Plans'
NPS_ZZ_DR_A_061-P05 '2Bed3P House Elevations'
NPS_XX_ZZ_DR_A_041 - P05 'Proposed 2 Bed House Type Plans'
NPS_ZZ_DR_A_063 - P02 '2Bed4P Bungalow Elevations'
NPS_ZZ_DR_A_072-P01 '2Bed4P Bungalow Elevations - Stone Option'
NPS-XX-ZZ-DR-A-043-P06 'Proposed 2 Bed 4 Person Bungalow Plans'
NPS_XX_DR_A_068-P02 '2 Bed House Mews Elevations'
NPS_XX_DR_A_074-P01 '2 Bed House Mews Elevations - Stone Option'
NPS_XX_ZZ_DR_A_048- P06 'Proposed 2 Bed House Type Plans (with Mews)'
NPS_XX_DR_A_060 - P04 '3Bed House Elevations'
NPS_XX_ZZ_DR_A_040-P08 'Proposed 3 Bed House Type Plan'
NPS_XX_DR_A_071-P01 '3Bed House Elevations - Stone Option'
NPS_XX_DR_A_070-P02 '3 Bed House Mews Elevations'
NPS_XX_DR_A_076-P01 '3 Bed House Mews Elevations - Stone Options'
NPS_XX_ZZ_DR_A_050-P04 'Proposed 3 Bed/2Bed House Type Plans (With Mews)'
NPS_XX_DR_A_064-P04 '4 Bed House'
NPS_XX_DR_A_073-P01 '4 Bed Elevations - Stone Option'
NPS-XX-ZZ-DR-A-044-P02 'Proposed 4 Bed 6 Person House Type Plans'
NPS_XX_DR_A_065-P04 'Apartments Elevations'
NPS-XX-00-DR-A-045-P08 'Apartment Block Ground Floor'
NPS-XX-01-DR-A-046-P06 'Apartment Block First Floor Plan'
NPS-DR-A-(00)-012-P20 'Proposed Site Plan'
NPS-DR-A-(00)-015-P5 'Highways Site Plan'
NPS-DR-A-(00)-016-P4 'Bound

NPS-DR-A-(00)-017-P5 'Boundary Treatment Details'
 NPS-DR-A-(00)-018-P1 'Street Scene Elevations'
 NPS-DR-A-(00)-019-P2 'Vehicle Tracking'
 NPS-DR-A-(00)-020-P4 'Acoustic Fence Plan'
 NPS_XX_DR_A_069-P02 '2Bed4Person Bungalow Mews Elevations'
 NPS_XX_DR_A_075-P01 '2Bed4Person Bungalow Mews Elevations -Stone Option'
 NPS-XX-ZZ-DR-A-049 - P05 'Proposed 2 Bed Bungalow with Mews Plan'
 12822-LD-01B 'Planting Plan & Plant Schedule'
 12822-LD-02B 'Outline Specification and Maintenance'

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.

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

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

- 4 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.

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

Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.

- 7 Upon commencement of development, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.

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

Reason: In the interest of road safety in accordance with Local Plan Policy

T4 New Development and Transport Safety.

- 9 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- The parking of vehicles of site operatives and visitors
 - Means of access for construction traffic
 - Loading and unloading of plant and materials
 - Storage of plant and materials used in constructing the development
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - Wheel washing facilities
 - Measures to control the emission of dust and dirt during construction
 - Measures to control noise levels during construction
- Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Local Plan Policy T4 New Development and Transport Safety and Local Plan Policy D1 High Quality Design and Place Making.**
- 10 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
- Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Local Plan Policy T4 New Development and Transport Safety.**
- 11 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.
- Reason: In the interests of highway safety in accordance with Local Plan Policies T4 New Development and Transport Safety and POLL1 Pollution Control and Protection.**
- 12 No development shall take place until:
- (a) Full foul and surface water drainage details, including a scheme to reduce surface water run off by at least 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority;
- (b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;
- (c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways;
- Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development.
- Reason: To ensure proper drainage of the area in accordance with Local Plan Policy POLL1 Pollution Control and Protection.**
- 13 The development shall be carried out in strict accordance with the details shown on the submitted report, Flood Risk Assessment prepared by JNP Group (Report dated December 2019) and the submitted drawing, S10774 JNP XX DR C 2001 (revision P02) dated 05/12/2019 that has been prepared by JNP Group , unless agreed in writing with the Local

- 14 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: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Local Plan Policy Poll1.

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

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

The development is to then be carried out in accordance with the approved details.

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

- 16 The development shall be carried out in accordance with the mitigation measures set out in the Preliminary Ecological Appraisal (Ref: 12352-V2) by Ecus Environmental Consultants dated February 2019. The mitigation measures shall be completed prior to the occupation of the development and retained as such thereafter.

Reason: In the interests of ecology and in accordance with Local Plan Policy BIO1 Biodiversity.

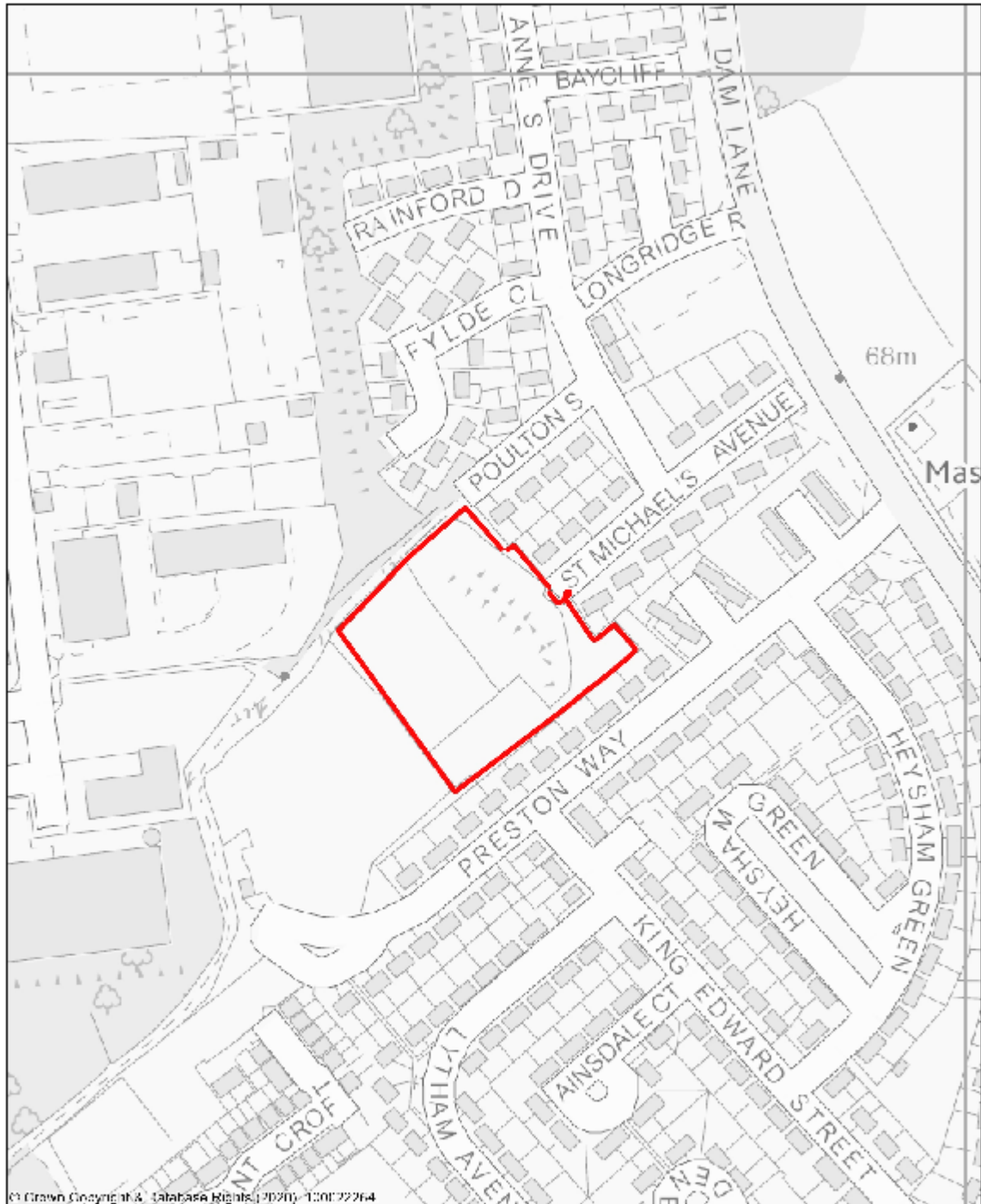
- 17 The development shall be carried out in accordance with the mitigation measures set out in paragraph 4.5 and plan 2814/SK1 Supplementary Environmental Noise Impact Assessment Acoustic consultancy report (adt 2814/enia2-Rev D) by ADT Ltd dated 17 August 2020. The mitigation measures include 2400mm high solid timber acoustic fencing along the length of the north-west boundary, and at 2000mm height along the northwest boundary of the neighbouring site as shown on the architectural drawing NPS-DRA-A-(00)-020, revision P4 The mitigation measures shall be completed prior to the occupation of the development and retained as such thereafter.

Reason: In the interests of the residential amenity levels of the future occupants of the development, in accordance with Local Plan Policies Poll1 and GD1.

- 18 Prior to the construction of any of the dwellings approved by this permission above ground level, details for the provision of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. These EVCP's shall be installed in accordance with the approved details prior to first occupation of the development and retained thereafter available for that specific use in accordance with the approved details.
Reason: In interests of promoting sustainable travel opportunities in accordance with Policy T3 New Development and Sustainable Travel and Policy I1 Infrastructure and Planning Obligations of the Local Plan.
- 19 No development shall be commenced until full engineering, drainage and street lighting and constructional details of the streets proposed for highway adoption have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details.
Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety.
- 20 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 St Michaels Avenue 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.
- 21 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.
- 22 No works shall commence on site until a scheme for the parking of bicycles has been submitted to and approved in writing by the LPA. The scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.
Reason: In interests of encouraging use of sustainable modes of transport.

PA Reference:-

2019/1546



BARNSELEY MBC - Regeneration & Property

Scale: 1:2500

BARNSELY METROPOLITAN BOROUGH COUNCIL

SUMMARY OF OUTCOMES - PLANNING APPLICATIONS AGENDA PACK ISSUED AS A BOARD MEMBER CONSULTATION IN ADVANCE OF THE PLANNING REGULATORY BOARD MEETING HELD ON 28th July 2020

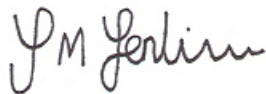
LIST OF APPLICATIONS WITHIN THE AGENDA PACK:-

<u>Reference</u>	<u>Details</u>	<u>Committee/ Delegated</u>
2020/0184	<p>Residential development of up to 70 dwellings and associated works including provision of access and open space (Outline with all matters reserved apart from means of access – resubmission of 2014/0125) Land at West Street, Worsborough Dale, Barnsley</p> <p>Summary of consultation comments received:-</p> <p>1. Comment supporting recommendation</p> <p>Officer response – Comment noted to be in line with Officer recommendation</p>	To proceed delegated for approval in accordance with the officer recommendation and subject to the signing of the S106 and conditions set out in the officer report.
2020/0113	<p>Residential development of 8no dwellings and associated works (Reserved matters of outline planning permission 2017/0352 relating to layout, scale, design and external appearance and landscaping. Land with access off Folly Way, off Cross Street, Monk Bretton, Barnsley, S71 2EP</p> <p>Summary of consultation comments received:-</p> <p>1. Comment supporting recommendation</p> <p>Officer response – Comment noted to be in line with Officer recommendation</p>	To proceed delegated for approval in accordance with the officer recommendation and subject to the signing of the S106 and conditions set out in the officer report.
2020/0409	<p>Erection of 5no dwellings (4 two storey houses and 1 bungalow) and associated works. Garage Site BMBC Asset Id B00470, Woodland Drive, Barnsley, S70 6QS</p> <p>Summary of consultation comments received:-</p> <p>1. Concern over impact on amenity of neighbouring properties and request for members to visit site</p> <p>Officer response – Due to precautions that would need to be in place in the current Covid-19 situation it would not be feasible to carry out a site visit. However, a document of photos and views of the site was sent round to Members as additional information. With regards to the impact on neighbouring residents the report details that the scheme would meet all the required separation distances outlined in the relevant SPD.</p>	To proceed delegated for approval in accordance with the officer recommendation and subject to the signing of the S106, and additional broadband condition, and conditions set out in the officer report

	<p>2. Request for S106 monies generated to be used at Kingstone Grange</p> <p>Officer response – confirmed to Member that we are looking at Kingstone grange in connection with the S106 monies generated by this scheme if planning permission was granted.</p> <p>3. Concern over numbers of dwellings on site and impacts of these numbers on access, parking and bin collection.</p> <p>Officer response – the report outlines that the proposal meets all the separation distances and provides accommodation and private amenity spaces to the required standards. Highways have not raised any objections to the scheme subject to suitable conditions. Member accepted explanation.</p> <p>4. Request for a condition for broadband</p> <p>Officer response – that we would look to impose a suitable broadband condition.</p> <p>5. Comment Supporting recommendation</p> <p>Officer response – Comment noted to be in line with Officer recommendation</p>	
2020/0248	<p>Variation of condition 2 (approved plans) of planning permission 2018/1361 to enable changes to the approved site layout (reduction to 28no dwellings) - Demolition of existing buildings to carry out residential development and associated works Land off New Road, Tankersley, Barnsley, S75 3BQ</p> <p>Summary of consultation comments received:-</p> <p>1. Comment supporting recommendation</p> <p>Officer response – Comment noted to be in line with Officer recommendation</p>	To proceed delegated for approval in accordance with the officer recommendation and subject to a variation to S106 Agreement being completed in accordance with the terms set out in the officer report.
2020/0370 and 2020/0371	<p>Internal alterations consisting of relocation of doors and formation of a shielding lobby (Planning & Listed Building Consent). Barnsley Town Hall, Church Street, Barnsley, S70 2TA</p> <p>Summary of consultation comments received:-</p> <p>1. Comment supporting recommendation</p> <p>Officer response – Comment noted to be in line with Officer recommendation</p>	To proceed delegated for approval for both applications in accordance with the officer recommendations set out in the officer report
2018/1190	<p>Erection of a permanent rural workers dwelling and office Broadstone Farm, Browns Edge Road, Ingbirchworth, Sheffield, S36 7GR</p> <p>Summary of consultation comments received:-</p>	To proceed delegated for approval in accordance with the officer recommendation set out in the officer report.

	<p>1. Comment supporting recommendation</p> <p>Officer response – Comment noted to be in line with Officer recommendation</p>	
2020/0368	<p>Erection of single-storey side/rear extension to the dwelling 23 Quest Avenue, Hemingfield, Barnsley, South Yorkshire, S73 0QB</p> <p>Summary of consultation comments received:-</p> <p>1. Comment supporting recommendation</p> <p>Officer response – Comment noted to be in line with Officer recommendation</p>	<p>To proceed delegated for approval in accordance with the officer recommendation set out in the officer report</p>

Signed:



Joe Jenkinson
Head of Planning and Building Control

This page is intentionally left blank

Item 6

BARNSELY METROPOLITAN BOROUGH COUNCIL

PLANNING APPEALS

01 to 31 July 2020

APPEALS RECEIVED

1 appeal was received in July 2020

<u>Reference</u>	<u>Details</u>	<u>Method of Appeal</u>	<u>Committee/ Delegated</u>
2019/1543	Erection of two storey dwellinghouse and associated works Land at Station Road, Lundwood, Barnsley, S71 5LD	Written Reps	Delegated

APPEALS WITHDRAWN

0 appeals were withdrawn in July 2020

APPEALS DECIDED

3 appeals were decided in July 2020

<u>Reference</u>	<u>Details</u>	<u>Decision</u>	<u>Committee/ Delegated</u>
2019/0712	Change of use of dwelling (use class C3) to a mixture of a dwelling and a venue for wedding/civil ceremonies, seasonal events and afternoon teas (use classes C3, A3 and Sui Generis) The Hawthorns, Keresforth Hall Road, Kingstone, Barnsley, S70 6NG	Dismissed	Delegated
2019/0769	Extension of garage to enable conversion into residential annex associated with No.7 Hall Close (Listed Building Consent) 7 Hall Close, Worsbrough Village, Barnsley, S70 5LN	Dismissed	Delegated
2018/0380	Erection of 1 residential dwelling and associated infrastructure (Amended Plans) Land to rear of The Greenland Cottage, High Hoyland Lane, High Hoyland, Barnsley	Dismissed	Delegated

2020/2021 Cumulative Appeal Totals

- 9 appeals have been decided since 01 April 2020
- 9 appeals (100%) have been dismissed since 01 April 2020
- 0 appeals (0%) have been allowed since 01 April 2020

	<u>Audit</u>	<u>Details</u>	<u>Decision</u>	<u>Committee/ Delegated</u>
1	2019/0906	Removal of existing outbuildings and erection of two storey detached dwelling and associated works including provision of new private drive. 119 Cross Lane, Royston, Barnsley, S71 4AR	Dismissed 06/04/2020	Delegated
2	2019/1221	Erection of detached double garage Martins Nest Farm, Grime Lane, Whitley Common, Barnsley, HD9 7TG	Dismissed 09/04/2020	Delegated
3	2019/0864	Erection of detached 1 ½ storey building to be used as motorcycle garage at ground floor and storage within attic space	Dismissed 06/05/2020	Delegated

		South Grove House, South Grove Drive, Hoyland, Barnsley, S74 9DY		
4	2019/1106	Erection of double garage Middle Farm, Edderthorpe Lane, Darfield, Barnsley, S71 5EY	Dismissed 01/06/2020	Delegated
5	2019/1102	Erection of detached triple garage 54 Jebb Lane, Haigh, Barnsley, S75 4BU	Dismissed 02/06/2020	Delegated
6	2019/0239	Residential development of 250 dwellings with associated access, parking, engineering, landscaping and ancillary works. Land to the south of Lee Lane, Royston, Barnsley	Dismissed 17/06/2020	No Determination
7	2019/0712	Change of use of dwelling (use class C3) to a mixture of a dwelling and a venue for wedding/civil ceremonies, seasonal events and afternoon teas (use classes C3, A3 and Sui Generis) The Hawthorns, Keresforth Hall Road, Kingstone, Barnsley, S70 6NG	Dismissed 01/07/2020	Delegated
8	2019/0769	Extension of garage to enable conversion into residential annex associated with No.7 Hall Close (Listed Building Consent) 7 Hall Close, Worsbrough Village, Barnsley, S70 5LN	Dismissed 13/07/2020	Delegated
9	2018/0380	Erection of 1 residential dwelling and associated infrastructure (Amended Plans) Land to rear of The Greenland Cottage, High Hoyland Lane, High Hoyland, Barnsley	Dismissed 31/07/2020	Delegated