

MEETING:	Planning Regulatory Board
DATE:	Tuesday, 5 July 2022
TIME:	2.00 pm
VENUE:	Council Chamber, Town Hall, Barnsley

AGENDA

1. Declarations of Interest

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

2. Minutes (*Pages 3 - 6*)

To receive the minutes of the meeting held on the 7th June, 2022.

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 to the North of Dearne Valley Parkway, Gateway 36 Phase 3, Hoyland - 2021/1691 - For Approval (*Pages 7 - 26*)

4. Land North off Wood Walk, Platts Common - 2021/1150 - For Approval (*Pages 27 - 44*)

5. Land off High Street, Shafton - 2021/0336 - For Approval (*Pages 45 - 60*)

Planning Appeals

6. Planning Appeals - May 2022 (*Pages 61 - 62*)

To: Chair and Members of Planning Regulatory Board:-

Councillors Richardson (Chair), Bellamy, Bowler, Cain, Coates, Crisp, Danforth, M. Dyson, Eastwood, P. Fielding, Gillis, Greenhough, Hayward, Leech, Lofts, Makinson, McCarthy, Mitchell, Moyes, Peace, Shirt, Smith, Tattersall, Webster, White and Wray

Matt O'Neill, Executive Director Place
Paul Castle, Service Director Environment and Transport
Kathy McArdle, Service Director Regeneration and Culture
Joe Jenkinson, Head of Planning and Building Control
Matthew Smith, Group Leader, Development Control
Andrew Burton, Group Leader (Inner Area), Development Management
Bob Power, Senior Legal Officer (Locum)

Parish Councils

Please contact the Governance Unit via email governance@barnsley.gov.uk

Monday, 27 June 2022

MEETING:	Planning Regulatory Board
DATE:	Tuesday, 7 June 2022
TIME:	2.00 pm
VENUE:	Council Chamber, Town Hall, Barnsley

MINUTES

Present

Councillors Richardson (Chair), Bellamy, Bowler, Cain, Coates, Crisp, Danforth, Eastwood, P. Fielding, Gillis, Hayward, Leech, Lofts, Mitchell, Peace, Shirt, Smith, Tattersall, Webster and White

1. Declarations of Interest

Councillor Leech declared a Non-Pecuniary interest concerned with pre-determination in **Planning Application No 2021/1686** - Change of use of site for touring caravans and motorhomes, Mapplewell Meadows Farm, Hill End Road, Mapplewell, Barnsley as being someone who had made clear his support for the application in a written representation to officers, as declared in the meeting held on 12th April, 2022. Councillor Leech vacated the meeting during the discussion and voting on this item.

2. Minutes

The minutes of the meeting held on 12th April, 2022 were taken as read and signed by the Chair as a correct record.

3. Mapplewell Meadows Farm, Hill End Road, Mapplewell - 2021/1686 - For Refusal

The Head of Planning and Building Control submitted a report on **Planning Application No 2021/1686** – Change of use of site for touring caravans and motorhomes, Mapplewell Meadows Farm, Hill End Road Mapplewell, Barnsley.

Mr P Marsh (Applicant) addressed the Board and spoke against the officer recommendation to refuse the application.

In accordance with the agreed protocol, a recorded vote was taken on this planning application with the amendment to APPROVE the application being:

Moved by Councillor Tattersall – Seconded by Councillor Hayward with voting being as follows:

In favour of the amendment to approve the application:

Councillors K Richardson (Chair), Bellamy, Bowler, Cain, Crisp, Danforth, Eastwood, Fielding, Gillis, Hayward, Mitchell, Peace, Shirt, Tattersall, Webster and White

Against the amendment to approve the application:

Councillors Coates, Lofts and Smith

All members present at the time of the vote actually voted.

RESOLVED that the application be approved with delegation of planning conditions to Planning Officers, against the Officer recommendation, on the grounds that there would be very little effect on the greenbelt land due to the proposed size of the plot and the various economic benefits the site could bring into the local area.

4. Land to the South of Coniston Avenue, Darton - 2021/1661 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application No 2021/1661** residential development of 48 dwellings and associated works, including access and sustainable drainage feature on land to the South of Coniston Avenue, Darton, Barnsley.

Mr M Jones (Applicant on behalf of Barratt Homes) addressed the Board and spoke in favour of the officer recommendation to approve the application.

Dr M Chamberlain addressed the Board and spoke against the officer recommendation to approve the application.

RESOLVED that the application be granted in accordance with the Officer recommendation, subject to various conditions and the agreed package of S106 contributions.

5. Land off Barnsley Road, Goldthorpe - 2020/1246 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application No 2020/1246** residential development with associated infrastructure and landscaping to land off Barnsley Road, Goldthorpe, Rotherham, S63 9PJ.

RESOLVED that the application be granted in accordance with the Officer recommendation and subject to conditions and signing of a S106 agreement.

6. The Goldthorpe Hotel, Doncaster Road, Goldthorpe - 2021/1656 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application No 2021/1656** conversion of former public house into 10 no. flats at The Goldthorpe Hotel, Doncaster Road, Goldthorpe, Rotherham, S63 9JA.

RESOLVED that the application be granted in accordance with the Officer recommendation and subject to conditions and signing of a S106 agreement which requires a contribution of £4,500 in accordance with the SPD Sustainable Travel and Local Plan Policy T3.

7. Ashroyd Business Park, Ashroyds Way, Platts Common - 2021/1332 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application No 2021/1332** erection of 9,180sqm employment unit for use classes E(g)(ii), E(g)(iii), B2 and B8 - Application seeking the approval of access, appearance, landscaping, layout and scale reserved matters pursuant to outline planning permission 2018/0864 at site address: Plot 3 Ashroyd Business Park, Ashroyds Way, Platts Common, Barnsley, S74 9SB.

RESOLVED that the application be granted in accordance with the Officer recommendation subject to conditions.

8. Land to North of Upper Hoyland Road, Hoyland - 2021/1519 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application No 2021/1519**, residential development of up to 19 dwellings and associated works (outline with all matters reserved apart from means of access) at land to the north of Upper Hoyland Road, Hoyland, Barnsley, S74 9EP.

RESOLVED that the application be granted in accordance with Officer recommendations subject to conditions and a S106 Agreement including 10% affordable housing provision on site and contributions towards primary and secondary school places and sustainable travel in full compliance with the amounts and formulas set out in the SPD's and to ensure the required biodiversity provisions to prevent net loss.

9. Land at Mason Way, Platts Common - 2021/1430 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application No 2021/1430** for the formation of a new hardstanding area to increase the external yard area of Niftylift, Mason Way, Platts Common, Barnsley, S74 9TG.

RESOLVED that the application be granted subject to conditions and the completion of a S106 Agreement and the provision of off-site biodiversity provisions to ensure no net loss of biodiversity as a result of the development.

10. Planning Appeals - April 2022

The Head of Planning and Building Control submitted an update regarding cumulative appeal totals for 2022/23.

The report indicated that 4 appeals were received in April 2022. No appeals had been withdrawn and 3 appeals had been determined. Of the 3 appeals determined in April, 2022, 2 had been dismissed and 1 allowed.

The report also gave the details of cumulative appeals totals for the whole of 2022/23 which indicated that 3 appeals had been determined since 1st April, 2022. Of those, 2 appeals had been dismissed (66.6%) and 1 appeal had been allowed (33.4%).

RESOLVED that the update be noted.

11. Enforcement Update Report

The Head of Planning and Building Control provided a report to update the Board in Planning Enforcement service activity covering Quarter 4 of the last reporting period of 2021/2022 (January, 2022 to March, 2022 inclusive). The report included a breakdown of the requests for service received and includes details of key actions and enforcement case outcomes during the quarter.

Members received a brief positive update that Barnsley had been ranked 7th highest in the country for issuing enforcement notices out of the 336 authorities that have planning enforcement powers.

RESOLVED that the update report be noted.

12. Member Consultation Report April 2022

The Head of Planning and Building Control presented a report summarising the outcomes of the planning applications agenda pack issued as a Board Member consultation in lieu of the Planning Regulatory Board meetings scheduled for April, 2022.

RESOLVED that the consultation report be noted.

13. Member Consultation Report May 2022

The Head of Planning and Building Control presented a report summarising the outcomes of the planning applications agenda pack issued as a Board Member consultation in lieu of the Planning Regulatory Board meetings scheduled for May, 2022.

RESOLVED that the consultation report be noted.

Chair

2021/1691

Applicant: Mr H Briars (Firethorn Developments Limited)

Proposal: Erection of 1no. building for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated spur road, yard, parking, landscaping and drainage infrastructure (Reserved matters of the outline part of hybrid planning permission 2019/1573 for Phase 3 seeking approval of appearance, landscaping, layout and scale)

Address: Land to the north of Dearne Valley Parkway, Gateway 36 Phase 3, Hoyland, Barnsley

No representations have been received from any members of the public.

Site Location and description

The application site comprises a large employment allocation the Local Plan (Site ES15 Shortwood Extension 11.8 ha) that is already the subject of an existing hybrid planning permission (ref 2019/1573) for employment use development. The earthworks part of that consent which was approved in full form previously have now progressed to an advanced stage of implementation.

The site lies close to Junction 36 of the M1 and is on the northern side of the Dearne Valley Parkway (DVP). The proposal represents what is referred to by the original applicants Harworth Estates as Gateway 36, the first phase having been completed to the west closer to the junction of the M1 a number of years ago. The phase 2 part of Gateway 36 is located directly opposite to the south (part of the Hoyland North Masterplan area) and is part of the same existing hybrid planning permission as the application now under consideration. Whilst the land to the south is referred to as phase 2 most of the future buildings are yet to be constructed with the only detailed permission at this moment in time being the first reserved matters approval for 3 units that were granted in January this year under application 2021/1007. Those buildings are in the process of being constructed at the present time which will make them the first buildings that are delivered under the hybrid planning permission 2019/1573 and the Hoyland North Masterplan area.

The wider locality is a mix of the commercial development already described (both existing and still to come), open land and residential areas in more distant locations (with the exception of from the Shortwood Villas row of dwellings that are located in much closer proximity to the north east of the site in a small separate enclave). The next nearest residential areas are positioned further away across fields in Birdwell to the west and north, Hoyland Common to the south and Upper Hoyland/Platts Common to the east.

Works undertaken on this site so far have consisted of significant engineering works to create a development platform and the construction of a new roundabout within the Dearne Valley Parkway which will provide access to this site. Following the earthworks there are few features to describe within the main body of the application site. However, the site is still well screened from the Dearne Valley Parkway by the existing belt of trees along the site frontage which was agreed to be retained within 2019/1573. In addition, the development platform that is in the process of being created is positioned on a lower ground level than the Dearne Valley Parkway.

There are no local, or international level statutory designations within the site, but there are three non-statutory designations in the area; Shortwood and Hay Green Local Wildlife Site and the Barrow Colliery Site Local Wildlife Site to the north of Dearne Valley Parkway. The

Dearne Valley Wetlands positioned to the north of the site which has recently been designated as a Site of Special Scientific Interest (SSSI). The site also lies within the Dearne Valley Green Heart Nature Improvement Area.

The Grade II Listed Hoyland Lowe Stand is located to the south east approximately 800m away, while Grade II Listed St Peters Church is nearby in the same general direction.

The Hoyland West (employment and residential) Masterplan area is also located nearby to the south of M1 junction 36.

Planning History

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. Granted subject to S106 10th August 2020. As mentioned in the site description section of the report the earthworks part of the planning permission to create the roads and future development platforms was approved in full and have now progressed to an advanced stage of implementation.

The approved indicative masterplan shows Phase 3 to be of 10.3 ha in size and anticipates 2 units consisting of a large western unit of 250,000 sqft (23,2258 sqm) and a smaller unit to the west of 25,000sqft (2322.sqm) with 10% ancillary office space. Access would be from the newly formed roundabout being created on the DVP with a building either side of the access road. Car parking would be close to the access road with lorry parks to the rear of the buildings. Development would be separated from the access road by substantial landscape buffers. Substantial planting would be required as this will contribute to the overall 10% biodiversity net gain required under the outline planning permission 2019/1573, as it lies within the outline red line boundary even though this site does not lie within the masterplan area. Approved plans and planning conditions to the outline permission limit the floor levels of buildings and limited the height of units on the site to 12.5m to eaves (condition 19). Condition 20 allows that, where a speculative developer wishes to exceed this height, a Landscape and Visual Impact Assessment (LVIA) and photomontages shall be provided to demonstrate there would be no harm to wider landscape or sensitive receptors.

2021/1007 - Erection of 3no. buildings for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated spur road, yards, parking, landscaping and drainage infrastructure (Reserved matters of outline planning permission 2019/1573 for Phase 2A.1 seeking approval of appearance, landscaping, layout and scale). Granted 19th January 2022.

Proposed Development

This application seeks approval of the reserved matters (namely the layout, scale, appearance, and landscaping) for one speculative unit only on the phase 3 area of the indicative layout plan that was approved under hybrid planning permission 2019/1573. The developable site area is 9.43 ha and development would comprise one large single building, service yard, car park and access road as well as the sustainable drainage infrastructure to serve the site and the landscape planting around the site. The application form states the building would be intended for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) uses.

The single building is proposed to lie to the west of the new access road and would be 268m long and 108m wide, with the long axis parallel to the DVP. It would have a height to eaves of 16m and a shallow curved roof at 18.4m in height.

The service yard and parking for 55 HGV vehicles would be to the rear of the building. Two storey offices (1394sqm) would be located to the northeast end of the building with a smaller hub office to the facing northwest over the service yard(465sqm).

Car parking would be located to the eastern side of the access road with the attenuation pond to the northeast. A gatehouse would control vehicular movements accessing and egressing the site. 315 parking spaces are proposed of which 32 would have EV charging points and 15 accessible spaces together with cycle parking and showers and drying facilities and motorcycle parking.

Overall, the development would deliver approximately 31,612 sqm of built development, which is approximately 23% larger than the anticipated 25,500sqm size of the 2 units approved on the indicative masterplan. 31,600sqm equates to approximately 31% of the maximum 102,193 sqm of floorspace granted under 2019/1573.

Although not in the Hoyland North Masterplan area, the conditions pertaining to the outline permission required the colour palette set out in the masterplan to be utilised. The unit is proposed to be of grey and neutral/greens, fading upwards with a dark green roof. The office elevations would be in greys. Rooflights across 15% of the roof area allowing natural lighting and photovoltaic panels across a further 5%. There will be no outside storage.

A 2.5m high timber close boarded acoustic fence is proposed to the northern boundary of the service yard to screen yard activity from the footpath and the dwellings to the north.

Landscape planting is proposed broadly in accordance with the details submitted with the hybrid permission including a broad band of planting along the Dearne Valley Parkway, to the rear of the service yard and around the car park and pond. There would also be the creation, diversion and improvement of footpaths/multiuser path, amenity features and planting for biodiversity benefits. Footpath signage and furniture are also proposed to new and improved footpaths running along the DVP.

Landscaping is proposed to include woodland, scrub, mature trees, hedgerows, wildflower meadow, reed bed and the retained landscape (woodland area in the northeast and scrub in the southwest points of the site). A landscape and ecological management plan has also been submitted to cover a 30-year period demonstrating the biodiversity net gain over this period.

Ecological/biodiversity mitigation and enhancement proposals including bird and bat boxes and hibernacula as well as careful species selection and management of hedgerows, scrub, and woodland mixes.

Submitted documents indicate that an initial BREEAM pre- assessment of the proposed buildings is indicated as “very good”.

A suite of amended plans was submitted on 5th April 22 comprising:

- Minor reconfiguration to vehicular access, circulation, and parking. No changes to the overall number of car or cycle parking, pedestrian, and cycle access, but provided area for up to 16 motorcycle spaces; improved pedestrian routes with removal of steps and replaced with ramps.
- Ground levels refined to improve areas adjacent paths and building entrance, minor slope changes to accommodate landscaping.

- Retaining structures introduced with minor changes to design to address changes in levels and optimise developable area.
- Minor changes to position of loading bay doors and fire exits, substation and yard.
- Provision of an additional substation within 20m of the approved substation for technical reasons, minor reconfiguration of west end of yard and bin store.
- Clarification that PV panels will cover only 5% not 10% of the roof area.
- Minor changes to the ecology and landscape proposals, with additional planting to side of spur road and minor revisions to Biodiversity Impact Assessment REV A and Habitat Mitigation and Enhancement Scheme and Landscape and Ecology Management Plan relating to weed control and long-term management.

Further amended plans have been submitted throughout May in response to consultee comments relating to levels, biodiversity and the colour of the offices.

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 which in Barnsley is the adopted Local Plan and the Joint Waste Plan. The Council has also adopted a series of Supplementary Planning Documents, which are other material considerations.

The Local Plan

The site is subject of the following site-specific allocation policy which is set out below. In addition the site is located directly opposite to the Hoyland North Masterplan area:-

Site ES15 Shortwood Extension 11.8 ha

The development will be expected to:

- Undertake necessary drainage works.
- Ensure that development does not impair the visual amenity of the landscape (wider countryside). Potential mitigation measures include restrictions on building heights, landscaping, and structural planting.
- Consider the potential impact on the nearby Shortwood and Hay Green Local Wildlife Sites and include appropriate mitigation where necessary.
- Retain the valuable habitats in the south-western corner of the site and exclude them from the scope of any development proposals. The site has potential as a habitat for newts, so it is recommended that this possibility is investigated prior to any development; and
- Protect the routes of the Green Way and Public Rights of Way that cross the site and make provision for these as part of any proposal.

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

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

Other relevant policies include:-

GD1 General Development – Proposals for development shall be approved if there will be no adverse effect.

SD1 Presumption in favour of sustainable development – Planning applications that accord with other relevant policies will be approved without delay.

LG2 Location of Growth – Urban Barnsley is the highest priority location to accommodate growth in accordance with the adopted settlement hierarchy.

Policy E3 (Uses on Employment Land) on allocated employment sites the Council will allow the following uses: research and development (B1b) and light industry (B1c); general industry (B2); or storage or distribution (B8). The supporting text to the policy advises that the provision of well-located employment land is key to the Borough's future economic growth, and it is therefore essential that both new employment land and land currently in use or last used for employment purposes, is protected, and safeguarded from non-employment uses.

CC2 - Sustainable design and Construction

D1 - Design

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

CC1 - Climate change

CC2 - Sustainable Design and Construction

CC3 - Flood Risk

CC4 - SUDS

GI1- Green Infrastructure

GS2 - Green ways and Public Rights of way

Bio1 - Biodiversity and Geodiversity

HE1 – The Historic Environment

HE6 - Archaeology

RE1 - Low Carbon and Renewable Energy

Hoyland North Masterplan Framework

Although not located within the Hoyland North Masterplan Framework area, the masterplan is relevant as the hybrid planning permission 2019/1573 (which additionally included land within the Masterplan area) was determined in accordance with the Framework and conditions on the hybrid permission for this site therefore relate to it.

The Masterplan Framework was adopted on 19th December 2019 and aims to create a mixed-use community comprising around 765 new homes and 37 hectares of employment land with associated infrastructure to the north of Hoyland's urban area set within a greenspace network that supports multi-functions and activities to the south of the DVP. The key points of the masterplan as they relate to this proposal through planning conditions are the requirement for 10% biodiversity net gain, a neutral colour palette, limits to scale and massing to minimise harm to wider landscape, location of service yards, consideration of green roofs, pedestrian and cycle routes enhanced and retained, new woodland areas within high wall zones, high value wetland swamp grass land area to be retained and management and maintenance of green infrastructure.

The outline part of hybrid planning permission 2019/1573 included an approved parameters plan, an indicative masterplan with a suite of conditions and a Section 106 agreement to secure the requirements of the masterplan and the requirements of the relevant Local Plan Policies.

Supplementary Planning Documents

Parking

Biodiversity and Geodiversity

Sustainable Travel

Trees and Hedgerows

Planning Obligations

NPPF

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

Consultations

Air Quality – No objections subject to condition

Biodiversity – No objections

Coal Authority – No objection

Conservation – No objections.

Design – Initially there was concern about a lack of structural planting to the site frontage and objection to offices in white colour as this did not meet the neutral colour palette of the masterplan. However, amended plans have been submitted to increase planting and amend the office colour scheme to greys. The Design Officer therefore no objections based upon the most up to date set of plans.

Enterprising Barnsley – Actively support the application which will help to create a much-needed new unit in a strategically important area of the borough that will help to both attract future inward investors and retain growing indigenous companies. The size of the unit will help to fill a clear gap in the development pipeline market that will help to support several enquires that EB are turning away due to limited available stock levels of proposed developments of this size. This development is essential in helping BMBC and Sheffield City Region create future employment opportunities as per the existing strategic and corporate plans as well as contributing to a jobs lead recovery from Covid.

Forestry – A mix of native and ornamental species are proposed, but there are trees surrounding the site which need protection. There are therefore no objections subject to tree protection as approved at the outline stage.

Highways Drainage – No objections.

Highways DC - Raised initial concerns about levels. However, the amended plans are now satisfactory subject to suitable planning conditions.

Natural England – No objections.

Pollution Control – No objection subject to a condition relating to hours of construction and submission for a Construction and Environmental Management Plan (CEMP). However, condition 9 of the outline permission requires the submission of a CEMP prior to construction so it is not necessary to repeat the condition here.

Public Rights of Way –Further clarification was required initially. However, amended plans are now satisfactory subject to an informative.

South Yorkshire Archaeology Service – It was confirmed at outline stage that no archaeological investigation is required.

South Yorkshire Mining Advisory Service – No objections subject to Coal Authority approval.

Superfast South Yorkshire – No objections subject to planning condition for gigabit capable full fibre broadband (a similar condition was also required at the outline stage condition 38).

Tannersley Parish Council – No comments have been received.

Yorkshire Water – No objections.

Representations

The application was advertised by press notice, by 3no. site notices and by 57 individual letters to neighbours and businesses and on the Councils website. No letters of representation have been received.

The Principle of Development

Employment use of this site is in accordance with Local Plan Policy ES15 and the principle was established by the existing hybrid planning permission (ref 2019/1573).

The site is located in the Hoyland Principal Town area and as such the proposal also accords with policies Policy E1 Providing Strategic Employment Locations, Policy E2 The Distribution of New Employment Sites and LG2 The Location of Growth.

In addition, the specified range of uses E(g)(iii), B2 and B8 accords with Local Plan policy E3 Uses on employment land.

Indicative layout and parameters plans were approved at the outline stage to guide the design of the reserved matters proposals. In addition, the hybrid planning permission contains a large variety of conditions and a S106 Agreement requiring biodiversity net gain which will be applicable when the development is carried out. The details to be considered in this reserved matters application relate to layout, scale, appearance and landscaping only with the principle of development already established in land use planning policy terms. Detailed consideration of reserved matters is set out below.

Design and visual impact considerations (layout, scale, appearance and landscaping reserved matters)

The layout comprises 1 large building instead of the 2 smaller buildings that were envisaged in the indicative outline masterplan. The building would be to the west of the access road, with the service yard to the rear, screened from the DVP by the building, in accordance with the masterplan. Car parking would be to the east of the access road. This would be an improvement on the indicative outline masterplan, which envisaged a smaller building in this location with a service yard to the rear, close to the residential dwellings of Shortwood Villas. The replacement of a service yard by the proposed car park is likely to result in a lower level of noise emissions. Additionally, the northern boundary of the service yard will be screened both visually and acoustically by a close boarded fence. Security fencing around the yard would be via paladin fence in green. The attenuation pond and substantial landscaped area would separate the dwellings from the built development.

The access, attenuation pond and footpaths are closely in line with the indicative masterplan. Although specific occupants are not yet known (the proposal is speculative at this stage), the applicant states that the layout has been designed to accommodate operational requirements for typical occupiers for this size of unit. Air Quality mitigation strategies include 32 EV charging points and 30 covered cycle parking spaces. All are considered of appropriate dimensions and locations for modern employment units. A gatehouse will control vehicular access and egress. Overall layout is considered acceptable.

In relation to scale the size of the two units on the approved indicative masterplan at outline stage was approximately 25,500sqm. The current proposal is for one unit of 31,612sqm which equates to an approximate increase of 23% in size. However, the increase in size is achieved by an increase in width rather than an increase in length and therefore would not appear materially different than what was shown on the indicative plans when viewed from the Dearne Valley Parkway.

In floorspace terms the proposed amount of 31,600sqm equates to approximately 31% of the maximum 102,193 sqm of floorspace granted under outline permission 2019/1573. Therefore, whilst this proposal would use up a considerable proportion of total building floorspace that was allowed by the hybrid planning permission (nearly 1/3) it would still be well within the overall parameters that were allowed for the overall development.

Within the overall floorspace limit however a limitation was also imposed on the overall amount of B8 use (storage and distribution) that would be allowed. Condition 21 stated that:- *The development hereby approved shall not exceed a maximum of 102,193sqm of employment use floorspace (use classes B1/B2 and B8), of which a maximum 75% may be B8 uses, the details of which shall be submitted as part of the application for approval of reserved matters.*

The Council has recently granted a reserved matters application for phase 2 under 2021/1007 for 10,312sqm of flexible E(g)(iii)/B2 or storage and distribution B8, totaling approximately 10% of the permitted B8 use set out in condition 21 of the outline. Together, the units granted by 2021/1007 and this application, total B8 uses granted would be 41% of the allowable B8 use. This falls well below the maximum threshold of B8 use allowed under 2019/1573 and would therefore be acceptable also.

Overall, therefore in floorspace scale terms the submitted reserved matters application proposes one large unit rather than two units shown on the approved masterplan. Having reviewed the submitted documentation accompanying this application Officers are satisfied that one unit would be acceptable of the scale proposed. Although of greater floorspace than the two combined units set out on the masterplan, it would nevertheless comply with condition 21 which sets out the parameters for B8 use on the site.

In relation to the assessment of building height the single unit is in the location of Phase 3, Unit 2 as set out in the indicative masterplan approved as part of the existing hybrid planning permission. It is noted that the unit does not accord with condition 19 which states:-

Building's heights shall not exceed 10m to eaves other than Unit 2 on Gateway 36 Phase 3 as shown on indicative masterplan 12006-1-110 REV L which shall not exceed 12.5m to eaves.

However, where condition 19 is exceeded condition 20 of hybrid p.p 2019/1573 allows applicants to demonstrate that the enlarged building would not harm the wider landscape though the submission of landscape and visual impact assessment and photomontages.

The approved parameters plan required the maximum building height to be no more than 15.5m and the maximum finished floor level to be 128.5m AOD. This application proposes the height to eaves to be 16m with a very shallow curved roof at 18.4m. To offset this, it is noted that the floor level is anticipated to be lower than the maximum permitted within the outline part of 2019/1573 at 127.4 AOD resulting in an overall maximum height of only approximately 1.8m above over maximum permitted.

The documentation submitted to address the outline condition 20 has been assessed and is considered satisfactory in this case. This has been borne out by comments from the Design Review Panel and has been discussed in detail in the report below. Having one unit would also be beneficial in that built development would be located further away from residential development.

In considering the landscape and visual impact of the proposal, the landscape and visual impact addendum document provided with this proposal has been reviewed. The addendum concludes that the impacts would not be materially greater than the approved indicative maximum size limits. Considering that the proposed floor level is lower than the potential maximum and the screening effects offered by vegetation over time, together with careful elevational treatment, on balance, the slight increase in height over permitted levels is considered acceptable.

The building is proposed to have shallow curved roofs with rooflights and solar PV panels (up to 5%). Colours are proposed to be grey with horizontal bands of green and neutral/earthy colours. Amended plans propose offices to be of grey shades. Roofs are proposed to be a neutral/earthy green to blend in with the surrounding landscaping and minimise impacts on the wider landscape. The colours are all close to the neutral palette as set out in the adopted Masterplan Framework and are acceptable therefore.

Glazed elements to the offices and to elevations facing the access road will provide additional interest. Within plot landscaping will provide biodiversity habitat and screening, with mature trees and ornamental shrubs providing instant impact and year-round interest.

The Urban Design Officer was initially concerned about the lack of trees screening to the elevations of the building as viewed from DVP as this did not reflect the softened character which is the Council is endeavouring to achieve through the Hoyland North Masterplan. However, the amended plans propose to considerably increase the tree coverage towards the internal access road with a new section of native woodland planting, followed by a denser grouping of specimen tree planting. The Urban Design Officer is now satisfied with the screening and softening effect now proposed. It should be noted however that there is an area of highway verge which lies outside the red line boundary and may therefore not be planted unless agreed with the highway authority.

The application was also presented to the Design Review Panel at the pre-application stage and as the formal application is almost identical to that it is not considered necessary for the Panel to reassess the proposal.

The Panel considered that the height was less of a concern than the overall design in terms of scale, massing, and layout. The curved roof form and darker roof colour was considered to be a positive and the Panel considered colour and materials as being key in terms of landscape setting and visual impact and were keen to see the colours set out in the masterplan colour palette being used. The Panel requested that the margin to the Dearne Valley Parkway is co-ordinated and on each side of the road, this appears to have been incorporated into the design at the application stage.

Overall, despite the minor exceedance of height of unit 2 above outline expectations, the LVIA has demonstrated that the impacts are acceptable to the Design Panel who were in the main, satisfied with the layout and colour palette at the pre-application stage.

The proposal now comprises a high-quality product of appropriate design and elevational treatment within a high-quality landscaped setting. The proposal is considered to comply with Local Plan Policy D1 and GD1 in relation to the proposed design of the building and its finished appearance.

In landscaping terms, the outline part of the hybrid planning permission required a woodland area to northeast and the area to southwest are to be retained, in accordance with the site-specific policy. A pond area in the northeast of the site was also set out in approved outline plans. The submitted landscape plans provides a green corridor to the frontage of Dearne Valley Parkway and landscaping to access and elsewhere on the plot. Management would be in accordance with a comprehensive landscape and ecological management plan discussed in more detail below. The landscape proposals are intended to retain as much of existing as possible and:

- establish woodland planting assist in screening and provide enhanced linkages for wildlife.
- establish well managed scrub areas to support a range of wildlife create a rich mosaic with varied age, species, and structure.
- a sustainable drainage basin for the catchment of water run-off from proposed built form. The basin would be planted with a species mix selected to reflect the surrounding landscape character with suitable tolerances for fluctuating conditions.
- Mature trees planted across the site to provide focal features.
- The creation of seating areas adjacent to the SUDS Pond planted around the building entrance, vehicular access, and car parking areas to provide recreational amenity for employees and users of the commercial buildings.
- The realignment of existing Public Rights of Way and footpaths.
- Site wide furniture would provide low-level navigation sympathetic to the site's rural context. Woodscape benches and timber signage have been chosen to suit the semi-rural character of the site, taking a 'country park' approach to the layout and specification.

The hybrid planning permission anticipated that almost all existing trees on site which were planted following open case reclamation would be removed to accommodate the level changes and the build elements of the scheme. There are however trees surrounding the site which will need to be protected during the proposed works. An arboricultural impact assessment was provided at outline which contained details of the protection of the trees and details of the protection of the woodland edge. The Forestry Officer requests that the document be conditioned to be complied with at the reserved matters stage.

In assessing the proposed landscaping scheme, the Forestry Officer considers that the landscaping is broadly in line with what is expected in terms of a varied species mix for the native woodland and hedgerow mixes and ornamental type species in the more formal areas around the car park etc. There are therefore no objections to the proposed on-site tree and hedgerow planting for this application.

Overall, the landscaping proposals are acceptable and accord with Local Plan Policy BIO1 and GD1 and GS2.

Biodiversity

A S106 agreement attached to the existing hybrid planning permission 2019/1573 requires 10% biodiversity net gain for the overall development both on-site and offsite mitigation and enhancement.

The outline part of the permission required detailed plans and documents to be submitted with each Reserved Matters application indicating biodiversity mitigation and enhancement measures, including long term management, for each plot.

An on-site landscape and ecological management plan proposes the following with a 30-year management period:

- The retention, enhancement and management of existing woodland, hedgerow, and grassland habitats.
- The establishment of native woodland planting to both assist in screening the development and provide enhanced linkages for wildlife.
- The establishment of well-managed scrub areas to support a range of wildlife and managed to create a rich mosaic with varied age, species and structure
- The creation of a sustainable surface water attenuation basin and wetland meadow for the catchment of water run-off from proposed roofscapes and areas of hard standing. The basin would be planted with a species mix selected to reflect the surrounding landscape character, with suitable tolerance to fluctuating conditions. There will be an area of permanent water to establish reedbed and open water habitat
- A range of mature trees will be planted across the site to provide focal features and assist in screening the development as well as providing greater structural diversity and potential habitat for bats and birds from an early stage.
- Formal and informal hedgerow using native species to assist in creation of wildlife corridors with associated ditches.
- Ornamental planting to provide pollinator species.
- Pole mounted bird boxes, bat boxes and hibernacula .

Since 2019/1573 was granted permission the Dearne Valley Wetlands Site of Special Scientific Interest (SSSI) has been designated. The offsite biodiversity mitigation and enhancement sites of Barrow Hill Colliery and part of Short Wood now lie within the SSSI, and the applicant and the Council Biodiversity officer have worked with Natural England to determine an appropriate off site biodiversity net gain proposal comprising:

- 1: Specimen Woodland Planting Table
- 2: Whip Woodland Planting Table
- 3: Wet Woodland Planting Table
- 4: Marginal Aquatic Planting

The Biodiversity Officer has assessed the proposals and has no objections to on-site and off-site enhancements which together will deliver greater than 10% net gain. Natural England have confirmed that they have no objection to the proposals and that there will be no adverse impact on the SSSI as a result of drainage or air pollution. Furthermore, Natural England welcome the habitat enhancements proposed on site for the assemblage feature of the Dearne Valley Wetlands SSSI.

A condition is proposed to ensure a lighting scheme sympathetic to biodiversity as well as residential amenity is provided.

The proposal is therefore in accordance with Local Plan Policy BIO1 Biodiversity and Geodiversity.

Highway's considerations

The Highways Development Control Group Leader has confirmed that the implications of the overall development proposal parameters covered by 2019/1573 on the highway network were assessed through a Transport Assessment previously and that a Framework Travel Plan was agreed in order to ensure the site maximises sustainable travel opportunities.

This reserved matters application is for the development of 31,000sqm for business and industrial floorspace, although this is speculative type development as specific occupiers are not known at the present time. However, notwithstanding this, it is noted that the planning statement confirms that the layout has been designed to accommodate the operational requirements of a typical occupier of these types of units.

The Framework Travel Plan approved under the approved application 2019/1573 is applicable for this reserved matters application and a detailed Travel Plan (or Tenant Travel Plan) for each building requires approval by the Council prior to occupation under the obligations contained within the S106 agreement dated 10th August 2020.

The car parking has been designed in accordance with B8 use, however given the speculative nature of the proposal, should B2 use be required by the occupier, the design and access statement states that additional provision would be made.

The Highways Development Control Group Leader notes that given the single unit served by the proposed access, lack of public utility (serving a single unit) and the design not being to adoptable standards, the road would remain private and unadopted.

Following previous comments on this application a number of amendments have been made to the site layout. The priorities of traffic entering and exiting the yard and adjacent car park have been reconfigured to improve vehicle flow which also overcomes the initial concerns regarding visibility as a give-way has been introduced giving priority to vehicles leaving the car park. In addition, 16no. powered two-wheel parking spaces have been included to accord with the Council's parking standards requirement. Furthermore, the stepped access to between the access road and building has been replaced by a reconfigured / 'ramped' footway.

Consequently, the Highways DC Group Leader confirms that there are no objections to the proposed development from a highways perspective subject to planning conditions, and the proposal is therefore in accordance with Local Plan Policies T3 and T4.

Residential Amenity

The relationship between the proposed new development and the adjacent existing residential properties has been considered in detail. Local Plan Policy POLL1 seeks to protect residents from the impact of new industrial and warehouse development and adopted SPD "Residential Amenity and the Siting of Buildings" sets out minimum thresholds for distances and scale to be applied to non-residential buildings to ensure residential amenity is not affected. The proposal comfortably exceeds the relevant distances to the nearest dwellings at Shortwood Villas despite the differences in levels with the Villas being at a lower level than the proposed development. The dwellings do not face towards the site and the attenuation pond and intervening vegetation, and landscaping will serve to provide a substantial landscape barrier between the dwellings and the commercial building and service yard.

The omission of unit 1 and its service yard which would have been to the rear of the unit will be of benefit to residential amenity causing fewer noise impacts to residents at Shortwood

Villas, being proposed to be replaced by a car park. All parking areas should be well screened by landscaping to minimise visual impacts, and an acoustic fence to the rear of the service yard would mitigate any noise impacts.

The design and layout of a large building can also create significant visual impacts and outlook on residential dwellings. As Unit 1 is proposed to be omitted, the impact of the proposed building, although larger in scale and massing, are anticipated to be less as it is set further away than the indicative masterplan anticipated. Members should note that no representations have been received from any local residents.

The Pollution Control Officer has no objections regarding noise either during construction or operationally, subject to condition controlling the hours of construction. This requirement is condition 6 of the outline part of the hybrid permission and it is therefore not necessary to repeat it here.

Overall, the proposal accords with Local Plan Policy D1 and POLL1 in residential amenity terms.

Public Rights of Way

Recorded PROW run directly across the site. Formal diversion orders have been made and confirmed without receiving objections. The diversions will only take effect once the diversion routes have been certified as having been constructed to a suitable standard by the Council.

A temporary closure order is currently in place for these PROW, approved until March 2023. A suitable temporary closure / diversion must be in place until such time as the diversion routes are certified as complete and opened to the public.

As part of 2019/1573, various changes to non-vehicular routes were anticipated. The following are proposed:

- Existing public footpath within the northern part of the site boundary - uneven surface to be made good.
- Realigned public footpath close to the eastern boundary.
- Realigned public bridleway running from site access to exit near Shortwood Villas and along frontage of Dearne Valley Parkway.
- Footpaths (not public rights of Way) linking the exiting footpath which runs along DVP to the northeast of the site (outside the boundary) to the proposed bridleway.

Other features such as footpath signage, metal signage and timber route markers are proposed. After initial clarification was sought and amended plans submitted, the Public Rights of Way Officer has no objection, and the application is considered to be in accordance with Local Plan Policy GS2.

Sustainability

In accordance with conditions on 2019/1573 a preliminary BREEAM assessment has been undertaken which demonstrates the building will have the potential to achieve BREEAM very good through a variety of measures.

EV charging points are proposed to 10% of the car parking spaces in accordance with condition 31 of the outline permission. A condition is proposed to develop a further strategy if appropriate. In addition, a 50 no cycle spaces and 10 no cycle shelters will be provided together with showers and drying facilities.

5% of the roof area would have photovoltaic cells, with natural daylight and sunlight provided via plentiful rooflights. The design and access statement notes that the development would be constructed to net zero carbon in line with the UK Green Building Councils Net Zero Carbon Buildings Framework.

Summary and Conclusion

The site is allocated for employment use in the Local Plan (policy ES15) and the principle of the proposed use was established through extant hybrid planning permission 2019/1573. The site is located in the Hoyland Principal Town area and as such the proposal also accords with policies Policy E1 Providing Strategic Employment Locations, Policy E2 The Distribution of New Employment Sites and LG2 The Location of Growth.

The development would lead to significant investment and new employment opportunities at both the construction and operational stage. Enterprising Barnsley fully support the application and development of speculative units that are needed to generate economic growth in the borough.

In addition, the specified range of uses, E(g)(iii), B2 and B8 accords with Local Plan policy E3 Uses on employment land.

The proposed development is acceptable in all aspects associated with the principle of development and land use planning policy considerations which attracts substantial weight in favour of the proposal.

The National Planning Policy Frameworks is another important material consideration related to this case, in particular paragraph 81 which states that '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'. This point attracts significant weight as a further material consideration, therefore.

This particular application is seeking approval for the layout, scale, appearance, landscaping and access reserved matters relating to one particular phase of 2019/1573 (phase 3). Essentially therefore the application is about seeking the acceptability of the plans in relation to important material planning considerations including the impact of the development on visual impact, residential amenity, highways considerations and trees and biodiversity having regards to the other relevant policies of the Local Plan (GD1, D1, BIO1, T3 and T4) and the more detailed requirements of the relevant Supplementary Planning Documents (Residential Amenity and the siting of buildings, Biodiversity and geodiversity, Sustainable travel, Parking).

In terms of layout the proposal differs from the approved indicative plan granted at outline stage, in that 1 unit is proposed instead of 2, and only a car park is to be provided to the west of the access road rather than a second unit with service yard to the rear. The increase in floorspace is mainly accommodated by depth rather than length and would not appear excessive when viewed from the Dearne Valley Parkway. Overall, it is considered that the development of one larger unit instead of two smaller units is acceptable.

In considering scale, the amount of development proposed is slightly more than anticipated within 2019/1573 for phase 3, but it would still be well within the floorspace limited permitted both overall and for the amount of B8 use that was allowed appreciating that the proposal is speculative at this stage and is also going to be marketed for class E(g)(iii)/B2) uses also. Condition 21 of 2019/1573 is complied with therefore.

The slightly increased building height over and above that allowed by the conditions included within 2019/1573 is offset by a lower than anticipated floor level and the resulting maximum height is not considered to be materially greater than anticipated at the outline stage (approximately 1.8m). A Landscape and Visual Impact Assessment has been submitted which demonstrates that the slight increase in size over the permitted parameters would not cause a significantly greater impact on landscape and visual amenity as a result and the Design Review Panel were also supportive on this point.

In terms of appearance, the Design Review Panel were very positive of the proposed colour scheme, using neutral colours, which fitted well with the masterplan colour palette and the Panel were supportive of the darker shade for the roof. They had no concerns about the slightly increased height of the building.

In terms of landscaping, a significant amount of landscaping is proposed around the site, maintaining a well landscaped frontage in accordance with the masterplan and retaining the area to the southwest, in accordance with the site-specific policy. New and improved footpath routes, fencing signage and biodiversity mitigation and enhancement, together with a long-term management plan for on-site and off-site enhancement are proposed. In addition the development would deliver 10% biodiversity net gain which is another consideration that is afforded significant weight in the overall planning balance.

In summary the proposal is considered to be in accordance with the main development plan policies that are relevant to the proposal (most notably Local Plan policies ES15, E2, E3, D1, BIO1) in that it would lead to the provision of a large scale employment unit on a site that is allocated for that purpose in the Local Plan. The development would result in substantial economic investment and potential employment opportunities and would deliver the other benefits mentioned above. The assessment of 2019/1573 established that the overall development would lead to moderate adverse landscape and visual impacts when the development is first undertaken. That harm needs to be afforded moderate assessment weight therefore in the overall planning balance. However, many of those change impacts have already occurred as part of the site clearance works and engineering works to create the development platform (works that were approved in full under hybrid planning permission 2019/1573). In addition the landscape and visual impact assessment that has been submitted with this application has demonstrated that the changes being proposed for Phase 3 would not amount to any greater impacts upon visual amenity, the wider landscape or sensitive receptors than those previously approved. As such it is considered that the level of harm would be moderate and would be far outweighed by the other areas of development plan compliance and the economic benefits of the development which are afforded substantial weight. The proposal therefore complies with the development plan as whole and the advice set out in the NPPF. As such the scheme is considered to accord with policies and guidelines and is recommended for approval accordingly.

Recommendation

Grant approval of reserved matters subject to conditions

1. The development thereby permitted shall be begun before the expiration of 2 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2. The development thereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission:

Site Layout ref. 21049_P0601 rev.G
 Location Plan ref. 21049_P0602 rev.A
 Site Finishes Plan ref. 21049_P0603 rev.F
 Indicative Site Sections ref. 21049_P0604 rev.B
 Fencing and Barrier Details ref. 21049_P0701 rev.E
 Bin Store Details ref. 21049_P0702 rev.D
 Cycle Shelter Details ref. 21049_P0703 rev.E
 Building Plan ref. 21049_P1001 rev.G
 Office Plans ref. 21049_P1002 rev.C
 Roof Plan ref. 21049_P1003 rev.C
 Elevations ref. 21049_P1301 rev.E
 Landscape Framework Plan ref. 441-UW-P-001 rev.E
 Softworks Planting Plan ref. 441-UW-P-002 rev.E
 Landscape Features Plan ref. 441-UW-P-003 rev.D
 Landscape Features Signage ref. 441-UW-P-004 Rev.-
 Landscape Features Rabbit Fencing ref. 441-UW-P-005
 Landscape Features Bench Detail ref. 441-UW-P-006
 Landscape Features Typical Tree Planting Details ref. 441-UW-P-007
 Landscape Features Typical Retaining Feature ref. 441-UW-P-008
 Landscape Amenity Area ref. 441-UW-SK-001 rev.A
 Proposed Levels ref. 079577-CUR-XX-XX-DR-C-91001-P12
 Retaining Structure and Slope Detail Drawings (set) ref. 079577
 Drainage Masterplan ref. 079577-CUR-ZZ-ZZ-D-C-92001-P05
 Attenuation Basin Details ref. 079577-CUR-ZZ-ZZ-D-C-92201-P02
 Car Park Visibility Splays ref. 22022.IN.02
 Planning Statement ref. JM/PS/02
 LVIA Addendum (inc. photomontages) (December 2021 rev.A)
 Landscape and Ecological Management Plan ref. 441-UW-P-LEMP rev.D
 Habitat Creation, Biodiversity Mitigation and Enhancement Scheme rev.A
 Biodiversity Impact Assessment Phase 3 rev.A
 Biodiversity Offsetting Scheme rev.A
 Road Access Levels Statement ref. 079577-CUR-ZZ-ZZ-T-C-95001-P01
 Drainage Statement ref. 079577-CUR-ZZ-ZZ-T-C-92001-P03 (inc. Operation & Maintenance Plan ref. 079577-CUR-ZZ-ZZ-T-C-92900-V01)
 BREEAM Pre-Assessment Report dated 07/12/21

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 or other operations being undertaken on site shall take place until tree protection is erected on site in accordance with the method statements in the approved Arboricultural Impact Assessment V2 dated Feb 2020 by The Environment Partnership (approved by outline permission 2019/1573). Thereafter the development shall be implemented in accordance with the approved documents.

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

4. Prior to the commencement of development hereby approved, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include measures to residential amenity, and to protect the adjacent Dearne Valley Wetlands SSSI and nearby Short Wood and Hay Green LWS from habitat degradation during construction operations including from dust deposition, accidental damage or pollution incidents. Thereafter the development shall proceed in accordance with the approved plan.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, and to ensure that the SSSI and LWS are not degraded during construction operations including through habitat degradation arising from dust deposition, accidental damage, or pollution incidents and in accordance with Poll1 and BIO1.

5. Upon commencement of engineering/construction operations, details of any temporary lighting (if proposed to be used) shall be submitted to and approved by the Local Planning Authority. Details shall include the location, orientation, angle, and luminance of the lighting including lux levels plans and shall be designed to ensure light pollution does not affect residential amenity or harm wildlife. Thereafter the approved details shall be implemented in full.

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

6. Upon commencement of development the detailed construction specifications and implementation timescales of all footpaths/multi user routes/bridleways shown on the approved plans for this phase shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the footpaths/multi user routes/bridleways shall be constructed and maintained in accordance with the approved details and timescales.

Reason: To support sustainable transport objectives in accordance with Local Plan Policy T3.

7. No building hereby approved shall be occupied prior to the installation of Electric Vehicle Charge Points in accordance with plan referenced Site Layout ref. 21049_P0601 rev.G and meeting the minimum specification of "mode 3" 7 kW 32 amp, or alternative in accordance with an Electric Vehicle Charge Point and Infrastructure Strategy scheme submitted to and approved by the local planning authority.

Reason: In the interests of minimising the impact of the proposal on air quality in accordance with Local Plan Policy Poll 1.

8. Prior to the occupation of the building hereby approved, full details of permanent external lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location, orientation, angle, and luminance of the lighting including lux levels plans and shall be designed to ensure light pollution does not affect residential amenity or harm wildlife. The approved details shall be implemented on each plot prior to occupation of the building of the use and retained as such thereafter.

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

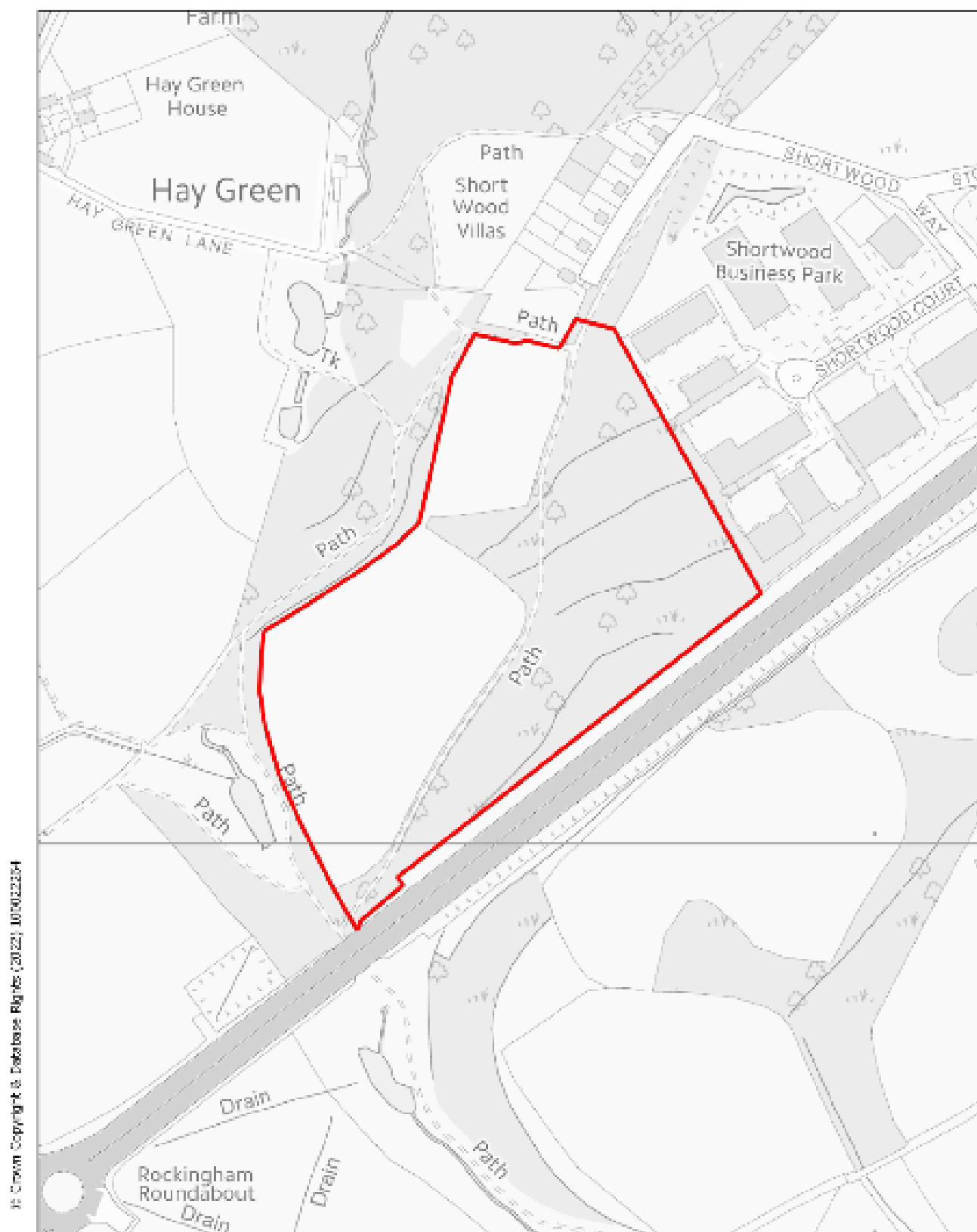
9. Prior to the first occupation of the building hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan Car Park Visibility Splays ref. 22022.IN.02 . The splay shall thereafter be maintained at all times free from any obstruction exceeding 900mm above the level of the adjacent highway carriageway.

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

10. All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the public 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.
11. Vehicular and pedestrian gradients within the site shall not exceed 1:12
Reason: To ensure safe and adequate access in accordance with Local Plan Policy T4.
12. Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1300 on Saturdays and at no time on Sundays or Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.
13. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in full in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority upon commencement of development. Thereafter the landscaping shall be carried out in accordance with the approved details and timescales and managed in accordance with Landscape and Ecological Management Plan ref. 441-UW-P-LEMP rev.D
Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'

PA Reference:-

2021/1691



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BARNSELY MBC - Regeneration & Property



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2021/1150

Applicant: Yelcon Construction Ltd and The Cornell Group

Description: Residential development of 83no dwellings and associated works

Site Address: Land North off Wood Walk, Platts Common, Barnsley

3 letters of objection have been received from local residents.

Site Location & Description

The site measures approximately 3.6ha in size and is positioned to the north of Wood Walk, on the edge of Hoyland/Platts Common. The site comprises an arable field, left fallow, with improved grassland margins and boundary hedgerows and lengths of fencing. There are two mature trees in the southern area of the site and a plantation/woodland with dense scrub defined the eastern extent of the Site. Electricity pylons are located along the site frontage, which run in a north-east direction. In terms of levels, the site crowns in the middle and slopes down to the East and the West.

The site is bounded by Wombwell Wood Roundabout to the east and sits between the A6195 Dearne Valley Parkway to the north, and the B6096 (Wood Walk) to the south. The urban fabric of Platts Common and Hoyland is located to the southwest of the site, comprising residential and commercial development. To the south east is an area of farmland.

The site has a history of opencast mining and was previously developed as part of this activity, with a high wall running through the site.

Proposed Development

The planning application seeks full planning permission for the erection of a total of 83 dwellings, with associated landscaping, access and associated works.

The site layout has been influenced by a number of constraints including existing trees and hedgerows, open countryside to the south, and the presence of high wall within the site. The main point of vehicular access is off Wood Walk to the South of the site.

A mixture of 2, 3 and 4-bedroomed properties would be provided across the site. The 2-bedroomed properties comprise a mixture of apartments; terraced and semi-detached buildings. The ground floor apartments would benefit from their own separate access, reflecting a bungalow format. The 3-bedroomed properties are a combination of semi-detached and detached and the 4-bedroomed properties are all detached.

11 house types are proposed in all across the site with a total of 34no. 2 beds (41%), 19no. 3 beds (23%) and 30no. 4 beds (36%). A total of 8 affordable homes will be provided on site and would comprise two bedroom properties.

A total of 0.4ha of Public Open Space (POS) will be provided on site. The main area of public open space has been located within the centre of the site. Situated beneath would be a sub-surface surface water attenuation basin. Additional areas of public open space are proposed throughout the site, including to the far East adjacent to the existing wooded area which is to be retained.

Policy Context

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents which are other material considerations.

The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

Local Plan Allocation – site HS69 Land North of Wood Walk, Hoyland Indicative number of dwellings112

The development will be expected to:

- Retain the broadleaf plantation in the east of the site and the strip of dense scrub with scattered trees towards the west of the site;
- Retain and maintain the large ash tree near the centre of the site; and
- Fully evaluate any hedgerows which are proposed for removal against all criteria of the Hedgerows Regulations 1997.
- Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:
 - Information identifying the likely location and extent of the remains, and the nature of the remains;
 - An assessment of the significance of the remains; and
 - Consideration of how the remains would be affected by the proposed development.

Relevant Local Plan Policies include:

SD1 Presumption in favour of Sustainable Development

LG2 The Location of Growth

GD1 General Development

GS1 Green Space

H1 The Number of New Homes to be Built

H2 The Distribution of New Homes

H6 Housing Mix and Efficient Use of Land

H7 Affordable Housing

T3 New Development and Sustainable Travel

T4 New development and Transport Safety

D1 High Quality Design and Place Making

Poll1 Pollution Control and Protection

BIO1 Biodiversity and Geodiversity

CC1 Climate Change

CC2 Sustainable Design and Construction

CC4 Sustainable Drainage System (SuDS)

RE1 Low Carbon and Renewable Energy

I1 Infrastructure and Planning Obligations

SPD's

Those of relevance to this application are as follows:

- Design of Housing Development
- Parking
- Sustainable Travel
- Financial Contributions to schools
- Open Space Provision on New Housing Developments

Other

South Yorkshire Residential Design Guide
New Strategic Housing Market Assessment (July 2021)

NPPF

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

Paragraphs of particular relevance to this application include:

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

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

Para 59 - To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Para 65 - Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership

Paras 74-77 - Reiterates the importance of a deliverable supply of homes to meet the needs of a district.

Para 92 - Planning policies and decisions should aim to achieve healthy, inclusive, and safe places.

Para 111 - 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 126 - The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Para 131 - Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change.

Para 134 - Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Consultations

Air Quality Officer – No objections subject to Electric Vehicle Charging Point (EVCP) condition

Biodiversity – No objections following on from additional information and subject to s106 for Biodiversity Net Gain.

Coal Authority – No objections. Agree with the findings of the Geo-environmental report.

Drainage – No objections subject to conditions.

Education – No objection subject to a £288k Primary School contribution and £208k Secondary school contribution, a total contribution of £496k.

Highways – No objections subject to conditions.

PROW – No objections subject to an informative.

Regulatory Services – No objections subject to conditions following the submission of the Noise Report.

Super Fast South Yorkshire – No objections, subject to condition.

South Yorks Archaeology – No objections due to previous open cast mining.

SYMAS – No objections subject to condition and compliance with the recommendations in the Geo-Environmental Report.

Yorkshire Water – No objections

Representations

The application was advertised by way of a site notice and press notice with immediate neighbours being notified by letter (181no. in total). 3 letters of objection have been received as a result. The main points of concern are:

- Increase in traffic to the detriment of highway safety
- Impact on the Dearne Valley Parkway and Local Road network
- Section of road adjacent to the site is unsafe in icy/snow conditions
- Additional pressure on already stretched local services
- Negative impact on drainage

Assessment

Principle of Development

The site is located within the Hoyland Principal Town Area and also nearby to Wombwell which is another principal town. The significance of the site being located in the Hoyland Principal Town area is that is a priority location to accommodate growth and new residential development in spatial and sustainable development terms making it compliant with policies LG2 and H2.

In accordance with Local Plan Policy H1 'The Number of New Homes to be Built' and H2 'The Distribution of New Homes', the site is allocated for Housing under site HS69 'Land north of Wood Walk'. The development largely adheres to the site specific policy in that it retains the broadleaf plantation to the East and dense scrub to the West, it retains the Ash tree to the centre of the site and has assessed and retained hedgerows where possible. The policy also requests potential

archaeological remains to be fully assessed, however, given the extensive past open cast mining on the site, South Yorkshire Archaeological Service has raised no objections to the sites development and requires no additional information or conditions.

Where the proposal does differ from the site specific policy is the yield of dwellings. The indicative number of dwellings on policy HS69 is 112, whereas the application is for 83 dwellings making the proposal 25% below the indicative figure. However, following on from the initial site investigations which influenced the Local Plan, more extensive investigations have taken place and identified a number of constraints on the site, as a result of past open cast mining activities, including a high wall which forms a ring dissecting the site and also runs along the Northern boundary. Full Geo-Environmental assessments have been submitted alongside the application which SYMAS and the Coal Authority who are in agreement with the findings and recommendations in demonstrating that the application site is safe and stable for the proposed development.

The yield also falls below the 40 dwellings per hectare figure set out in Local Plan Policy H6 'Housing Mix and Efficient Use of Land' which is expected in Urban Barnsley and principal towns. However, policy H6 goes on to state lower densities will be supported where it can be demonstrated that they are necessary for character and appearance, need, viability or sustainable design reasons. As outlined above, the location and size of the high wall limits the developable area for buildings which impacts the yield. It is acknowledged that it is possible to build over a high wall but this can be expensive and time consuming having a negative impact on viability. The site is also on the edge of the settlement surrounded by relatively open fields so a lower density sits more comfortably within the surroundings. Furthermore, there is a need to retain the vegetation around the edges of the site and to ensure sufficient stand-off distances so as to avoid pressures on that vegetation in the future and to safeguard amenity via over shading and insufficient outlook.

Local Plan Policy H6 also states that housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. The development is for 83 dwellings with a mix of 2 bed (including 8no. affordable units), 3 bed and 4 bed properties and has been informed by the Strategic Housing Market Assessment (SHMA), as such, it is considered to provide a broad mix of house size, type and tenure, in line with policy H6.

The site is not previously developed, but as has been established already, it is allocated for housing, and it is in priority location to accommodate growth and new residential development in spatial and sustainable development terms making it compliant with policies LG2 and H2.

In addition to the above all new dwellings 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. In addition, development will only be granted where it would maintain visual amenity and not create traffic problems/reduce highway safety. An assessment of the proposals against those criteria is set out within the sections of the report below:-

Residential Amenity

The site is bound by the Dearne Valley Parkway to the North, Wood Walk to the South, Wombwell Wood roundabout to the East and a recreation ground to the North West and as such only the South Western boundary adjoins existing residential properties. That area of the proposed development is less dense than other parts with the side elevation of plot 2 exceeding the required 12m from the former Police House fronting Wood Walk and the side elevation of plot 1 also exceeding 12m from the properties fronting Silkstone View. As such, the residential amenity of existing dwellings would be maintained, in accordance with Local Plan Policy GD1.

The site layout has been designed with regards to the required separation distances set out in SPD 'Design of Housing Development' in that principal elevations are at least 21m apart (with the exception of across road ways where 12-19m is acceptable). Principal elevations to side elevations are 12m apart and rear elevations have at least 10m separation to rear boundaries. As such, the residential amenity of future occupants in terms of outlook, privacy and levels of light would be acceptable.

The 2 bedroom dwellings have access to private amenity space of at least 50m² and the 3 and 4 bedroom units have at least 60m², in accordance with the SPD. The apartments also have

access to outdoor amenity space in accordance with guidelines. Public open space is also included within the site for use by the residents as well as a retained wooded area to the East of the site.

Internally, the house types proposed generally meet or exceed the internal spacing requirements of the South Yorkshire Residential Design Guide and all the habitable rooms have access to adequate natural light and an acceptable outlook.

It is noted that the dwellings backing onto the North Eastern and Northern boundaries would have an acoustic barrier consisting of a bund and fence as their rear boundary. However, their gardens slope down to the bund which would have a 1 in 3 slope and be landscaped. The fence would sit atop and be viewed against the existing mature landscape barrier beyond the site boundary. The boundary treatments would also be orientated to the North of the properties, as such, they would not significantly overshadow garden areas or be overbearing features.

Noise

Given the proximity of a number of the plots to the Dearne Valley Parkway and Wombwell Woods roundabout, and the associated noise they generate, a Noise Impact Assessment has been submitted alongside the application.

The report concludes; that compliance with the internal noise criteria limits can be achieved with standard thermal double glazing for the majority of the plots and upgraded glazing for a minority of plots which lie closest to the main roads. A scheme of alternative ventilation has also been recommended in order to permit background ventilation whilst maintaining façade sound insulation performance.

This assessment has shown that, through good acoustic design of various plots and by use of acoustic fences of varying height across the site, the resultant noise levels are the lowest practicable within garden areas. It should be noted that the proposed layout has been optimised for noise control and it is not possible to make any further noise-related design enhancements to the layout due to other master planning design considerations.

*Subject to the incorporation of the specified mitigation measures, it is considered reasonable to suggest that future noise levels within habitable areas of the proposed dwelling plots accord with the 'No Observed Adverse Effect Level' as detailed in the PPG and **negligible** noise impacts will prevail.*

In addition to the above, the applicants also propose a 1m high bund with 2m high acoustic fence on top to the North Western boundary and a 2m bund with 2m fence on top to the Northern barrier adjacent to the Parkway.

Design & Visual Amenity

It is noted that there is limited interaction between the proposed development and Wood Walk in that a limited number of dwellings front the existing Highway. This is due to individual access points not being possible off Wood Walk and also the level differences to the South east as well as the retention of the hedgerows and landscaping along the site frontage. Although there are a number of side and rear elevations adjacent to Wood Walk these are generally set back from the highway and softened by the retained landscaping as well as the additional landscaping proposed.

When viewed from Wombwell Wood Roundabout the development would not be highly prominent due to the existing landscaping outside of the redline boundary as well as the retained wooded area and proposed public open space to the East of the site within the red line boundary. Similar can be said regarding views from Dearne Valley Parkway given the mature landscaped banking outside of the redline boundary and the proposed landscape bund and fencing within the boundary.

Therefore, although the development would be on a previously undeveloped Greenfield site, the existing mature landscaping outside of the site boundary, as well as the retained hedges, trees and landscaping within the site, in addition to the proposed landscaping scheme and public open spaces, would aid to soften the development within its edge of settlement surroundings. The

existing site, especially centrally, is particularly devoid of character and features, but the assets the site does have, in terms of trees, hedges and landscaping is largely retained.

There is 1no. vehicular access point into the development and a single adoptable road through the development with smaller private drives and shared spaces off. As outlined above, there are 11 no. different house types proposed which are mixed throughout the development resulting in a varied streetscene. The house types proposed are considered acceptable within the area given there is a mixture of styles, sizes, ages and type of dwelling evident within the surrounding streetscenes.

Each property, including the apartments, has a buffer garden to the front and the parking solutions are varied across the streetscene, with some front of dwelling parking, some side of dwelling parking and a number of garages. The parking solutions are also separated by soft landscaping which avoids a continuous run of hard landscaping and vehicles, as such, the development would not be car dominated. Furthermore all would have pedestrian access to the rear amenity space which allows bins and recycling containers to be stored away from principal elevations and public vantage points. Bin collection areas are also proposed adjacent to private drives to avoid them being visually untidy and obstructive on bin collection days.

The submitted site layout plan sets out the proposed boundary treatments for the development. There are timber acoustic fences to the North West and North of the site with close boarded fencing predominantly to the rear of the dwellings. In more prominent areas dwarf brick walls with pillars and timber infill panels are proposed and more open areas and areas of public open space would have timber knee rails. The proposed boundary treatments are considered appropriate for the development and would provide good levels of visual amenity, in accordance with Local Plan Policy D1.

As set out in the National Planning Policy Framework, the Government attaches great importance to the design and quality of the built environment, stating that 'it is important to plan positively for the achievement of high quality and inclusive design for all development'. Given the comments set out above, it is considered that the development is of a high quality design and takes advantage of the features of the site and surrounding area, in accordance with the NPPF and Local Plan Policy D1.

Highway's considerations

The proposed development would utilise 1no. access point off Wood Walk. It is noted that some of the representations cite highway safety as a concern. However, the applicants and their appointed specialists have demonstrated that adequate visibility splays can be achieved at the junction with Wood Walk. The existing pavement to the West of the site is to be extended partially along the site frontage to the site entrance to provide a pedestrian link to the facilities in Platts Common and Hoyland.

It is noted that the pavement would not be extended along the entire site frontage between the site entrance and Wood Walk Roundabout. This was initially raised by highways, but the pavement would only lead to Dearne Valley Parkway where there is no pedestrian route at present towards junction 36 of the motorway. Pedestrians from the site could cross over Wood Walk to the South of the site where there is an existing pedestrian access towards jump and Wombwell. As such, a pavement along the entire site frontage would not be necessary, in addition, existing trees and hedgerows would have to be removed to accommodate it which would have a negative impact on visual amenity.

Within the site there is a main spine road with smaller shared surfaces and private drives off. The private drives serve no more than 5 dwellings in accordance with the South Yorkshire Residential Design Guide.

Each 2 bedroom property has access to at least 1no. dedicated parking space and each 3 and 4 bedroom property has access to at least 2no. dedicated parking spaces, in accordance with SPD 'Parking'.

For the reasons outlined above, highway safety would be maintained to a reasonable degree, in accordance with Local Plan Policy T4. In addition, Paragraph 111 of the NPPF states

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. Highways have been consulted on the application and have raised no objections subject to conditions.

Trees

The centre of the site is relatively clear of trees and hedges with the exception of 1no. ash tree. There is a Broadleaf plantation to the East of the site and a Sycamore on the Southern boundary. The broadleaf plantation and the trees are to be retained and incorporated within the scheme in accordance with policy HS69.

The Arboricultural report recorded 6no. hedgerows on the site, predominantly along the boundaries. 4no were found to be species poor and intact and 2no. were species poor and defunct, none were assessed to be 'important' under the Hedgerow Regulations (1997) criteria. Some of the hedgerows to the South and East of the site are to be retained and improved as part of the site landscaping scheme.

The Tree Officer has observed that the plans have been designed around the trees and hedges and as a result none are proposed to be removed as part of the development. Construction activity is set outside the rooting areas of the trees and hedges, however in some instances works are in very close proximity and as such ground protection et. will be required and need to be included in the arboricultural method statement condition.

Generally the proposed dwellings have been located so as to provide a reasonable amount of clearance from the trees; the only exception is T1 and plot 83. Going on the canopy measurements and the rooting area plotted it appears that at its closest point the canopy is approximately 2.2m away from the corner of the dwelling. However the angle of the dwelling to the tree mean that the canopy would not be dominating the whole of one elevation, likewise some relatively minor pruning could also improve the situation. On balance given the orientation and distance between the tree and the dwelling he does not feel that construction should lead to undue future pressure on the tree.

With regards to the proposed landscaping the Tree Officer is of the view that the given the nature of the site the species choices seem entirely sensible from an arboricultural perspective and are supported accordingly. Subject to conditions therefore the proposal is compliant with the part of policy GD1 concerning trees and landscaping.

Ecology

Ecological surveys, site appraisals and impact assessments were carried out with respect to the site and a preliminary Ecological Appraisal, Biodiversity Net Gain Assessment and Metric have been submitted in support of the application.

There are no international statutory or national statutory designated sites within the search area. There are three non-statutory designated sites, located within 2 km of the site centre, however, they are over 500 m from the site boundaries. Furthermore, the sites are all designated for habitats not found on-site, such that the proposed development of the site is not considered to have a significant adverse impact on them.

The Site covers an area of 3.6 hectares (ha) and comprises an arable field left fallow, with improved grassland margins, and boundary hedgerows and lengths of fencing. There are two mature broadleaved trees in the southern area of the Site. A plantation broadleaved woodland and dense scrub defined the eastern extent of the Site.

The plan indicates that the Site will include a residential properties, roads, driveways, and footpaths (circa 1.88 ha), with amenity grassland/shrub planting within private gardens (circa 1.23 ha). Areas of Public Open Space (POS) are proposed within the central and eastern extents of the Site, which would be primarily managed for their amenity value with amenity grassland and shrubs (circa 0.33 ha).

The woodland in the eastern extent of the Site is set to be retained and enhanced (circa 0.16 ha), with the potential for further woodland and scrub planting in the eastern extent of the Site (circa 0.08 ha). In addition, the mature trees within the hedgerows would be retained, and the hedgerows themselves will be largely retained, replanted, and enhanced, with a short section of H4 removed to provide access to the Site. Furthermore, an addition 65 no. trees are proposed to be planted across the Site, adjacent to roads and within areas of POS.

Despite the retention of high value habitats such as the trees, and woodland, the highest scoring combination of landscaping resulted in a projected deficit score of -32.41%. Within Barnsley's Biodiversity and Geodiversity SPD it is stated that the LPA will not support applications that would cause a net-loss in biodiversity. As the metric provided shows a loss we would seek the applicant to provide provide mitigation and cause 'no net loss'.

Discussions have been held with the applicants about this matter who have agreed to enter into a S106 agreement to ensure there is 'no net loss', with a range of solutions available for achieving this. The recommendation is the subject of a S106 Agreement being completed therefore.

Public Rights of Way

There are no recorded public rights of way at this site. Several pedestrian links are shown on the plans: in the woodland, POS and a link to the adjacent recreation ground. The Public Rights of Way Officer has raised no objections but has requested that the proposed routes are privately maintained and clearly marked as such.

Air Quality

Given the proximity of the development to the Dearne Valley Parkway, the application was accompanied by an Air Quality Assessment. The assessment concluded;

*The Proposed Development is expected to result in an overall **negligible** impact associated with the operational phase traffic on nearby receptors and the residual effects are considered to be **not significant**.*

An assessment of the potential for future users of the Proposed Development to be exposed to poor air quality has also been undertaken.

*The results indicate that pollutant concentrations at relevant proposed receptors are likely to meet the annual mean objectives. The residual effect of air quality on future occupiers of the Proposed Development is judged to be **not significant**.*

The Council's Air Quality Officer agrees with the Conclusions and has raised no objections and requested no additional mitigation measures. However, inline with SPD 'Sustainable Travel' the Air Quality Officer has requested a condition requiring each property to be fitted with an Electric Vehicle Charge Point to be "mode 3", minimum 7 kW (32 AMP).

Historical coal mining risks

The proposed development is located in a Coal Authority coal mining high risk referral area due to the presence of shallow coal and former opencast coal workings.

The applicant has provided a coal mining risk assessment and Geo-environmental assessment by Delta Simons ref 16-0406.03 dated August 2021 which confirms the site is covered by a variable thickness of made ground and an opencast highwall crosses the site.

The report makes appropriate recommendations for ground improvement by way of excavation of the upper 3m of fill and re-compaction. Building of dwellings over the opencast highwall position is to be avoided as this area may experience further ground settlement issues. The report indicates that outside of the opencast extraction area traditional foundation designs can be utilised.

Both South Yorkshire Mining Advisor Service and the Coal Authority agree with the findings and recommendations in the report and have raised no objections subject to a suitably worded conditions for works to be carried out in accordance with the recommendations.

Drainage

The site is located within Flood Zone 1 which is defined in the Planning Practice Guidance as a low-risk area, which comprises land assessed as having less than 1 in 1,000 annual probability of river or sea flooding (0.1%). Planning Practice Guidance states that all uses of land are appropriate in Flood Zone 1.

The application has been accompanied by a Flood Risk Assessment which concluded 'sources of flooding have been assessed and the risk of flooding from these sources is considered to be low and/or manageable with mitigation'.

In terms of surface water management it is proposed to discharge surface water to the 375mm public surface water sewer at manhole ref 2512 in Wombwell Road at a rate of 6.1 litres/second, this being the equivalent greenfield discharge rate for the site. As surface water discharge from the sites will be restricted, on-site surface water attenuation would need to be provided as is indicated on the plans. Yorkshire Water have requested that a condition is imposed to agree the final technical details and discharge rates.

Foul water disposal shall be in accordance with Yorkshire Water requirements to the 225mm diameter public combined sewer recorded in Wood walk, to the southwest of the site.

Planning obligation and infrastructure requirements

Education

SPD 'Financial contributions towards 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; or
- There is a need for contributions to ensure schools are in an appropriate condition

As Hoyland falls within a Masterplan area an education contribution would need to be sought for both primary and secondary provision due to the high level of planned development and the subsequent impact on school places. Based upon the indicative number of dwellings the contribution required would be:-

- Primary – 18 primary pupils at £16,000 per pupil totalling £288,000
- Secondary – 13 secondary pupils at £16,000 per pupil totalling £208,000

That would equate to a total of £496,000. Again, this would need to be secured via the proposed S106 Agreement.

Sustainable Travel

The objective of the 'Sustainable Travel' SPD is to ensure that the accessibility of new development via public transport, walking and cycling is acceptable in order to promote sustainable transport and active travel and where possible enhance the safety, efficiency, and sustainability of the transport network to meet Barnsley MBC's economic, health and air quality aspirations. This document also supports the Council's 'Zero to 40' Climate Change strategy.

The SPD requires contributions on developments of 10 or more dwellings using the calculation set out in the SPD. Based upon the number of 83 dwellings (including 18 apartments) a contribution of £56,850 would be required. This is another matter for the proposed S106 Agreement, therefore. The contributions will be used to help finance and deliver the programme of public transport improvements and enhancements identified in the Infrastructure Delivery Plan, the updated Barnsley Rail Vision, and other relevant documents.

The SPD also requires that 1 electric vehicle charging point (EVCP) will be provided per unit. A condition requesting the EVCP will be imposed on any permission.

Affordable Housing

Policy H7 sets out that; *'Housing developments of 15 or more dwellings will be expected to provide affordable housing...10% in Hoyland, Wombwell and Darfield...These percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable...The developer must show that arrangements have been put in place to keep the new homes affordable...'*

The applicants have proposed 8no. affordable units (10%), in accordance with policy H7 and SPD 'Affordable Housing'. The units comprise 6no. 2 bedroom apartments and 2no. 2 bedroom terrace properties. This is inline with the SHMA (2021) which states there is a need for mainly two and 3 and some 4 bed houses plus some 1 / 2 bed flats and 2 / 3 bed level access accommodation in Hoyland, Wombwell and Darfield. The units would need to be secured through the proposed S106 Agreement.

Open Space

In line with SPD 'Open Space Provision on New Housing Developments' a minimum of 15% of the gross site area of new housing development (of 20 or more dwellings) must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses.

In this case the applicants are proposing 16% on site public open space in the form of a central with footpath through and 3no. smaller parcels including an area to the South of the site with new tree planting and areas to both sides of the existing broadleaf plantation which is to be retained. The plantation is not included in the 15% as it is considered a non-developable area given its retention forms part of policy HS69.

Although 15% of the site would be public open space the applicants are only proposing informal play space and informal landscaped areas. As part of the provision on a site of this size Equipped Children's Play Areas and Formal Recreation areas are required. As such, given these are not provided on site an off site contribution is required inline with the figures set out in Appendix 2 of the SPD. A combination of on site and off site provision is commonplace and the SPD states *'on sites of over 40 houses, depending on individual circumstances, a combination of on and off site provision is a likely outcome, with informal open space being provided on site, and a financial contribution to enhance existing formal recreation facilities and equipped children's play facilities off site'*.

In accordance with appendix 2, the off site contribution in this instance is £131,239.69 and will be subject to a S106 agreement.

Conclusion

In summary the proposed residential development is considered acceptable in principle due to the land being allocated for housing under policy HS69. The proposal generally accords with the requirements of the policy in that it retains the Ash Tree, the Broadleaf Plantation and a number of the hedgerows. It is acknowledged that the indicative yield number of 112 dwellings in the site specific allocation policy has not been achieved. However, following on from the adoption of the policy further site investigations have taken place which have identified a larger area of undevelopable land than anticipated. The 83 dwellings proposed would still make a valuable contribution to housing delivery and supply therefore within a Principal Town location, which is a priority to accommodate growth in local plan and sustainable development terms.

Biodiversity habitat on the site is generally of a low value and it is not the subject of any special designations. However, the metric assessment has quantified that a loss of value would occur and so a mixture of on site and off site solutions are required to arrive at a position of no net loss of biodiversity. A S106 Agreement is required therefore to ensure that the requirement is delivered as part of the future development. The development also delivers 10% affordable housing provision on site, 15% informal open space on site and contributions towards primary and secondary school places, sustainable travel and off site provision of formal recreation areas and Equipped children's play areas in full compliance with the amounts and formulas set out in the SPD's.

The site is located near to the Dearne Valley Parkway. However, the application has been accompanied by noise and air quality surveys which conclude that the development would deliver acceptable standards for residential amenity subject to the recommendations of the noise survey being complied with including the provision of a 2m bund plus 2m high acoustic fence barrier on the northern edge of the development. Again, this makes the proposal satisfactory to local plan policy GD1.

The application is also considered acceptable in relation to the other considerations set out in the assessment section of the report including highways matters, drainage, coal mining risk, relationship with the adjacent Public Right of Way subject to appropriately worded conditions.

Taking into account the relevant development plan policies and other material considerations the application is in accordance with the development plan (most notably policies LG2, H1, H2, H6, GD1, I1, BIO1, T4 and the site specific allocation policy HS69 in the majority of respects) and is assessed to be a suitable and sustainable form of development that accords with Local Plan Policy SD1 Presumption in favour of Sustainable Development in overarching terms. Similarly in National Planning Policy terms (NPPF) the presumption in favour of sustainable development is considered to apply also (para 11) which is that proposals that accord with an up to date development plan should be approved without delay. The recommendation is one of approval therefore subject to the completion of a S106 Agreement and the conditions listed below.

Recommendation: Grant subject to conditions and a S106 Agreement (10% affordable housing provision on site, 15% informal open space on site and contributions towards primary and secondary school places, sustainable travel and off site formal recreation and Equipped Children's Play Areas in full compliance with the amounts and formulas set out in the SPD's and to ensure the required biodiversity provisions to prevent net loss).

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 in substantial accordance with the plans and specifications as approved unless required by any other conditions in this permission. The approved plans are;

00-001-P10 – Proposed Site Plan
A-01 – House Type A (The Ingleborough)
A-01 – House Type A (The Ingleborough) (detached)
B-01 – House Type B (The Lilac)
C-01 – House Type C (The Laurel)
D-01 – House Type D (The Sandringham)
E-01 – House Type E (The Harewood)
F-01 – House Type F (The Winterley)
G-01 – House Type G (The Whernside)
H-01 – House Type H (3nr) (The Beamsley)
H-01 – House Type H (4nr) (The Beamsley)
JK-01 – House Type J/K (The Eastern/The Kelham)
L-01 – House Type L (The Buckden)
GD-01 – Proposed Separated Double Garage
GS-01 – Proposed Single Garage
Y19072-D901-4 – Engineering Schematic Plan 1
Y19072-D902-3 – Engineering Schematic Plan 2
Y19072-D300-2 – Proposed Long Sections 1
Y19072-D301-2 – Proposed Long Sections 2
Y19072 –D0302-1 – Private Drives

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. Upon commencement of development details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.
4. 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.
5. 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.
6. All in curtilage planting, seeding or turfing comprised in the approved details of landscaping (plan refs - 064.01.01-B, 02-B, 03-B, 04-B, 05-B, 06-B & 07-A) shall be carried out on each plot no later than the first planting and seeding season following the occupation of the individual dwellinghouse/s; and any trees or plants which die within a period of 5 years from first being planted, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.
7. All out of curtilage planting, seeding or turfing comprised in the approved details of landscaping (plan refs 064.01.01-B, 02-B, 03-B, 04-B, 05-B, 06-B & 07-A) shall be carried out in full in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority upon commencement of development. Thereafter the landscaping shall be carried out in accordance with the approved details and timescales.
Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'
8. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.
9. 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.
10. Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the drive entrance/exit such that there is no obstruction to vision at a height exceeding 1m above the nearside channel level of the adjacent highway.
Reason: In the interest of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety.

11. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
- i. The parking of vehicles of site operatives and visitors
 - ii. Means of access for construction traffic
 - iii. Loading and unloading of plant and materials
 - iv. Storage of plant and materials used in constructing the development
 - v. Measures to prevent mud/debris being deposited on the public highway.

Reason: In the interests of highway safety.

12. 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.

13. 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.

14. Prior to the first occupation of the development hereby permitted, a vehicular access shall be provided and thereafter retained in the position shown on the approved plan and constructed in accordance with the BMBC highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water from or onto the highway and in the interests of highway safety.

15. No development shall be commenced until full engineering, drainage, 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.

16. No building or use hereby permitted shall be occupied (or use commenced) until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption as maintainable at public expense within the site have been submitted to and approved in writing by the LPA. On occupation of the first dwelling (or building) within the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users.

17. 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 Wood Walk in accordance with details of a phasing and 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.

18. Prior to the first occupation of the development hereby permitted, visibility splays measuring 2.4m x 90m shall be provided as measured back from the centre line of the access or give way point and extending 90m along the nearside carriageway edge of Wood Walk to each side of the access and such splays shall thereafter be maintained at all times free from any obstruction exceeding 1.05m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development (England) Order 2015 (or any Order revoking and/or re-enacting that Order), the garages/car parking spaces hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging of private motor vehicles associated with residential occupation of the property and ancillary domestic storage without the grant of further specific planning permission from the LPA.

Reason: To retain the garages/car parking spaces for parking purposes.

20. 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.

21. 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.

22. The development hereby approved shall be carried out strictly in accordance with the recommendations set out in the Noise Impact Assessment carried out by Deltasimons, dated August 2021, Project Number 16-0406.08 and retained as such thereafter. Prior to the commencement of development, precise details of the required noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details which shall be retained thereafter for the lifetime of the development.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

23. The development hereby approved shall be carried out strictly in accordance with the recommendations set out in the Air Quality Assessment carried out by Deltasimons, dated August 2021, Project Number 16-0406.05 and retained as such thereafter.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

24. The development hereby approved shall be carried out in strict accordance with the mitigations/recommendations set out in section 6 of the Preliminary Ecological Appraisal by Deltasimons dated August 2021 (Ref: 16-0406.07). Prior to the commencement of development, precise details of the required mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.

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

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

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

26. Prior to commencement, a Biodiversity Enhancement Management Plan (BEMP) which would include the following shall be submitted to, and approved in writing by the Local Planning Authority:

- a plan of the areas to be maintained, enhanced and/or created;
- a schedule of actions to create or enhance and maintain each habitat at the required quality for a period of 30 years;
- a schedule of ecological monitoring for the 30 year period identifying when key indicators of habitat maturity should be achieved. Monitoring would be required within years 2, 5, 10, 20 and 30; and
- schedule of actions to be undertaken in case signs of failing are identified.
- the schedules must include details of technique(s) to be used, equipment to be used, roles and relevant expertise of personnel and organisations involved and timing of actions including submission of monitoring report to the Council.

Thereafter the approved scheme shall be carried out in accordance with the approved details and timescales.

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

27. No development or other operations being undertaken on site shall take place until the following documents have been submitted to and approved in writing by the Local Planning Authority:

Tree protective fencing
Tree protection plan (TPP)
Arboricultural Method Statement

No development or other operations shall take place except in complete accordance with the approved methodologies.

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

28. The site is located within a Coal Authority coal mining referral area due to the presence of opencast backfill and highwalls. As detailed in the Delta Simons Geo-Environmental report ref 16-0406.03 dated August 2021 the land could therefore be at risk from mining legacy risks such as ground instability. The development must therefore be undertaken in compliance with the conclusions and recommendations of the Delta Simons report. For the avoidance of doubt this shall include but not be limited to the following –

- No dwellings shall be constructed over the opencast highwall exclusion zone.

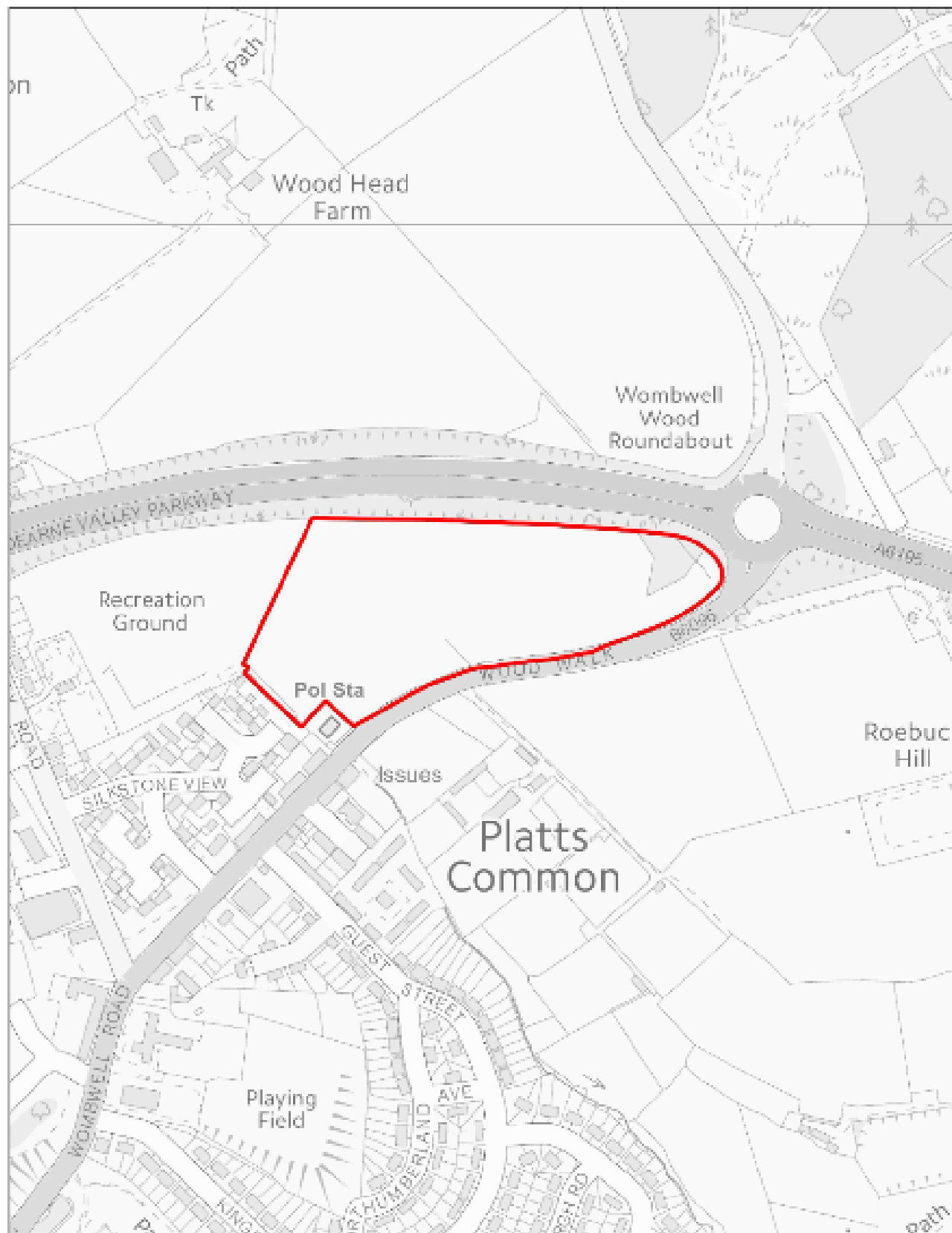
- An earthworks ground improvement scheme shall be implemented, and the foundations of the proposed dwellings shall be suitably designed as advised by a suitably qualified engineer.

- The access roadways shall be designed by a suitably qualified engineer. Additional design/mitigation measures shall be implemented where they cross the opencast highwall to ensure differential settlement does not affect long-term sustainability and integrity.

The development shall be undertaken in compliance with Construction Industry Research and Information association publication C758D “Abandoned Mine Workings Manual” where applicable.

Responsibility for securing a safe and sustainable development rests with the developer and/or landowner”

Reason: Land stability NPPF sections 183 a,b,c. 184 and 174 e & f



BARNSELY MBC - Regeneration & Property



Scale: 1:3613

2021/0336

Applicant: Mrs Alex Baillie

Description: Residential development of 40 dwellings

Site Address: Land off High Street, Shafton, Barnsley

Site Description

The site is a 1.3ha area of undeveloped land which is located at the side and to the rear of a terrace of properties (Nos 50-56 High Street) within the built-up area of Shafton.

The surroundings are mainly residential with part of the site frontage being occupied by houses. In addition, the site shares a boundary with a street of bungalows to the north and west located on Poplar Avenue, Park View and Acacia Grove. Other uses in the vicinity of the site include the Sainsbury's local store and a pharmacy located opposite the proposed entrance to the site. A Premier Stores is located to the south east of the site and a large section of this particular boundary is also shared with Shafton Primary School.

Previous use of the site has been accepted to be part as a private garden in the area behind the terrace, No-50-56 High Street and as a field used for rough grazing purposes on the other half. Old ordnance survey records indicate outbuildings were located in the part of the site that was stated to be used for garden purposes.

Vegetation on the site has matured as a result of its lack of use or management. There are several trees and hedgerows located around the boundaries of the site and in the central areas. An oak tree has been removed from the edge of the site since the 2018 planning application (2018/0396).

The site falls from the site frontage on High Street to the rear by approximately 7m and rises from the north west boundary adjacent Poplar Avenue to the south east boundary adjacent the school land by approximately 2m.

Planning History

2015/0456 – Residential development of 38 dwellings (outline – seeking approval over means of access and layout) – Approved

2018/0396 – Residential development of up to 43 dwellings (outline with all matters reserved apart from access) - Approved

Proposed Development

This application is a new application for full planning permission for residential development. Amendments have been sought during the assessment process with the number of units now proposed being 40.

The access shown is the same as the previously approved schemes, being a T-junction off High Street with alterations to a parking layby and crossing island on High Street to secure appropriate sightlines.

Internally, the access road curves through the site and terminates in a turning head at the north eastern end with a private drive extending to the south. The houses are laid out along this access road, with two small cul-de sacs created within the wider parts of the site and another private drive.

The mix of housing proposed is:

- 2 x two bed bungalows;
- 9 x two bed houses;
- 21 x 3 bed houses;
- 8 x 4 bed houses.

The properties are a mix of detached, semi detached and short terraces.

Parking for the houses is largely within the various plots, the exception being houses located at the front of the site (on High Street) which have spaces located at the rear. In addition, one off street parking place per property is provided for the existing terrace on High Street (50-56 even numbers) at the rear of these houses. Visitor parking has been shown on street with 6 dedicated spaces provided off street.

Policy Context

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

Local Plan

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The new Local Plan was adopted at the full Council meeting held 3rd January 2019. In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision making process.

The site is allocated for housing under Local Plan Policy HS31. There are no site specific policy requirements listed in the policy.

The following policies are therefore of relevance:-

SD1 'Presumption in Favour of Sustainable Development'

GD1 'General Development'

LG2 'Location of Growth'

H1 'The number of New Homes to be Built'

H2 'Distribution of New Homes'

H6 'Housing Mix and Efficient Use of Land'

H7 'Affordable Housing'

T1 'Accessibility Priorities'

T3 'New Development and Sustainable Travel'

T4 'New Development and Transport Safety'

D1 'High Quality Design and Place Making'

HE6 'Archaeology'

LC1 'Landscape Character'

GI1 'Green Infrastructure'
GS2 'Green Ways and Public Rights of Way'
GB6 'Safeguarded Land'
BIO 'Biodiversity and Geodiversity'
CC1 'Climate Change'
CC2 'Sustainable Design and Construction'
CC3 'Flood Risk'
CC4 'Sustainable Drainage Systems (SuDs)'
RE1 'Low Carbon and Renewable Energy'
CL1 'Contaminated and Unstable Land'
Poll1 'Pollution Control and Protection'
I1 'Infrastructure and Planning Obligations'

SPD's

- Design of Housing Development
- Open Space Provision on New Housing Developments
- Planning obligations
- Affordable Housing
- Trees and Hedgerows
- Financial contributions to Schools
- Parking
- Sustainable Travel

NPPF

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

Section 5 – Delivering a sufficient supply of homes, at the current time the Council has a 5 year housing supply.

Section 8 – Promoting healthy and safe communities

Section 9 – Promoting Sustainable transport

Paragraph 110 - In assessing sites that may be allocated for development in plans, or 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;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

- d) 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.

Paragraph 111 - 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.

Section 11 – Making effective use of land

Section 12 – Achieving well-design places

Consultations

Affordable Housing – Initially objected to the proposed 100% affordable housing on the original submission as this mix did not promote sustainable housing growth in accordance with Local Plan Policy H8 and H7. The applicant has now reduced the affordable housing on the site to 10% in line with Policy H7 and included 2 bungalows.

Air quality – Confirmed the type of charger is acceptable, however, some concerns over the need for cables across gardens on some plots and the hazard that this will present. This has been resolved through the amendments and all plots now have dedicated charging points next to or within spaces.

Biodiversity Officer – No objections, subject to appropriate conditions and S106 agreement to secure mitigation in accordance with the requirements of BIO1 and the accompanying SPD Biodiversity and Geodiversity. More detail in the report below.

Coal Authority - Material Consideration only.

Contaminated Land – No response, carry forward conditions from previous applications.

Drainage – No objections subject to conditions.

Education – There is a requirement for both primary and secondary school places to be funded. Based on the current layout this would be 8 primary places and 6 secondary places at £16,000 each with a total contribution of £224,000.

Highways – No objections subject to conditions, more detail in the report below.

Regulatory Services – No objection, subject to conditions to control noise and dust during construction.

South Yorkshire Archaeology – No objection subject to conditions to secure further investigation.

SYMAS – No objections, the Coal Authorities Standing Advice should be applied to any permission.

Superfast South Yorkshire – No objection subject to a condition requiring gigabit capable full fibre broadband.

South Yorkshire Police – No immediate concerns with the layout, detailed advice on security features only.

Tree Officer – Has acknowledged that initial issues over the proximity of the development to trees have now been largely dealt with. Appreciates that the allocation of this site for housing would inevitably have involved some tree loss but, notwithstanding this, still retains concerns on the loss of some of the higher category trees from an arboricultural perspective.

Yorkshire Water – No objections subject to conditions.

Ward Councillors – No comments received.

Parish Council – Concerns regarding the impact on the highway as a busy road with lots of on street parking associated with shops and the school. No comments made on the amended layout.

Representations

The proposed development has been consulted through a site notice, press notice and neighbour letters. Three residents initially commented as follows:

- Loss of privacy from the new houses overlooking existing bungalows;
- The proposed tree planting will reduce light and overshadow existing properties;
- Trees take time to grow so their impact in terms of screening is limited;
- Noise and dust disturbance during the construction process;
- Dust impacts on garden ponds and the health of residents, particularly elderly neighbours;
- Respiratory issues are worse with covid and dust will exacerbate this;
- The sewer runs under existing gardens and disturbance from this application could cause damage to private property;
- Land levels are being changed which will mean run off is increased into neighbouring houses;
- Loss of habitat and impact on wildlife, the site is well used by animals and birds;
- Disturbance from new families living on the site and traffic through the site;
- Loss of value to properties;
- The access is directly opposite the Sainsburys and pharmacy and will bring increased traffic to this section of road, impacting on public safety;
- There will also be an impact the safety of kids walking to the nearby school;

A second consultation process has been undertaken following the submission of amended plans. A further 2 representations have been received raising the following:

- There should be more 2 bed bungalows and these should have 2 toilets.
- The loss of biodiversity on the site, this will be totally eradicated by the development;
- An area of land within the site was supposed to be sold to an existing resident, this offer has now been rescinded.
- Increased traffic on High Street and the impact on residents accessing their drives, on air pollution and on road safety;
- On street parking is an issue already and the double yellow lines proposed won't make a difference as people just park on them and no enforcement action is taken;

- Primary school class sizes are already over-subscribed;
- The existing residents who have been allocated parking will not be able to access their houses from the spaces and will have to carry shopping etc long distances;
- There are flooding issues to existing houses on High Street, in the cellars and there are concerns that the development will make this worse.

Assessment

Principle of development

The site is allocated for housing in the adopted Local Plan under Policy HS31. As such it is accepted that the proposed residential development is acceptable in principle. Previous planning permissions for residential development have also established the principle of houses on this site. The Local Plan states that where there are no site-specific details, subsequent planning applications will be determined in accordance with the Local Plan. The scheme is assessed on this basis below.

Design, Layout and Visual Amenity

A number of concerns were raised initially with the scheme design and layout, resulting in the amended scheme now provided and slight reduction in numbers.

The density of development has been amended to be in line with the 40 dwelling per hectare as set by policy H6. This has created some increased space on the site, reducing frontage parking and increased the amount of soft landscaping to the front of dwellings. In addition, rear gardens across the site are of a better size and shape.

The layout as amended still involves the removal of a number of trees on the site with limited scope for replacement planting. The applicants tree survey confirms that the majority of trees to be lost are of low quality, except one category A tree and 3 category B trees. The Forestry Officer has raised concerns to the loss of these trees from an arboricultural perspective, however, it is accepted that the site is constrained and therefore retaining them would impact substantially on the layout and scale of development achievable. Amendments have been made to retain the larger trees to the edge of the site in a managed area and to move plots away from these to reduce any future pressure to prune / fell. In addition, the landscaping plan shows replacement tree planting in gardens and in the green space to the east of the site. None of the trees to be lost are protected by tree preservation orders. Some further mitigation will be secured through an appropriate contribution to habitat replacement schemes under the biodiversity policy.

The hedgerow along the southern boundary is now shown as retained and the landscaping plan submitted shows it augmented with new sections extending around to the eastern and northern boundary. The biodiversity officer requested the hedgerow along the northern boundary is also retained, however, this is not required to offset habitat loss and the applicant has not agreed to the request.

The greenspace is located to the north eastern end of the site, adjacent the head of the cul de sac and with a large attenuation tank proposed within this area. This reduces the scope of planting that can be provided and the overall amenity value of this space. Whilst a more centrally located space would be better in design terms, the need to provide an attenuation tank in the lowest part of the site has dictated this issue and its positioning in this location.

Allowing for the constraints on the site, the proposed is acceptable in design, layout and visual amenity terms and complies with Local Plan Policy D1 and the accompanying design guidance in the Design of Housing SPD, Parking SPD and Trees and Hedgerows SPD.

Residential Amenity

Various concerns were raised on the previous layout with regards to residential amenity for existing and proposed residents.

The amended layout addresses the majority through the reduced number of units which has allowed for increased distances between existing and new dwellings as well as across the site generally. The main impact is on the north western boundary where bungalows on Poplar Avenue back onto the site and the distances are tightest behind plots 12-18 where the existing bungalows and the new plots all have short gardens. Plots 12-15 exceed the 21m back-to-back measurement as set out in the SPD, however, plots 16, 17 and 18 just meet the 21m to the original dwellings. Given the distances are only just met it was suggested that the applicant moves the proposed bungalows to this location rather than the two storey houses, but their view is that site constraints don't allow for this and as the distances meet the minimum requirement it cannot be required.

Across the site, garden sizes now all meet the minimum standards and the number of smaller / awkward shaped gardens on the site has been reduced. Trees retained on the site are now less likely to overshadow properties and they are outside of gardens ensuring their longer-term retention is more likely.

Internal space standards are broadly met in terms of the overall internal space provided, albeit some of the rooms are smaller than the requirements.

On the basis of the above, the proposed is mostly in compliance with Local Plan Policy D1 and the accompanying design guidance in the Design of Housing SPD, Parking SPD and Trees and Hedgerows SPD.

Highway Safety

Highways raised a number of concerns with the layout related to manoeuvring space, visitor parking, visibility and the required amendments to High Street to make the access junction safe. These have been addressed through the submission of an amended layout and further consultation.

In terms of impact on the network, the quantum of development falls below that which would require a transport statement or transport assessment. However, a transport statement has been submitted which identifies that the development is predicted to generate approximately 22 two-way trips in the AM peak hour and 23 two-way trips in the PM peak hour which equates to in the region of one additional vehicle every 2.5 minutes in each peak hour. This level of trips is not deemed to have a material impact on the operation of the highway network.

With regards to the access from High Street, this requires work in the existing highway including: the removal of the public parking bay, relocation of the pedestrian crossing and measures to prevent parking on High Street within the visibility splay. The latter requires a TRO and the plans have been amended to show these changes and reconsulted on. This will likely help with the TRO process and therefore certainty

of the ability to secure these works. The internal site layout includes parking for existing residents who are likely to have utilised the layby on High Street, to the front of their properties. These are to the rear of the properties which is less convenient but access could be achieved through rear gardens if residents were so minded.

Overall, the scheme is in accordance with Local Plan Policy T4.

Biodiversity

The site comprises a mosaic of man-made and semi-natural habitats including semi-improved grassland, broadleaved woodland, dense and scattered scrub; tall ruderal vegetation, native hedgerows, scattered trees, ephemeral/short perennial vegetation hard-standing and a dry pond.

Following various discussions with Officers, the applicant has set out a detailed approach to dealing with the loss of habitats on site, including an assessment to quantify this in accordance with the Defra Metric. On site mitigation will include the creation and enhancement of species rich grassland, retention and enhancement of hedgerows along the south-eastern and north-eastern boundary of the site, a new wildlife pond and the retention and planting of native trees. This will not achieve no net loss on the site, and it is accepted that due to the nature of some of the habitats (i.e. grassland and scrub) it won't be possible to do so and deliver sufficient housing to meet the other policy requirements. On this basis, a s106 agreement has been drafted which requires them to seek to offset these lost units initially, through a scheme on land in the area to be agreed in detail with the Council, or if this is not possible through paying a tariff to the Council of £25,000 per unit or part thereof

In addition to the habitat improvements above, the application also includes bat and bird roosting boxes on retained trees and within the new houses, log piles for amphibians and a bat sensitive lighting scheme.

On the basis of the above, and allowing for the proposed S106, the proposed complies with Local Plan Policy BIO1 and the accompanying SPD Biodiversity and Geodiversity.

Drainage/Flood Risk

The Flood Risk Assessment provided with the application refers to drainage proposals which have now been changed for this proposal.. However, it remains acceptable in terms of the overall assessment of flood risk. The site is in flood zone 1 and although there are surface water issues in the area the site is not located in an area at risk of surface water flooding.

The proposed drainage strategy for the site allows for the storage of surface water in an attenuation tank, to be released at a restricted discharge rate. The site doesn't support soakaways and a detention basin was discounted due to existing standing water at a shallow depth on the site. Foul will be to the local sewer network.

Yorkshire Water and the Council's Drainage Officer have not raised any concerns at this stage with the proposed subject to the imposition of conditions to secure additional detail.

S106 – Affordable housing, public open space, education, sustainable travel

Based on the current layout and mix of dwellings, assessed against the formulae in the published SPD's the following contributions would be required: -

Affordable Housing – 10% is being delivered which equates to 4 units.

The mix of dwellings proposed is:

- 2 x 2 bed bungalows
- 1 x 2 bed house
- 1 x 3 bed house

Education – There is an identified shortfall in primary and secondary school places within the area and as such a contribution is required to address this. The development will generate 8 primary pupils and 6 secondary pupils at £16,000 per pupil place. The total contribution required is: £224,000

Sustainable Travel – Local Plan Policy T3 requires financial contributions towards improvements to sustainable travel, where levels of accessibility through public transport, cycling and walking are unacceptable. Using the formulae in Appendix C of the SPD the figure required is £30,000

In addition, EV charging points would need to be conditioned for each dwelling, as would cycle storage for houses without a garage.

Greenspace – The site layout includes some greenspace albeit the usability of this is limited. The contribution for formal and play space totals £62,954.17.

Biodiversity – agreement to secure appropriate off-site mitigation for the net habitat units lost as a result of the development.

Conclusion

This site has proved to be constrained in terms of the number of units achievable, and the ability to deliver against design, highways and biodiversity policies. As a result, the number of units has reduced allowing for some increases in space across the site and related improvements to the layout. Overall, the scheme is broadly in compliance with the Development Plan and subject to conditions and a S106 agreement to secure appropriate mitigation, approval is recommended.

Recommendation

Approve subject to a S106 Agreement and 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 amended plans and specifications as approved:

Location Plan 0812-EA-A-P001

Proposed Layout 0812-EA-A-P002 Rev T

Proposed Site Access Arrangement 219112-MSJ-ZZ-XX-DR-C-3110 Rev P5
 Outline Landscape Proposals MR22-007/101 Rev D
 Aslin 0812-EA-A-P020 Rev A
 Atkins 0812-EA-A-P021 Rev C
 Bungalow 0812-EA-A-P020 Rev B
 Everleigh 0812-EA-A-P026
 Sharman 0812-EA-A-P022 Rev C
 Boundary Detail 1500mm timber fence 0812-EA-A-P011 Rev A
 Boundary Detail 1800mm closeboarded timber fence 0812-EA-A-P010 Rev B
 Biodiversity Net Gain Assessment V2b, Envance May 2022
 Bat Transect Survey V2.0, Ecus January 2021
 unless required by any other conditions in this permission.
 Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.

3. 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 D1, 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 a plan indicating the position of boundary treatment(s) to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the dwellings are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property in accordance with Local Plan Policies GD1 General Development Policy and D1 High Quality Design and Place Making

6. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved landscaping details shall be implemented prior to the occupation of the building(s).

Reason: In the interests of the visual amenities of the locality in accordance with Local Plan policies BIO1 and D1.

7. All in curtilage planting, seeding or turfing comprised in the approved details of landscaping (Outline Landscape Proposals MR22-007/101 Rev D) shall be carried out on each plot no later than the first planting and seeding season following the occupation of the individual dwellinghouse/s; and any trees or plants which die within a period of 5 years from first being planted, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.

8. All out of curtilage planting, seeding or turfing comprised in the approved details of landscaping (Outline Landscape Proposals MR22-007/101 Rev D) shall be carried out in full in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority upon commencement of development. Thereafter the landscaping shall be carried out in accordance with the approved details and timescales.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'

9. No hedges or trees on the site (except those shown to be removed on the approved plan), or their branches or roots, shall be lopped, topped, felled, or severed without prior written approval from the Local Planning Authority. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To safeguard existing trees/hedges, in the interests of the visual amenities of the locality.

10. Prior to commencement of development a Construction Environmental Management Plan (CEMP: Biodiversity) 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: To conserve and enhance biodiversity in accordance with Local Plan BIO1 Biodiversity and Geo Diversity and the SPD's Biodiversity and Geodiversity, and Trees and Hedgerows.

11. Prior to commencement of development a Biodiversity Enhancement Management Plan (BEMP) detailing the long-term management of the ecological mitigation in the approved Biodiversity Net Gain Assessment V2b, Envance May 2022 and Bat Transect Survey V2.0, Ecus January 2021 and the accompanying Biodiversity Metric 3.0 and Outline Landscape Proposals MR22-007/101 Rev D shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To conserve and enhance biodiversity in accordance with Local Plan BIO1 Biodiversity and Geo Diversity and the SPD's Biodiversity and Geodiversity, and Trees and Hedgerows.

12. 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: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

13. No development shall take place unless and until full foul and surface water drainage details, have been submitted to and approved in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained

throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.

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

14. The site shall be developed with separate systems of drainage for foul and surface water on and off site. Surface water discharge from the entire site shall be restricted to a maximum of 3.5 (three point five) litres per second.

Reason: In the interest of satisfactory and sustainable drainage in accordance with Local Plan Policy CC3.

15. If sewage pumping is required from any part of the site, the peak pumped foul water discharge must not exceed 6 (six) litres per second.

Reason: To ensure that no foul water discharges take place until proper provision has been made for their disposal in accordance with Local Plan Policy CC3.

16. Upon commencement of development details of measures to facilitate the provision of gigabit-capable 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

17. 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.

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

Tree protective barrier details

Tree protection plan

Arboricultural Method Statement

Arboricultural Impact Statement

The scheme shall proceed in accordance with the approved details.

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

19. No development shall commence until full construction, engineering, drainage and street lighting 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: In the interests of highway safety, in accordance with Local Plan policy T4 - New Development and Transport Safety.

20. Before any dwelling hereby approved is first occupied the roads and footways shall be constructed to binder course level from the dwelling to the adjoining public highway (High Street) in accordance with details submitted to and subsequently approved in writing by the LPA.

Reason: To ensure satisfactory development of the site and in the interests of highway safety, in accordance with Local Plan policy T4 - New Development and Transport Safety.

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

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

22. Pedestrian visibility splays having dimensions of 2m x 2m shall be safeguarded at the drive entrance/exit. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 1.0m to the rear of the footway/ verge which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: In the interests of highway safety, in accordance with Local Plan policy T4 - New Development and Transport Safety.

23. Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan. The splay shall thereafter be maintained at all times free from any obstruction exceeding 1.05m above the level of the adjacent highway carriageway.

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

24. 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.

25. Any redundant vehicular accesses shall be reinstated as kerb (and footway) prior to the development being brought into use.

Reason: In the interests of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety

26. 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 in accordance with Local Plan Policy T3.

27. 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:

- i. The parking of vehicles of site operatives and visitors
- ii. Means of access for construction traffic
- iii. Loading and unloading of plant and materials
- iv. Storage of plant and materials used in constructing the development
- v. Measures to prevent mud/debris being deposited on the public highway.

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

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

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

On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

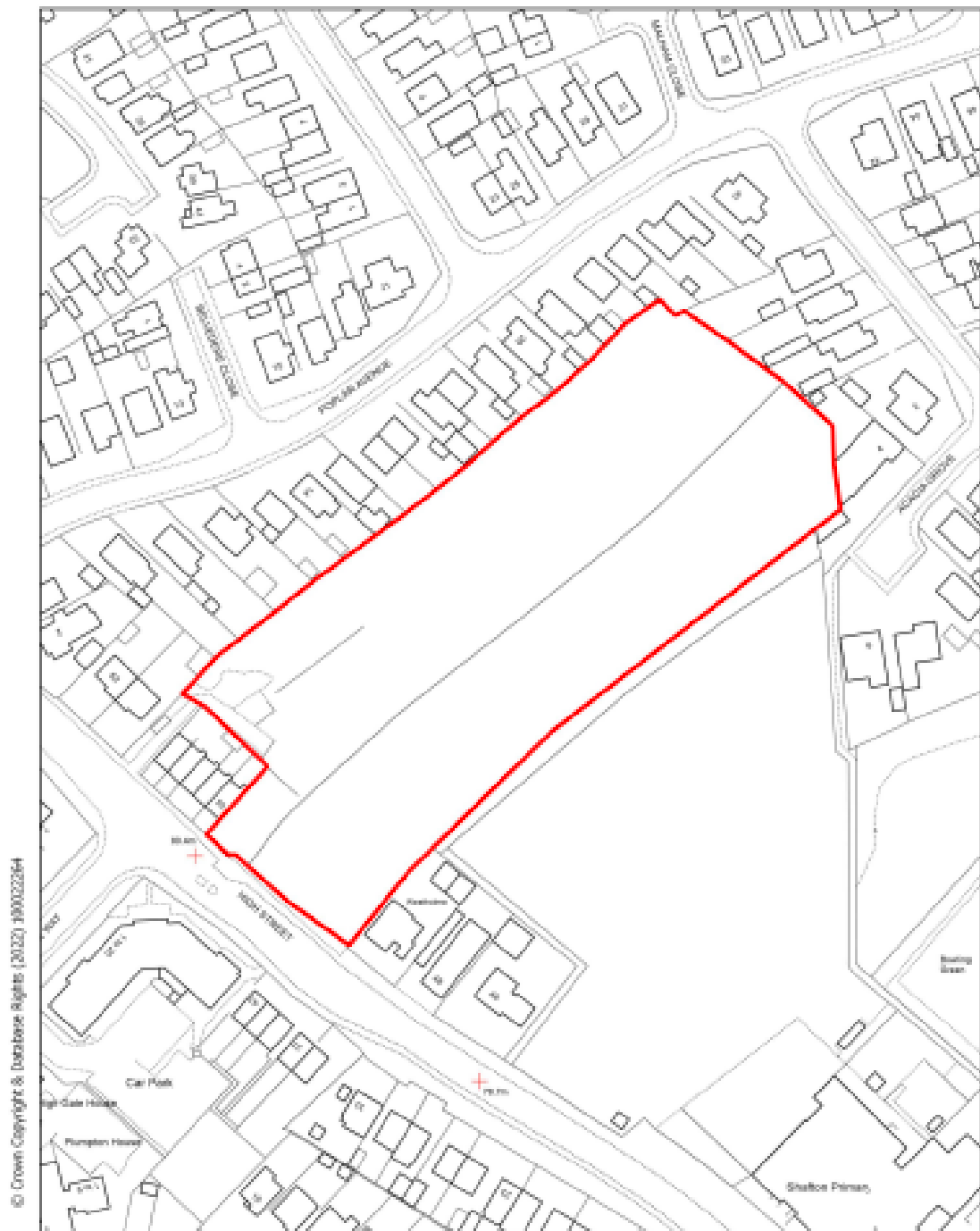
Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety in accordance with Local Plan Policy T4.

29. Notwithstanding details show on the approved plans, the development hereby approved shall not be occupied until details have been submitted to, approved in writing by the Local Planning Authority and implemented, arrangements which secure the following highway improvement works:

- o Removal of parking lay by on High Street;
- o Provision of a ghost right turn on High Street;
- o Provision of central island on High Street with guard rails and tactile crossings;
- o Measures to prevent parking on High Street and the new access road;
- o Provision of any necessary signing/lining;
- o Provision of/any necessary alterations to street lighting;
- o Provision of/any necessary alterations to highway drainage;
- o Any resurfacing/reconstruction as necessary.

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

Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4 New Development and Transport Safety.



Item 6

BARNSELY METROPOLITAN BOROUGH COUNCIL

PLANNING APPEALS

May 2022

APPEALS RECEIVED

6 appeals were received in May 2022:

<u>Reference</u>	<u>Details</u>	<u>Method of Appeal</u>	<u>Committee / Delegated</u>
2021/1465	Erection of 20m high telecommunications monopole with wraparound cabinet at base, 3no. additional ancillary equipment cabinets and associated ancillary works (Application to determine if prior approval is required) Vernon Road, Worsbrough, Barnsley, S70 5BB	Written Reps	Delegated
2022/0031	Erection of detached two storey outbuilding to side of existing dwelling consisting of triple garage on the ground floor with playroom above 3 Wellfield Court, Midland Road, Royston, Barnsley, S71 4QN	Written Reps	Delegated
2022/0159	Change of use of part of house (garage) to beauty salon with external changes 7 Longwall Close, Mapplewell, Barnsley, S75 6NY	Written Reps	Delegated
2022/0117	Demolition of stables and associated structures and erection of dwelling (Resubmission) Land off Royd Moor Road, Thurlstone, Sheffield, S36 9R	Written Reps	Delegated
2022/0243	Removal of existing 96 sheet advert and replacement with 48 sheet advert to support a freestanding digital poster and installation of new 48 sheet advert Wombwell Lane Adj. Tesco Barnsley, S70 3NS	Written Reps	Delegated
2022/0214	Additional level to part of building and associated alterations The Cottage, The Kennels, Renald Lane, Hoylandswaine, Sheffield, S36 7JX	Written Reps	Delegated

APPEALS WITHDRAWN

0 appeals were withdrawn in May2022.

APPEALS DECIDED

1 appeal was determined in May 2022:

<u>Reference</u>	<u>Details</u>	<u>Decision</u>	<u>Committee/ Delegated</u>
2021/1276	Change of use of agricultural building to dwellinghouse (C3) (Prior Notification) Elmhirst Farm, South Lane, Cawthorne, Barnsley, S75 4EF	Dismissed	17/05/2022

2022/2023 Cumulative Appeal Totals

- 4 appeals have been decided since 01 April 2022
- 3 appeals (75%) have been dismissed since 01 April 2022
- 1 appeals (25%) have been allowed since 01 April 2022

	Audit	Details	Decision	Committee/ Delegated
1	2021/0713	Wrap around balcony to rear of house 34 Staincross Common, Staincross, Barnsley, S75 6NA	Dismissed 01.04.2022	Delegated
2	2021/1243	Display of double-sided freestanding 48-sheet sized digital LED advertising unit Land at Westway, Corner of New Street, Barnsley, S70 1SW	Dismissed 29.04.2022	Delegated
3	2021/1335	Erection of front porch and creation of access to parking space to front (Part Retrospective) 4 Sycamore View, Sheffield Road, Oxspring, Barnsley, S36 8YW	Allowed 29.04.2022	Delegated
4	2021/1276	Change of use of agricultural building to dwellinghouse (C3) (Prior Notification) Elmhirst Farm, South Lane, Cawthorne, Barnsley, S75 4EF	Dismissed 17.05.2022	Delegated