
2016/1513

Applicant: Stephen G Wragg, C/o Peter Dimberline RIBA

Description: Residential development of 3 no split level two/three storey detached dwelling houses, access road and associated works.

Site Address: Land Between Windy Ridge, Hollinberry Lane, Howbrook, Wortley, Sheffield, S35 7EL

9 letters of objections received from local residents.

Wortley Parish Council has objected to the scheme.

Councillor Barnard has objected and asked Members of the Planning Board to consider a site visit.

Site Description

The application site measures approximately 0.32 Hectares in size and sits to the North of Hollinberry Lane. It currently consists of an agricultural field which slopes from North to South and West to East. How Brook, a water course, runs along the Eastern boundary of the site at the lowest point and there is a tree belt to the South of the site running along the boundary with Hollinberry Lane.

Outside of the application site, there is a detached 1.5/2 storey property located to the West, known as Windy Ridge, which sits on a higher level than the application site and a detached 2.5 storey dwelling to the East. To the North of the site is an open field which runs along the boundaries of properties fronting Carr Head Road. To the South of the site, beyond Hollinberry Lane, are several split level properties.

Proposed Development

The applicant seeks permission to erect 3no. split level, detached 5 bedroom properties. The properties would appear 3 stories high from the front and 2 stories to the rear, incorporating an upper and lower ground floor. They would be arranged in a staggered line and be served by a private drive which would have a junction with Hollinberry Lane in the South West corner of the site. The drive would also provide access to the field to the rear of the site via single track along the Western boundary.

Each property would have a garden and driveway with turning facilities, providing access to an integral double garage, to the front and an enclosed private garden to the rear.

Policy Context

Planning decision should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy, saved Unitary Development Plan policies and Waste Plan. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has submitted our emerging Local Plan to the Secretary of State but we are at an early stage in the examination process. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration

and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although, in accordance with paragraph 216 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

Core Strategy

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

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

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

CSP 34 - 'Protection of Green Belt' in order to protect the countryside and open land around built up areas the extent of the Green Belt will be safeguarded and remain unchanged.

Saved UDP Policies

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

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

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

SPDs/SPGs

SPD 'Designing New Housing Development'

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

Other material considerations

South Yorkshire Residential Design Guide - 2011

NPPF

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

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

Chapter 9 of the Framework seeks to ensure that Green Belt land is protected. It sets out that the Green Belt serves the following five purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraphs 87, 88 & 89 go on to state 'As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.88. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.89. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this include 'limited infilling in villages'.

Consultations

Wortley Parish Council – object for the following reasons;

- Size and scale of dwellings not in keeping
- Agricultural land
- Out of character with open feel
- Flooding issues within the area
- Reduce highway safety
- Disused mines on site
- Extension to the village not infill

Yorkshire Water – No objections

Pollution Control – No objections

Highways DC – No objections subject to condition

South Yorkshire Mining Advisory Service – No objections subject to conditions

The Coal Authority –Subject to the imposition of a suitable condition, no objections in principle.

Tree Officer – No objections subject to conditions

Ecology – No objections subject to conditions

Drainage – No objections subject to conditions

Ward Councillors – Cllr Barnard objects to the scheme for the following reasons;

- Had previous planning refusals in 1975 and 1988
- If considered infill then could set a precedent and further erode village
- Request that a site visit is considered

Representations

The application was advertised by way of a site notice to the front of the site and letters to neighbouring properties within the immediate area. As a result of the consultation 9 letters of objection have been received. The main points of concern are;

- Lack of facilities in the village
- Loss of wildlife
- Increase flood risk
- Development should not be considered infill
- Cause sewage problems
- Design of the dwellings not in keeping with the village
- Loss of outlook
- Reduced highway safety
- Set a precedent for future similar development
- Potentially disturb old mine workings
- Previous applications refused on the site
- Not a sustainable location
- Reduced privacy levels

Assessment

Principle of Development

The Core Strategy settlement hierarchy lists Howbrook as a village and the Local Plan, which is currently under examination, continues to list Howbrook as a village. The Core Strategy indicates within CSP8 'The Location of Growth' that within villages, development is likely to occur on small infill sites that are consistent with, and sensitive to, Green Belt policy.

The appeal site is located within the Green Belt, where the Framework says that inappropriate development should not be approved except in very special circumstances. The construction of new buildings is regarded as inappropriate development except where it comprises limited infilling within villages.

A village boundary has not been identified in the adopted UDP plan or Local Plan. The main development is clustered around Carr Head Road with further dwellings and development along Hollinberry Lane. The site itself has a frontage and existing access onto Hollinberry Lane and has residential properties to the West, East and South. On these facts and, given the scale of the development, It is considered that this proposal would comprise limited infilling in a village and would not be inappropriate development. The site is similar in some

ways to the application for 4 dwellings at Huthwaite Lane, near Thurgoland (application reference 2014/1240). In that instance the development was within the village of Huthwaite which itself does not have a defined village boundary. It was accepted in that application that as the development had a frontage onto a main road and had housing on at least two sides that it could be classed as limited infill within a village. Whilst it is acknowledged that the two sites are different they do display similar characteristics and as such it is considered that a similar classification of limited infilling can apply to this site in Howbrook. Accordingly, it is unnecessary to consider whether very special circumstances exist to justify the development.

It is acknowledged that previous planning applications for residential development have been refused on the site and appeals dismissed. Several residents and a local Ward Member have cited these decisions and state that little has changed since those decisions were made. However, those applications were made in 1975 and 1983, almost 30 years prior to the publication of the NPPF (2012) which, as outlined above, cites limited infilling in villages as an exception to Green Belt policy. As such, there has been a significant change in policy since those decisions and, as such, they carry little weight.

The development would inevitably have some effect on the openness of the Green Belt. However, given that it would represent limited infilling in a village, and also the topography of the site, the effect on openness would not be so significant that it would cause any significant material harm to the character and openness of the Green Belt. The visual impact of the development is discussed in further detail later in this report.

It is also important to note that the Council cannot demonstrate a deliverable five year supply of housing land and as such the presumption in favour of sustainable development in the National Planning Policy Framework (NPPF) applies. This means that permission should be granted unless the adverse impacts of the development significantly and demonstrably outweigh the benefits. The provision of 3 dwellings would make a small, but important contribution to the housing needs of the borough.

Sustainable Development

NPPF paragraph 6 says that the policies in paragraphs 18 to 219, taken as a whole constitute the Government's view on what sustainable development means for the planning system. Paragraph 7 identifies that there are 3 dimensions, to sustainable development; economic, social and environmental. Section 6 of the Framework deals with the delivery of housing. Key objectives that would contribute to the economic and social dimensions include boosting significantly the supply of market housing, delivering a wide choice of high quality homes and the creation of sustainable, inclusive and mixed communities. These objectives include planning for a mix of housing based on, amongst other things, the needs of different groups.

The provision of 3 dwellings of the type and size proposed would make an important, albeit small, contribution to the delivery of a wide choice of high quality homes and meeting the needs of different groups in the community. The introduction of 3, large detached houses into this setting would not conflict with the objective of encouraging inclusivity and would positively contribute to the creation of a mixed community consistent with the Framework.

The objectors suggestion that Howbrook, given its lack of services and limited access to public transport, is locationally unsustainable contradicts the identification of Howbrook as a village in the Core Strategy and emerging Local Plan settlement hierarchy where some development is envisaged. Manual for Streets (MfS) published in 2007 highlights that walking offers the greatest potential to replace short car trips, particularly those under 2km. Thus, whilst within Howbrook the availability of services is lacking, there is within 2km a

variety of facilities that could provide for the day to day needs of residents within High Green, albeit, it is acknowledged that access is across the A61. Whilst the bus service to Howbrook is limited, bus stops are available within approx. 150m and 325m of the site which are served by service 29 (Sheffield to Penistone). This service operates every 60mins between Monday and Saturday daytime. This situation is similar to that for the Huthwaite application previously mentioned, and in that case the Inspector accepted these circumstances as sufficient to compromise sustainable development.

The environmental dimension includes moving to a low carbon economy. In terms of housing, this can be achieved through the minimisation of resource and energy consumption. Although no specific measures are outlined, the dwellings would need to comply with Building Regulations requirements.

Residential Amenity

It is acknowledged that the site has been used for agricultural purposes for a number of years and the introduction of residential development on the site would inevitably introduce noise and disturbance through residential activity and vehicular movements. However, given the proximity of neighbouring residential properties, and the position of the site within the village, the introduction of 3no. units would not significantly reduce residential amenity as a result.

To the rear of the site are open fields and the properties to the South, opposite Hollinberry Lane, would be some 55m from the proposed front elevations, over double the recommended separation distance set out in SPD 'Designing New Housing Development'. Number 21 Hollinberry Lane is cited to the East of the site, with the dwelling on a lower level, however, the two sites would be separated by the water course and the existing side elevation would be approximately 30m from the proposed side elevation of plot C, as such, residential amenity for the above mentioned existing residents and the future residents of the proposed dwellings would be maintained to a reasonable degree.

The proposed development, especially plot A, would be closest to Windyridge to the West of the site. That plot would also be set back on its plot, positioned beyond the neighbouring rear elevation. However, there would be a separation distance of approximately 15m between the two side elevations and they would be separated by a track, providing access to the field to the North. It is acknowledged that windy ridge is a split level property whereas, the proposed properties would have 3 stories to the front. However, Windyridge is built on a higher level than the application site and the neighbouring ridge would be actually higher than those of the proposed dwellings. In addition, the development would be orientated to the North East of Windy Ridge.

Taking the above into consideration, it is not considered that the proposed development, given the orientation, positioning and levels, would significantly increase overshadowing or result in overbearing features. Furthermore, there are no habitable windows proposed on the upper floors of the side elevation of Plot A facing the boundary with Windyridge, therefore, privacy levels would be maintained to a reasonable degree.

With regards to the amenity of the future residents of the 3no. dwellings, the internal and external spacing standards exceed those set out in the South Yorkshire Residential Design Guide and SPD 'Designing New Housing Development'.

Visual Amenity

The proposed dwellings have been designed for the plot, as such, given the topography of the land, the resultant development is split level with 3 stories to the front and 2 to the rear.

A number of objections have been received regarding the size and design of the dwellings stating they do not reflect the character of the village. However, Howbrook is made up of a mixture of properties from a wide range of sizes, designs, ages and styles. Therefore, there is not a set architectural 'style' or appearance that new dwellings would need to adhere to in order to harmonise with the existing stock.

It is acknowledged that 3 stories are not the norm within the immediate area, although there are some examples found across the village. However, given the topography of the surrounding area there are a number of split level properties which have an element of underbuild. Although the proposed dwellings have 3 stories to the front, they are not traditional 3 story properties as they are built into the hillside with the rooms to the rear of the lower ground floor not having access to natural light. When viewed from the rear the dwellings would have a more traditional 2 story appearances

It should be noted that Windyridge, due to the topography of the land, would retain a ridge height higher than the proposed dwellings. The level of the land also drops from the level of Hollinberry Lane before it rises up again to the rear boundary. As such, the majority of the lower ground floor would be below the level of the highway, with the upper ground floor only 1m above it.

The impact of the proposed dwellings would also be greatly reduced given their position within the site, some 30 back from Hollinberry Lane and the retention of the mature trees and hedges to the back edge of the footpath serving the highway which are, in some cases, higher than the ridges of the proposed dwelling. The only break in the vegetation along the site frontage would be where the access point would be, which utilises an existing access where there is currently no mature vegetation. Additional planting is also proposed as part of the scheme and full details of the species, height and type would be conditioned. Furthermore, the dwellings would be viewed against the rising land levels to the rear of the site.

In terms of visual impact, given the comments above, whilst the proposed layout would inevitably result in a change in the appearance of the area it would not unacceptably diminish the spacious character of the immediate area or appear obtrusive and incongruous in the immediate setting. As such it is not considered that they would be significantly detrimental to the openness or character of the Green Belt or the visual amenities of the surrounding area.

Concern has been raised that if the application is approved it would set a precedent for further applications to come forward which could erode the character of the village. However, each case would have to be assessed on its own individual merits.

Trees

The arboricultural information submitted with the application shows that there will only be minimal encroachment into the rooting areas of the trees on site and that the development will not necessitate the removal of any trees. There is therefore no objection to the proposal from an arboricultural perspective providing that the trees are adequately protected during the development. As such tree protective barrier details will be required along with a tree protection plan showing their locations and any phasing of their positioning.

Highway Safety

Hollinberry Lane is a classified road (C74) and a bus route subject to a 30mph speed limit at the site. A visibility splay can be provided to the Southeast of the site, but to the Northwest the splay is over land not under the applicant's control; however it seems unlikely this will be

obstructed in future. Given the existing use of the access position and the presence of other accesses nearby, the proposal is considered acceptable.

Each of the properties would have 2no. off street parking spaces, in addition to the integral garages, and adequate turning and manoeuvring space would be provided within the curtilage of the dwellings, and on the private drive serving the development to allow vehicles to enter and exit the site in a forward gear.

Highways DC have assessed the proposals and have not raised objection subject to the imposition of conditions.

Ecology

An Ecology Report has been submitted alongside the application. This report has been assessed by the Councils Ecologist who is satisfied with the findings. The report provides findings to show that there should be no detriment to any protected species and recommends a number of suitable mitigation measures including the retention of trees and additional vegetation planting. Suitable conditions are therefore recommended.

Mining

A Coal Mining Risk Assessment has been submitted alongside the planning application. SYMAS have assessed this report and commented as follows:

“As requested, the applicant has secured a Coal Mining Risk Assessment for the proposed development via ARP Geotechnical Ltd Consulting Engineers. We concur with the findings of this report, which in brief recommends that site investigation works are required with regard to the potential shallow coal and an old mine entry on the land. On this basis we would not object to planning permission being granted providing a condition to ensure the recommended works are undertaken is included”

The Coal Authority concur with the above and as such a suitable condition is recommended.

Summary

The application site is located within the Green Belt where the NPPF says that inappropriate development should not be approved except in very special circumstances. The construction of new buildings is regarded as inappropriate development, however, exceptions to this include where it comprises limited infilling within villages. It is considered that this proposal would comprise limited infilling in a village and would not be inappropriate development. Accordingly, it is unnecessary to consider whether very special circumstances exist to justify the development.

The proposed dwelling would 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, the development would maintain visual amenity and would not significantly reduce the openness of the Green Belt given its village location, in accordance with policies H8D, CSP 26, CSP 29, CSP 34, SPD's 'Designing New Housing Development' and 'Parking' and the NPPF.

Recommendation

Grant planning permission subject to conditions:-

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby approved shall be carried out strictly in accordance with the plans (Nos 2016/18/01-sh.2, 2016/18/01, 2016/18/02, 2016/18/03 & 2016/18/04) and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.
- 3 No development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.
- 4 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position of boundary treatment to be erected. The boundary treatment shall be completed before the dwelling is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.
Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property and in accordance with Core Strategy Policy CSP 29, Design.
- 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 Core Strategy Policy CSP 40, Pollution Control and Protection.
- 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 hard landscaping details shall be implemented prior to the occupation of the building(s).
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.
- 7 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

- 8 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings), unless otherwise stated on the approved plans, and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.
- 9 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.
Reason: In the interests of highway safety in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 10 Prior to commencement of development full details of the mitigation measures identified in the Ecological Survey, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
Reason: To conserve and enhance biodiversity in accordance with Core Strategy Policy CSP 36.
- 11 Development shall not commence until details of measures to prevent mud/debris from being deposited on the public highway to the detriment of road safety, have been submitted to and approved in writing by the Local Planning Authority, and such measures shall be retained for the entire construction period.
Reason: In the interest of road safety in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.
- 12 Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the drive entrance/exit such that there is no obstruction to vision at a height exceeding 1m above the nearside channel level of the adjacent highway.
Reason: In the interest of road safety in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.
- 13 A visibility splay, having the dimensions 2.4m x 71m, shall be safeguarded at the junction of the proposed access with Hollinberry Lane, such that there is no obstruction to visibility and forming part of the adopted highway
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.
- 14 Development shall not commence until details of all areas for the parking of all employees' vehicles, the storage of building materials and plant have been submitted and approved in writing by the Local Planning Authority, and such areas shall be retained for the entire construction period.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.
- 15 Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

- 16 The foul drainage from the proposed development shall be discharged to a Package Treatment Plant and soakaway system which meets the requirements of Building Research Establishment Digest 365 and which complies with the following:
- a) there is no connection to any watercourse or land drainage system and no part of the soakaway system is situated within 10 metres of any ditch or watercourse.
 - b) porosity tests are carried out in accordance with BRE 365 to demonstrate that suitable subsoil and adequate land area is available for the soakaway.

Reason: to prevent the pollution of the water environment.

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

- Tree protective barrier details
- Tree protection plan

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality in accordance with Core Strategy Policy CSP 36 Biodiversity and Geodiversity.

- 18 The erection of barriers and any other measures specified for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To safeguard existing trees, in the interest of visual amenity.

- 19 Prior to the commencement of development a site investigation must be undertaken to fully investigate potential mining legacy risks. The investigation should be carried out in compliance with CIRIA publication 32 'Construction Over Abandoned Mine Workings', a report detailing the findings of the investigation and any recommended mitigation shall be submitted for approval in writing by the Local Planning Authority, the development thereafter shall be carried out in accordance with the approved details.

Reason: In the interest of Land stability NPPF sections 120 & 121.

- 20 No development shall take place until:

(a) Full foul and surface water drainage details, including a scheme to maintain surface water run off at greenfield rates, and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority:

(b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;

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

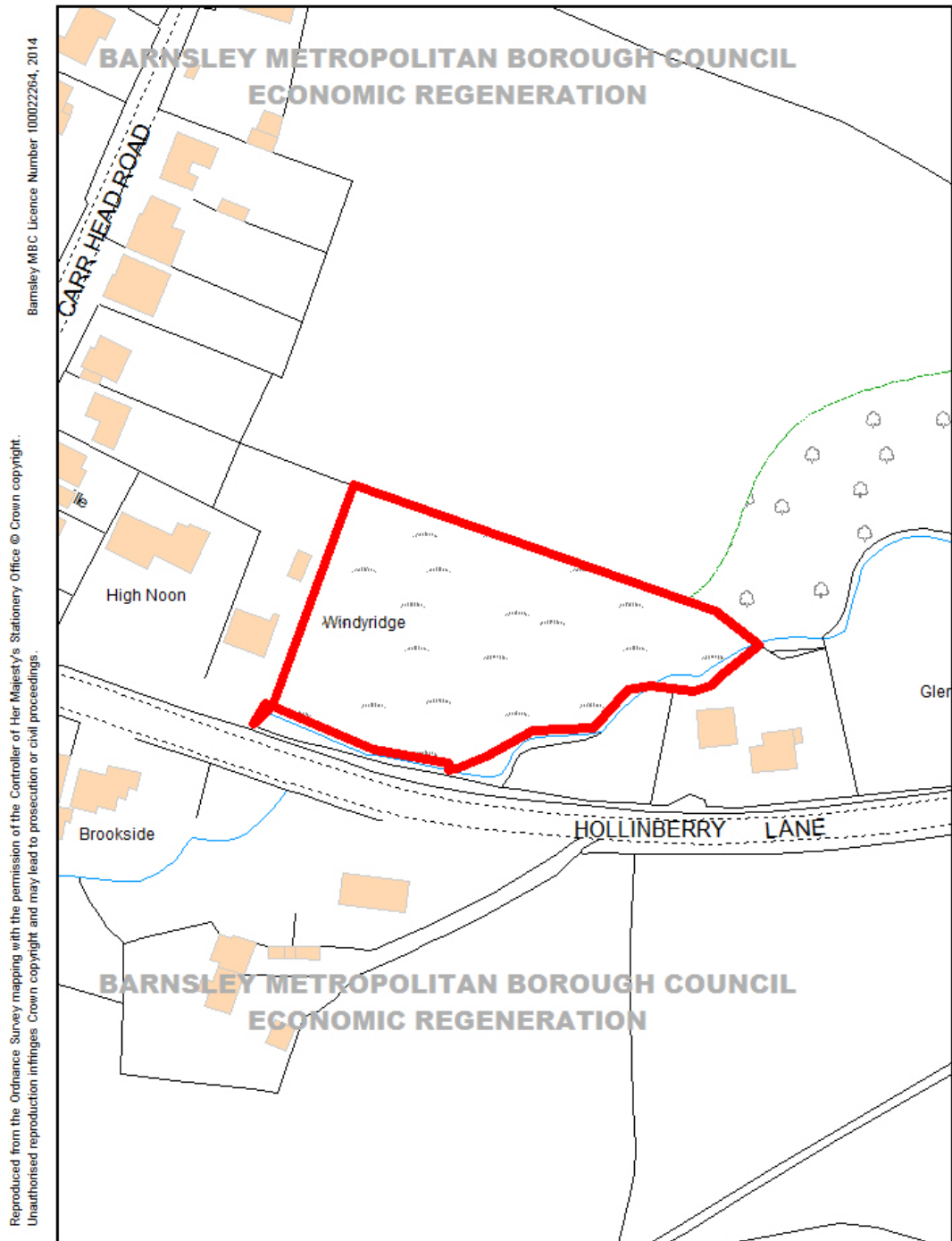
Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development.

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

- 21 No hedges or trees on the site (except those shown to be removed on the approved plan), or their branches or roots, shall be lopped, topped, felled, or severed. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.
Reason: To safeguard existing trees/hedges, in the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

PA reference :-

2016/1513



BARNSELEY MBC - Economic Regeneration

Service Director: David Shepherd
Westgate Plaza One, Westgate,
Barnsley S70 9FD
Tel: 01226 772621



Scale 1:1250