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**2017/1718**

**Applicant:** Netherton Homes, C/o John R Parley Associates

**Description:** Residential development for up to 102 dwellings with associated infrastructure and access (Outline with All Matters Reserved apart from access).

**Site Address:** Former William Freeman Site, Wakefield Road, Mapplewell, Barnsley, S75 6DN

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1 representation from a local resident. Cllr Miller has concerns with the number of new accesses proposed to be created by developments along this section of the A61 Wakefield Road. The application is linked to application 2017/1716 which proposes the development of a food store with associated access and car park on the adjoining land.

### **Site Location and Description**

The site is located off Wakefield Road just north of the Bar Lane / Wakefield Road junction. It is part of the former William Freeman employment site. The factory building has been demolished with much of the brickwork left on site and the development platform largely in place.

The site falls sharply from Wakefield Road but beyond this the development platform is relatively flat. There is existing vegetation around the site edges with more dense shrubs and trees along the northern and western boundary (with Wakefield Road). The land to the immediate east and north of the site is scrubland with various trees and shrubs scattered across it. Beyond this are agricultural fields. To the south and west is the residential areas of Athersley North and Mapplewell.

The southern portion of the site is the subject of application 2017/1716 for a convenience store (Lidl).

### **Proposed Development**

This application is in outline with all matters reserved except access, as such detailed matters related to design, scale, layout and landscaping will be dealt with at the next stage (reserved matters). Nevertheless the relationship between this proposed development and the adjacent Lidl has raised a number of issues which needed to be resolved, particularly in relation to the location of Lidl within the site and the impact of this in design terms.

A parameters plan has been provided to allow specific aspects of the residential development to be fixed including ecological zones, buffer planting and open space.

The developable area is 2.67ha with an ecological zone along the eastern boundary, adjacent the scrub land and agricultural areas. An area of greenspace is located to the south eastern side, close to the proposed Lidl and within the 30m standoff beneath the Pylons which cross this part of the site. A second area of green space is located at the south western edge and there is a buffer planting zone along the boundary with the Lidl.

The anticipated yield of up to 102 dwellings equates to approximately 40 dwellings per hectare. In addition, the greenspace at 0.42ha (excluding buffer zones) would equate to 15% of the site.

## **Planning History**

2009/1076 – Erection of 83no. Residential dwellings (including means of access and layout) and industrial units use class B1, B2 and B8 with means of access (Outline). Withdrawn

## **Policy Context**

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

The emerging Local Plan has now reached a very advanced stage with a consultation on main modification to the plan commencing in July 2018. The consultation follows confirmation from the Local Plan inspector that the plan is capable of being found sound. This by no means represents the Inspectors overall judgement, which will not be known until the final report is issued and the examination closes. However, it does mean increasing weight can be given to the policies contained within the document although, in accordance with paragraph 48 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).

By virtue of the fact the policies have been tested at examination, they have been scrutinised in relation to their degree of consistency with the NPPF and it is therefore highly likely that they are sufficiently compliant. However, it will not be possible to conclude whether many of the objections have been resolved until the inspector has considered the responses to the consultation on modifications and the final report is published. The extent to which weight can be attributed to the Local Plan policies will therefore vary on a case by case basis taking into account the relevant policies and the significance of any unresolved objections.

## Core Strategy

CSP1 Climate Change  
CSP2 Sustainable Construction  
CSP3 Sustainable Drainage Systems  
CSP4 Flood Risk  
CSP5 Including Renewable Energy in Developments  
CSP8 The Location of Growth  
CSP9 The Number of Homes to be Built  
CSP10 The Distribution of New Homes  
CSP15 Affordable Housing  
CSP19 Protecting Existing Employment Land  
CSP25 New Development & Sustainable Travel  
CSP26 Development & the Highway Network  
CSP29 Design  
CSP35 Green Space  
CSP36 'Biodiversity and Geodiversity'  
CSP37 'Landscape Character'  
CSP39 'Contaminated and Unstable Land'  
CSP40 'Pollution Control and Protection'

CSP42 'Infrastructure and Planning Obligations'

Saved UDP Policies

ED7 Existing employment areas  
DT4/3 Employment Policy Areas 'William Freemans'

SPDs/SPGs

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

Planning Advice Note 33

Financial Contributions to School Places

Emerging Local Plan

The site is allocated as a housing site (AC3) with an indicative number of 102 dwellings. Policies H1, The Number of New Homes to be Built, H2, The Distribution of New Homes, H3, Housing Site Policies and GD1, General Development are all relevant.

Emerging Policy TC3 Thresholds for Impact Assessments is also relevant.

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, relevant policies include:

Section 2 Achieving sustainable development  
Section 5 Delivering a sufficient supply of homes  
Section 8 Promoting healthy and safe communities  
Section 9 Promoting sustainable transport  
Section 12 Achieving well-designed places

**Consultations**

Air Quality – No objections subject to the mitigation recommended in the Air Quality Assessment being conditioned.

Biodiversity - The buffer strip of woodland suggested along the eastern boundary plus a small amphibian pond in this area would meet the biodiversity mitigation needs if the buffer connected into the wildlife corridor on the south-eastern boundary formed by the disused railway corridor. The plantings should be native species of native provenance and the same caveats as with the supermarket apply.

Broadband – no objection subject to a condition securing highspeed broadband

Coal Authority – No objections, just standing advice.

Contaminated Land – The Geo-Environmental report is dated and a new report is required, however, there is sufficient information available to show the site could be developed for residential development. An up to date survey should be conditioned along with any remediation work identified as required.

Drainage – No objections subject to conditions

Enterprising Barnsley – Support despite the loss of employment land

Education – No comments received but condition added to secure future contribution

Highways – No objections subject to conditions

Network Rail – No comment

Public Rights of Way – Initial concerns about drainage flooding the footpath in the railway cutting and the open space not being overlooked, now resolved through the amended layout and confirmation from drainage officers that existing issues associated with the footpath flooding will be improved by the proposed.

Police Architectural Liaison – Various comments on detailed design matters to be passed to the applicant for the next stage.

Regulatory Services – No objections subject to the mitigation in the noise report being conditioned and appropriate mitigation secured on the Lidl site.

SYMAS – No objection subject to a condition requiring further investigation into ground conditions.

Tree Officer – No objection subject to conditions

Ward Councillors – Concerns that there are too many access points on Wakefield Road, particularly taking account of other recently approved development.

Yorkshire Water – No objection subject to a condition requiring detailed drainage proposals.

## **Representations**

The application has been advertised by way of a site and press notice and properties within the vicinity have been consulted directly in writing. One letter of comment was received the details for which are summarised as follows:

- Noise during construction;
- Increased traffic on roads that are already very busy;
- Pressure on local infrastructure, schools and health etc;
- The site should be returned to the natural environment to provide greenspace for existing residents.

## Assessment

### Principle of Development

The NPPF (2018) confirms planning law requires that applications for planning permission be determined in accordance with the development plan (in this case the saved UDP and Core Strategy) unless material considerations indicate otherwise. Weight can be afforded to relevant policies in emerging plans according to the stage of preparation, the extent to which there are unresolved objections and the degree of consistency with the framework<sup>1</sup>.

Arguments that an application is premature are unlikely to justify a refusal of planning permission unless it is clear the development is so substantial or its cumulative effect would be so significant that to grant permission would undermine the plan making process or the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area. The site is located in Urban Barnsley where priority is given to development in accordance with Core Strategy Policy CSP 8 – The Location of Growth. It is also part employment policy area, part employment proposal in the UDP therefore policies ED7 Existing Employment Areas and DT3 – Proposed Employment Sites as well as Core Strategy policy CSP19 – Protecting Existing Employment Land apply. More recently the site has been proposed to be allocated (as part of a wider allocation) for residential development in the emerging Local Plan and taking account of paragraph 48 of the NPPF (2018) some weight can be afforded to this allocation.

Taking the employment policies first, in the production of the emerging Local Plan the suitability of the site for employment use has been considered, concluding that there is no reasonable prospect of the site being developed for employment use and that the proposed employment site is not required to achieve the employment land requirement for the borough as there are more preferable sites proposed for allocation. This assessment is in accordance with the previous and current NPPF with regards building a strong, competitive economy, therefore, although UDP (ED7 & DT3) policies indicate that planning permission should not be granted for the proposed residential use on this site it is concluded that the degree of conflict with these policies is not sufficient to justify refusal. Furthermore, the assessment undertaken as part of the Local Plan process supports that the redevelopment of this site would comply with the criteria set out in Core Strategy Policy CSP19.

In considering the proposed housing allocation some weight can be afforded to this given the advanced stage of the Local Plan, albeit this is reduced by the ongoing minor modifications process which includes changes to the site specific policy for this site (following representations). Policy H3 of the emerging Local Plan requires development of housing sites to comply with Policy GD1 – General Development and the site specific policies which in the case of allocation AC3 include an indicative number of 102 dwellings and the retention of the diverse grassland to the east of the site, abutting the railway line. The parameters plan submitted with this application demonstrates that the proposed is capable of delivering a residential scheme which complies with emerging local plan policies. The impact of the proposed on ecology (and specifically the grassland) as well as the wider principles of emerging policy GD1 is covered in more detail below.

It is therefore concluded that a land use planning policy recommendation for refusal cannot be justified based on the UDP employment designations on the site. In addition residential development would comply the emerging Local Plan housing designation on the site.

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<sup>1</sup> The Local Plan is tested against the previous NPPF (March 2012) in accordance with the transitional arrangements

## Residential Amenity

There were a number of concerns with the scheme as originally submitted and the relationship between this proposed residential development and the neighbouring retail scheme (on the southern portion of the site). Discussions with both applicants have resulted in changes to the schemes, removing the isolated greenspace to the south and footpath link and pulling the food store further away from the proposed housing.

A parameters plan has been provided showing for the residential development showing key areas of green space, buffer zones, trees to be retained and the developable area.

A key issue in relation to residential amenity for new residents is the relationship with the proposed retail development both in terms of noise disturbance and the potential for an overbearing impact from the retail building. With regards to noise, provisions have been made on the retail site, i.e. acoustic fencing and the siting of the building to act as a noise barrier so that any noise created would be below the background levels for the residential properties. These are conditioned as part of that application and it is therefore accepted that there will not be an unacceptable impact from the retail store. The noise report for the residential application indicates that the main noise impact will be from traffic on Wakefield Road and the level of mitigation will depend on the final layout and the proximity and orientation of the properties in relation to Wakefield Road. The report has based its calculations on properties being set back 16 meters from the road and the gardens being to the rear, away from the road, concluding that with standard glazing and ventilation this would allow for good internal noise levels. When the final layout is submitted additional mitigation (i.e. glazing or acoustic fencing) may be required if these distances are not achieved. Nevertheless, the noise report has demonstrated that the site can be used as residential development, subject to confirmation of final mitigation measures at the reserved matters stage.

The proposed retail building is located to the southern side of the site and orientated so that the rear of the building is on the boundary between the two sites with the car park beyond this. This has benefits in terms of noise, however, the bulk of the retail building and change in levels resulted in an overbearing and overshadowing impact on the future residential properties. The layout as amended shows the proposed store and car park shifted further to the south with the overall height of the retaining structures reduced (from a max of 3.1 to 1.5m) along the boundary. As a result the bulk of the store is reduced and, with the substantial buffer zone of landscaping along the boundary now shown on the parameters plan, compliance with SPD Residential Amenity and the Siting of Buildings is achievable.

There is minimal impact in residential amenity terms on existing residents with the majority located on the other side of Wakefield Road. A small number of houses are located to the north of the site with rear gardens facing on the site. The relationship between these properties and the proposed will need careful consideration at the detail design stage with distances needing to accord with the Designing New Housing Development SPD.

As a result of the various changes to both schemes it is now accepted that the proposed residential development can be achieved in compliance with Core Strategy Policy CSP29 and emerging Policy GD1 in relation to the impact on future residential amenity.

## Visual Amenity

The site is currently a brownfield site. The previous employment building has been demolished and the site left empty for some time. As a result it is currently not of high value in visual amenity terms. There are a number of trees and scrub around the boundary of the

site and to the eastern boundary there is an area of grassland between the site and the wider agricultural land beyond.

A tree survey has been provided and although some trees will need to be removed to accommodate this they are not considered to be a constraint to the development. The parameters plan shows the better quality trees on the site (two weeping willows) retained which is an improvement on the previous indicative layout. In addition, replacement planting can be secured on the greenspaces and buffers zones though the landscape details at reserved matters stage.

The proposed greenspaces, as now shown, are an improvement on what was originally submitted. The area to the south east remains only partly overlooked, however, the pylons crossing this part of the site mean that this area is not developable. Some overlooking can be achieved through the final layout of the development and there is an element of surveillance from the proposed Lidl. The greenspace to the south west of the site is intended to provide an opportunity for a play area (LEAP). Overlooking of this space can be achieved and whilst not centrally located, the scale of the site is such that the space will be accessible. It also has the advantage of being accessible to residents to the west of Wakefield Road. The overall quantum of greenspace also complies with the SPD in terms of on site provision.

### Ecology

The ecology officer raised initial concerns with regards to the loss of ecology on the site. However, additional ecological surveys (including species specific surveys) have been carried out by the applicant demonstrating that there are no Great Crested Newts, Amphibians or Reptiles in the site and the main foraging area for bats is on land outside the application boundary. In addition, mitigation and enhancement as set out in the ecology survey, including an ecological buffer zone along the entire eastern boundary of the site, can be secured though condition. As such the impact on ecology is now considered to be acceptable.

### Drainage and Flood Risk

The development site is in Flood Zone 1, however as the development area exceeds 1ha a Flood Risk Assessment has been provided with the planning application which demonstrates that the site is not at significant flood risk and recommends finished floor levels be set above existing ground levels with external areas designed to fall away from buildings. Detailed drainage has not been provided at this stage, albeit the site is well served by sewers so there is no objection in principle. A detailed drainage strategy is conditioned to be submitted with the reserved matters application, including consideration of the use of SUDS.

### Highways

The application is outline in nature with all matters reserved for future consideration with the exception of access. A Transport Assessment has been submitted to support this application, and consideration has been had to the cumulative impact of the adjoining site for a proposed Lidl store (taking into account their Transport Assessment). The Transport Assessment for this development covers five junctions and establishes the present day situation, then adds normal traffic growth for five years in the future, the residential impact is then assessed alone and finally the residential impact and the proposed Lidl store, if approved.

The TA demonstrates that the impact of the residential traffic on the network is minimal. The NPPF states that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative

impacts on the road network would be severe.” It is clear that the residual cumulative impact could not be classed as severe. Access into the site is proposed to be a priority junction with a right turn lane and visibility splays which has been designed to the requirements of the Design Manual for Roads and Bridges, accordingly there is no unacceptable impact on highway safety. However, it is demonstrated that some of these junctions begin to operate close to or above capacity at peak times. This is due to normal predicted traffic growth and not as a result of this development; therefore, highway improvement schemes will be investigated and implemented in the usual manner. Consequently, there are no objections to the proposed development in a highway context, subject conditions.

### Sustainability

The site is located in Urban Barnsley where the majority of new growth is planned. It is a sustainable location with good access to a range of services and facilities as being on a main bus route linking to Barnsley, Wakefield and Leeds. In addition, the recently resurfaced bridleway linking to Barnsley town centre can be accessed from the other side of the Wakefield Road / Barr Lane junction.

Further consideration of sustainable construction and design can also be provided at the reserved matters stage.

### S106 Contributions

As the application is in outline with all matters reserved (except access) conditions have been added to secure contributions at reserved matters stage to mitigate the following:

- Additional School Places
- Improvements to off site Greenspace
- 15% Affordable Housing

The final figure will relate directly to the agreed quantum of development and mix of properties and as such will be calculated and agreed when the Reserved Matters application is submitted.

### Conclusion

The application is in outline with all matters reserved except access. The parameters plan provided, along with the amended Lidl scheme on the adjacent site, now demonstrates that an acceptable residential scheme can be achieved which complies with Core Strategy Policies (in particular CSP 29 Design, CSP 26 Dew Development and Highway Improvement and CSP 35 Green Space) and emerging Local Plan Policies H3, GD1, T4, D1 and GS1. As such it is recommended that the application be approved.

### **Recommendation**

**Grant** subject to conditions:-

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

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

- 2 The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-
- (a) the layout of the proposed development.
  - (b) scale of building(s)
  - (c) the design and external appearance of the proposed development.
  - (d) landscaping
- Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.**
- 3 The reserved matters application shall be in accordance with the parameters as shown on the approved plan 08 4145 SK07 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.**
- 4 Prior to commencement of works onsite, the developer shall submit details of actions for mitigation of air quality impact, for agreement with the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.
- Reason: In the interests of minimising the impact of the proposal on local air quality in accordance with Core Strategy policy CSP 40.**
- 5 Detailed plans shall accompany the reserved matters submission indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.
- Reason: To enable the impact arising from need for any changes in level to be assessed in accordance with Core Strategy Policy CSP 29, Design.**
- 6 No development works shall begin until a report, endorsed by a competent engineer experienced in ground contamination and remediation, has been submitted and agreed with the Local Planning Authority. The report shall, amongst other matters, include the following:-
1. A survey of the extent, scale and nature of contamination.
  2. An assessment of the potential risks to human health, property, adjoining land, groundwaters and surface waters, ecological systems and archaeological sites and ancient monuments.
  3. An appraisal of remedial options, and proposal of the preferred option(s).
  4. A remediation statement summarising the works to be undertaken (if required).
- Should the site require a remediation scheme to address any contamination risks identified, then this scheme shall be implemented in accordance with the approved timetable of works. On the completion of the measures identified in the approved remediation scheme, a Validation Report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Authority.
- Reason. To protect the environment and ensure the site is suitable for the proposed use.**

- 7 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:
- Arboricultural impact assessment
  - Tree protective barrier details
  - Tree protection plan
  - Arboricultural method statement
- The erection of barriers and any other measures specified for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.
- Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality in accordance with Core Strategy Policy CSP 36 Biodiversity and Geodiversity**
- 8 No development shall take place unless and until full foul and surface water drainage details, including Yorkshire Water Permission to discharge, 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 Core Strategy Policies CSP 3 and CSP 4.**
- 9 Prior to commencement of development full details of the mitigation measures identified in the Preliminary Ecological Appraisal Report, 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.**
- 10 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
- Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.**
- 11 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.**

- 12 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:
- Provision of right turn lane on Wakefield Road including pedestrian islands;
  - Provision of visibility splays having the dimensions 2.4m x 120m;
  - Relocation of speed camera on Wakefield Road frontage;
  - Provision of 2m wide footway on the site frontage;
  - Any necessary signing/lining;
  - Provision of/any necessary alterations to street lighting;
  - Provision of/any necessary alterations to highway drainage,
  - Any necessary reconstruction/resurfacing;
  - Reinstatement of any redundant vehicular footway crossings.
- The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.
- Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.**
- 13 Development shall not commence until details of the siting of the sales cabin, and parking for staff and customers visiting the site, have been submitted and approved in writing by the Local Planning Authority, and such facilities shall be retained for the entire construction period.
- Reason: In the interest of road safety to accord with Core Strategy Policy CSP 26.**
- 14 Upon commencement of development details of measures to facilitate the provision of high speed broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- Reason: In order to ensure compliance Core Strategy policy CSP 42, policy I1 in the emerging Local Plan and in accordance with paragraphs 112 of the National Planning Policy Framework 2018.**
- 15 Upon commencement of development, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).
- Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.**
- 16 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
- Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.**

- 17 Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access  
**Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.**
- 18 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:-  
The parking of vehicles of site operatives and visitors;  
Means of access for construction traffic;  
Loading and unloading of plant and materials;  
Storage of plant and materials used in constructing the development;  
Measures to prevent mud/debris being deposited on the public highway.  
**Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.**
- 19 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.**
- 20 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.  
**Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.**
- 21 The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the NPPF or any future guidance that replaces it. The scheme shall include:
- i. The numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 15% of housing units/bed spaces;
  - ii. The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
  - iii. The arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing] (if no RSL involved);

- iv. The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v. The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

**Reason: To meet identified housing need in accordance with Core Strategy Policy CSP 15.**

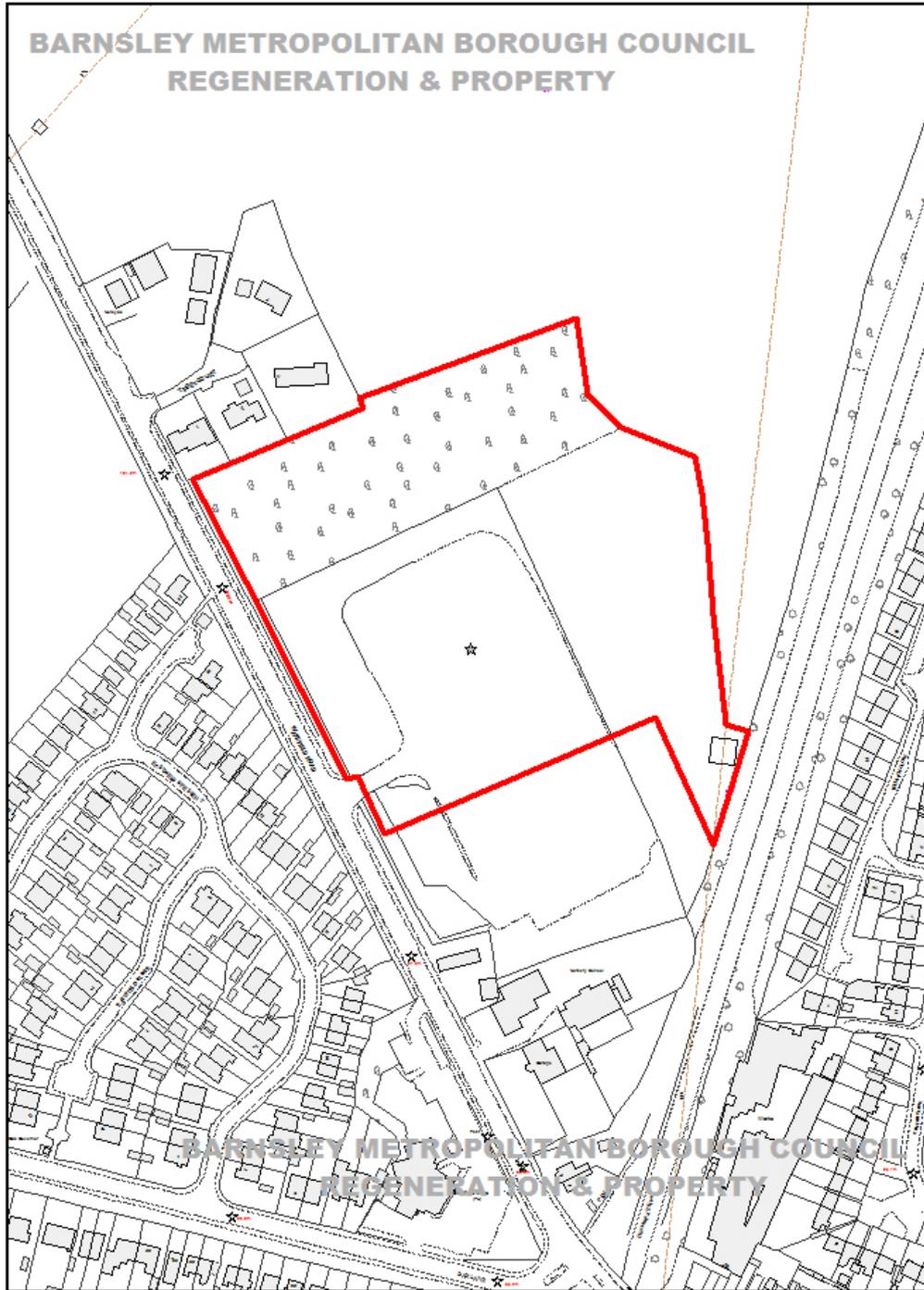
- 22 The development hereby permitted shall not begin until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of or enhancement to off-site public open space in accordance with Core Strategy policies CSP35, CSP42 and the Open Space Provision on New Housing Developments SPD. The provision or enhancement of the off site open space shall be provided prior to completion of the development in accordance with the approved scheme.

**Reason: In the interests of residential and visual amenity to ensure adequate provision of public open space in accordance with Core Strategy policies CSP35, CSP42 and the Open Space Provision on New Housing Developments SPD.**

- 23 The development hereby permitted shall not begin until a scheme for education provisions have been submitted to and approved in writing by the Local Planning Authority in accordance with Core Strategy policy CSP42 and Planning Advice Note 33 Financial Contributions to School Places. The provisions shall be made in accordance with the approved arrangements and timescales.

**Reason: In order to ensure that there is sufficient capacity at local schools to accommodate children from the development in accordance with Core Strategy policy CSP42 and Planning Advice Note 33 Financial Contributions to School Places.**

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**BARNESLEY MBC - Regeneration & Property**



Scale 1: -----