
2019/0902

Applicant: Mr David Lynch, Keepmoat Homes

Description: Residential development of 93 no dwellings with provision of associated access, car parking and landscaping

Site Address: St Helen's Boulevard, Carlton Road, Barnsley

The application is referred to the Planning Regulatory Board as the recommendation is the subject of a S106 agreement. Objections have been received from 4 residents, and Springwell Learning Community School.

Site Description

The site is accessed off St Helens Boulevard which includes previous site of the Holy Cross Primary School in the northern part and an agricultural field in the southern part. The site is relatively narrow, running in a north-south direction with trees bounding it to the north, east and west and a belt of trees passing through the centre in an east-west direction. To the north is an unadopted road, St Helens Boulevard with the new Springwell Learning Community School beyond and a woodland area. To the east are agricultural fields with Carlton Industrial Estate beyond. To the west are existing dwellings of St Helens Avenue and Oak Head Close and St Helens Place. The site is relatively flat and is currently used for grazing horses in the northern part. To the south it partly shares a boundary with agricultural land and Rotherham Road recreation ground which includes play facilities. An area of grass in the north east part of the application site is used periodically as an unauthorised car park by visitors to the school. A public right of way crosses the site in the southwestern corner (Path no. 81).

Proposed Development

The plans have been amended on several occasions prior to arriving at those now up for consideration. Those now presented to Members are for a residential development of 93 dwellings comprising:

- 13 x 2-bedroom properties
- 60 x 3-bedroom properties
- 20 x 4-bedroom properties

All the properties have off street parking and gardens and there several areas of informal open space on the site with a surface water attenuation tank located underneath the open space close to the entrance as part of the drainage strategy. The majority of trees are retained within the site with sufficiently large gardens acting as a buffer and a detailed landscaping scheme is proposed.

The applicant proposes to provide the full range of contributions comprising: 10% affordable housing, commuted sums towards providing additional school places, compensation for loss of land from the greenspace register, monies towards off site play provision and formal recreation and a sustainable travel contribution.

History

2019/0196 Residential development of 101 dwellings with provision of associated access, car parking and landscaping – Withdrawn to enable further discussions to take place between the applicant and Officers on changes to the plans.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Site Allocation: The site is located within Urban Barnsley

Site specific policy HS 16:

*Site HS16 Site to the east of St Helens Avenue Indicative number of dwellings 96
The development will be expected to retain the woodland at the north-east corner plus the hedgerows in the northern half of the site. These should be buffered and managed. 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.*

Part of the site is also allocated as greenspace as it was previously school grounds Holy Cross Deanery C of E VA Primary School

SD1 'Presumption in Favour of Sustainable Development'.

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

LG2 'The Location of Growth'

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

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

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

H7 'Affordable Housing' seeks 10% affordable housing in this area

T3 'New Development and Sustainable Travel' The site is located in the Accessibility Improvement Zone

T4 'New Development and Transport Safety'

D1 'High Quality Design and Place Making'

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

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

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

CC1 'Climate Change'

CC2 'Sustainable Design and Construction'

CC3 'Flood Risk'

CC4 'Sustainable Urban Drainage'

CL1 'Contaminated and Unstable Land'

Poll1 'Pollution Control and Protection'

PI1 'Infrastructure and Planning Obligations'

SPD's

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

Other

South Yorkshire Residential Design Guide

NPPF

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

Consultations

Affordable Housing – 10% affordable housing required

Air Quality – EV charging points required

Biodiversity – No objections have been received.

Contaminated Land – No elevated levels of contamination on site and so no conditions are required.

Design – Have been involved in the process that has resulted in the plans evolving and changing to the present position.

Highways Drainage – No objection subject to conditions

Education – A contribution towards primary and secondary education is required

Highways DC – No objection subject to conditions

Forestry Officer –No objections subject to conditions.

Pollution Control – no objections

Public Rights of Way - No objection subject to securing link path to Rotherham Road recreation ground through the S106 Agreement.

Superfast Broadband – A standard condition is proposed.

SYMAS – No objections subject to coal authority standing advice

Coal Authority – The site does not fall within a high-risk area so there are no objections subject to an informative with Coal Authority standing advice

South Yorkshire Archaeology Service – No objections and have confirmed that no further investigations required

SY Police – Secured by Design recommended

Yorkshire water- No objections have been received.

Ward Councillors – Cllr Sarah Tattersall is concerned that Springwell School uses part of the site for parking and have erected a sign on the land, both without authority

Representations

The application was advertised by neighbour notification letters, site and press notice. Objections were received from 5 addresses. The following concerns were raised:

- Proximity to existing dwellings and loss of view, impact on outlook
- Lack of publicity
- The area already has many new houses
- Highway concerns including parking and queuing
- Existing infrastructure (poor road condition, water pressure, sewage system and GP) cannot support additional housing development
- Loss of green space and trees will be detrimental to the ecology and wellbeing which will also be affected by noise and light pollution
- Resident previously wanted to purchase land to ensure they were not overlooked but were refused
- Bats use the site
- Existing primary and nursery school are already oversubscribed

- Devaluation of houses
- Impacts of construction

Springwell School objects as the proposal does not address parking issues and congestion at each end of the school day on St Helen's Boulevard which also forms the access to the school.

Assessment

Principle of Development

The site is allocated for residential development in the Local Plan by site specific policy HS16. As such, the principle of residential development on this site is acceptable, subject to assessment against other local plan policies and any material considerations. The application proposes 93 dwellings which compares closely with the indicative number of houses required in the site-specific policy of 96, with a mix of house types. The proposal is considered to comply with site specific policy HS16 and Local Plan Policy H6 Housing mix and efficient use of land.

Visual Amenity

The proposed layout comprises one spine road running approximately north south with small cul de sacs off. This would provide a similar character to St Helens Avenue adjacent to the west. The housing mix comprises detached and semi-detached dwellings of two and two and a half storeys and following detailed discussions with officers the parking of the site has been designed to provide more tandem parking to frontages which enables more soft landscaping to be more prominent to the entrance of the site and along the spine road. Design and materials are simple with a choice of two brick colours of buff and multi red/brown, with grey or red concrete tile roof with white doors windows and rainwater goods.

The application also proposes to retain the majority of existing trees which are located to the boundaries in the northern part of the site and the majority of trees in the east-west tree belt that separates the northern part of the site from the south part. Minimal trees loss is proposed in order to provide access to the south part of the site and would provide an attractive backdrop to the new dwellings. Several more informal areas of open space are provided on the site to the north, centre and in the south east corner of the site that contains the existing public footpath, which could be improved using S106 monies.

In terms of other visual amenity considerations, the majority of the site is relatively open and clear of features. Tree protection details and an arboricultural method statement have been provided. One objector considers that the loss green space and trees will be detrimental to the ecology and wellbeing. However, few trees are being lost as the result of the proposal and ecological mitigation and enhancement shall be provided through a detailed landscape scheme.

Overall the amendments to the submitted plan would result in an attractive open layout with plentiful soft landscaping to frontages, green areas to the entrance to St Helens Boulevard and on entering the spine road, with simple semi-detached and detached dwellings set against a well treed backdrop. As such the proposal acceptable in visual amenity terms, complying with local Plan Policy D1.

Residential Amenity

Residential amenity considerations are the most sensitive issue with the application overall given that existing dwellings are orientated to overlook the site at present in its open and green form. Objectors have raised proximity to existing dwellings and loss of view, impact on outlook as a concern. Councillors will be aware that loss of view is not a material planning consideration. In this case, the presence of the existing boundary trees in the northern half of the site, provide substantial screening and the applicant has proposed large rear gardens to provide a buffer to the trees. This has resulted in rear gardens which are substantially greater than required and distances between existing and proposed dwellings to be very generous.

In the southern part of the site there are few boundary trees to provide screening. However, the minimum 10m distance to rear garden boundary is achieved, as is the minimum amount of private external amenity space. In addition the spacing distances between the existing and proposed dwellings satisfy the minimum requirements in the SPD and are acceptable in residential amenity terms.

Overall Officers are satisfied that residential amenity of existing dwellings is maintained to a satisfactory level, in accordance with Local Plan Policy D1 and in accordance with adopted SPD Design of housing development.

Internally, following protracted negotiations and substitution of house types, the house types proposals now meet with the minimum room sizes set out in the South Yorkshire Residential Design Guide in the majority of cases with only a small percentage of 2 bed dwellings not meeting the minimum.

Overall the proposal is considered acceptable in accordance with Local Plan Policy D1 and the adopted guidance in the South Yorkshire Residential Design Guide.

Highway Safety

There is an existing access to the site from St Helens' Boulevard which serves the site that would need to become adopted. Highway concerns have been received regarding congestion and Highway Safety and Springwell School has objected due to potential congestion due to parking issues. However, the parking that currently takes place at the northwest corner of the site close to the school lies within Council owned land and is unauthorised parking. It is not for a matter for a private developer to provide additional parking to visitors to the school as part of this planning application. Instead is for the school to provide alternative parking arrangements for its staff and visitors. Whilst the school also has concern about congestion during school drop-off and pick up times, the Local Highways Authority has not raised any objections, subject to conditions. Similarly, the Highways Authority has not raised concerns about parking or congestion as a result of the proposal which proposes to have adequate parking in accordance with the adopted SPD and relevant local plan policies. Additionally, one EV charging point is proposed for each dwelling and covered cycle storage will be provided for each dwelling without a garage. Whilst one objector has raised the condition of existing highways as a concern, this is not a material planning consideration in the determination of the application. A condition requiring a highway condition survey to mitigate against the effects of construction traffic is however, proposed. The application is considered to accord with Local Plan policy T4 New Development and Transport Safety and T3 New Development and Sustainable Travel.

Drainage/Flood Risk

The site is located within Flood Zone 1 (low risk). Surface water drainage is proposed to be via an underground attenuation tank located at the north of the site. No objections have been raised from highways drainage, subject to conditions. Overall therefore the proposal is regarded as being acceptable with regards to flood risk and drainage considerations.

Trees and Ecology

The Forestry Officer has no objections in principle and considers that the proposal is a significant improvement over the previous application and confirms that the latest revision (REV U) addresses previous concerns in relation to impacts on trees. There would be some minor impacts on the trees due to works. However, the Forestry Officer considers this could be addressed through an arboricultural method statement required by planning condition. Plot 90 is located sufficiently close to trees to raise concerns regarding the over shading at the rear as it is in close proximity to the retained woodland. On checking Plot 90, this is a Brantwood house type which is a 2 bed flat over a garage. The rear elevation has only 2 small windows which comprise a landing and bathroom rather than habitable rooms. On balance therefore, it is considered that the amenity of future residents would not be compromised by the proximity of the plot to the adjacent trees and the proposal is acceptable on this point. In terms of landscaping, the Forestry Officer considers that the level of new tree planting proposed in the landscaping scheme exceeds the number of trees to be removed and increases the species diversity. It is also noted that where practical large growing natives such as Oak, Beech and Lime have been incorporated into the scheme. Overall the proposal is considered to be acceptable on this point. The applicant has also submitted a Preliminary Ecological Appraisal and Knotweed report. One objector has also suggested that bats use the site. However, no objection has been received from the Council Ecologist. Ecology enhancements proposed are 10 no bird boxes, 9 no bat boxes, and gaps fences will be created to allow hedgehogs to move throughout the site. Overall the proposal is considered to accord with Local Plan policy BIO1.

S106 – Affordable housing, off-site public open space, greenspace compensation, education and sustainable travel

The application proposes to provide the full suite of provisions required on major housing developments by Local Plan policies and the relevant adopted Supplementary Planning Documents. The agreed provisions are summarised as follows:-

- Affordable Housing - Local Plan Policy H7 states that housing developments of 15 or more dwellings will be expected to provide affordable housing, with 10% affordable housing provision expected in the Carlton area. These will be provided on site
- Education contributions - This development would have a pupil yield of 20 primary and 14 secondary pupils and a S106 contribution would be required as follows:

Primary – 20 pupils at £16,000 =	£320,000
Secondary = 14 pupils at £16,000 =	<u>£224,000</u>
Total	£528,000

- Compensation for loss of greenspace, calculated. £125,640 per hectare of green space that will be lost to development. The contribution has been calculated using the Council's current land valuation for amenity land which equates to £29,640 per hectare, and the cost of providing 1 hectare of informal open space including 15 years maintenance which equates £96,000. In this case, the area of loss greenspace land comprises 2.07 ha equating to a Contribution of £260,451.72
- Contribution towards off site open space Based on the unit split shown on the submitted planning layout plan, and in accordance with the figures in Appendix 2 of the SPD the total off-site contribution for this application would be **£151,409.68** which is calculated as follows:

Equipped children's play

2 bed dwellings x 14 x £503.51 = £ 7049.14
 3 bed dwellings x 60 x £604.48 = £36268.80
 4 bed dwellings x 20 x £705.47 = £14109.4
 Subtotal £ 57427.34

Formal recreation

2 bed dwellings x 14 x £824.41 = £11541.74
 3 bed dwellings x 60 x £989.01 = £59340.6
 4 bed dwellings x 20 x £1155.00=£23100.00
 Subtotal £93982.34

- Sustainable Travel
 93 units x daily person trip rate (10) x £ per trip (100) x 25% reduction =
 Contribution of £69,750.00

Total contributions = £1,009,611.40 plus 10% affordable housing

An EV charging point will be provided for each dwelling as would cycle storage for each dwelling without a garage. Overall the proposal is wholly compliant with the requirements of Policy I1 Infrastructure and Planning Obligations which states that development must contribution as necessary to meet all onsite and off-site infrastructure requirements to enable development to take place satisfactorily.

Other Matters

Concerns were raised by objectors about the following:

- Lack of publicity –The application was advertised by press notice, by several site notices, and by notification letters to 62 individual properties, the application was also available to view on the Councils website. The Council considers that ample publicity was undertaken for the proposal which exceeds statutory requirements
- The area already has many new houses – the application site has been allocated for housing in the adopted Local Plan and therefore housing is an appropriate use in this location as Barnsley needs over 21,000 new houses by 2033
- Existing infrastructure (water pressure, sewage system and GP) cannot support additional housing development – these are not material planning considerations

- Ecology and wellbeing will be affected by noise and light pollution and impacts of construction– no objections have been raised by the Pollution Control officer with respect to noise and construction
- Resident previously wanted to purchase land to ensure they were not overlooked but were refused – this is not a material planning consideration
- Devaluation of houses – this is not a material planning consideration

Conclusion

In summary the proposals are judged acceptable in that the principle of residential development is established through the site-specific policy H16 that allocates the site specifically for this purpose.

The indicative number of dwellings in the policy is 96 and the application is close to this at 93, but importantly, retains several small areas of open space and the majority of trees existing on the site. The layout is attractive with large rear gardens which provide a buffer to the trees and a large amount of parking to front of dwellings is proposed to be tandem parking rather than side bay side which allows a greener frontage. A detailed landscaping scheme is proposed.

The layout house types provide an appropriate mix of house types and a small but appropriate mix of materials. One EV charging point would be provided to each dwelling and cycle storage provided where there is not garage. The applicant also proposes to provide the full suite of contributions required by Local Plan policies and adopted SPD's resulting in 10% affordable housing and over £1million worth of commuted sums which would be used to compensate and mitigate the effects of the proposal and provide for appropriate infrastructure in line with the requirements of the various Local Plan policies and Supplementary Planning Documents. Proposals which accord with an up to date Development Plan should be approved without delay taking into account the statement within paragraph 11 of the NPPF and accordingly the Officer recommendation is one of approval subject to completion of a S106 Agreement covering the matters explained in this report and the accompanying conditions.

Recommendation

Grant subject to conditions and a S106 Agreement (Affordable housing, public open space, compensation for loss of green space, sustainable travel and education contributions).

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission:
P1931.01 Rev U - Planning Layout
1931.01 Rev U - Planning Layout (Colour)
1931.03 Rev E - Materials Layout
1931.06 Rev F - Boundary Plan

KMH-TURTON-SHEET-201
KMH-ABBEY-END-AS-ISSUE 1-SHEET-201
KMH-BANBURGH-END-AS-ISSUE 1-SHEET-201
KMH-CADDINGTON-END-AS-ISSUE 1-SHEET-201
KMH-CAMBRIDGE-DET-AS-ISSUE 1-SHEET-201
KMH-EATON-DET-AS-ISSUE 1-SHEET-201
KMH-HARDWICK-DET-AS-ISSUE 1-SHEET-201
KMT-CADDINGTON-S-END-AS-ISSUE 1-SHEET-201
KMT-BRANTWOOD-END-AS-ISSUE 1-PLOT 70
KMT-BRANTWOOD-END-AS-ISSUE 1-PLOTS 71 & 90

44_12501429_C020_P11_PLOT DRAINAGE SHEET 1 OF 4
44_12501429_C020_P12_PLOT DRAINAGE SHEET 2 OF 4
44_12501429_C020_P13_PLOT DRAINAGE SHEET 3 OF 4
44_12501429_C020_P13_PLOT DRAINAGE SHEET 4 OF 4

101-LD-01-REV K
101-LD-02-REV K
101-LD-03-REV K
101-LD-04-REV K
101-LD-05-REV J
101-LD-06-REV E

Noise Survey
Transport Assessment
Travel Plan
Ecology Survey
Arboricultural Method Statement
Archaeology Survey
Knotweed Report
Flood Risk Assessment
Pre commencement Highway Condition Survey

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 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.
- 4 All planting, seeding or turfing and ecological enhancement provisions 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 Local Plan Policy BIO1 Biodiversity.

- 5 No development shall take place until full foul and surface water drainage details, including a scheme to reduce surface water run and a programme of works for implementation, 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.
Reason: To ensure proper drainage of the area in accordance with Local Plan Policy POLL1 Pollution Control and Protection.
- 6 Prior to the first occupation of the development hereby permitted the vehicular and pedestrian routes shall be provided and thereafter retained in at 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 adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety.
- 7 The gradient of the vehicular access shall not exceed 1 in 12 throughout the site.
Reason: In the interests of the safety of persons using the access and users of the highway.
- 8 Notwithstanding submitted details 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
- The erection of fencing 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 Local Plan Policy BIO1.
- 9 Prior to first occupation of the development hereby permitted, details for the provision of electric vehicle charging points (EVPC's) shall be submitted to and approved in writing by the Local Planning Authority. These EVCP's shall be installed in accordance with the approved details prior to first occupation of the development and retained thereafter available for that specific use.
Reason: In interests of promoting sustainable travel opportunities in accordance with Policy I1 of the Local Plan.

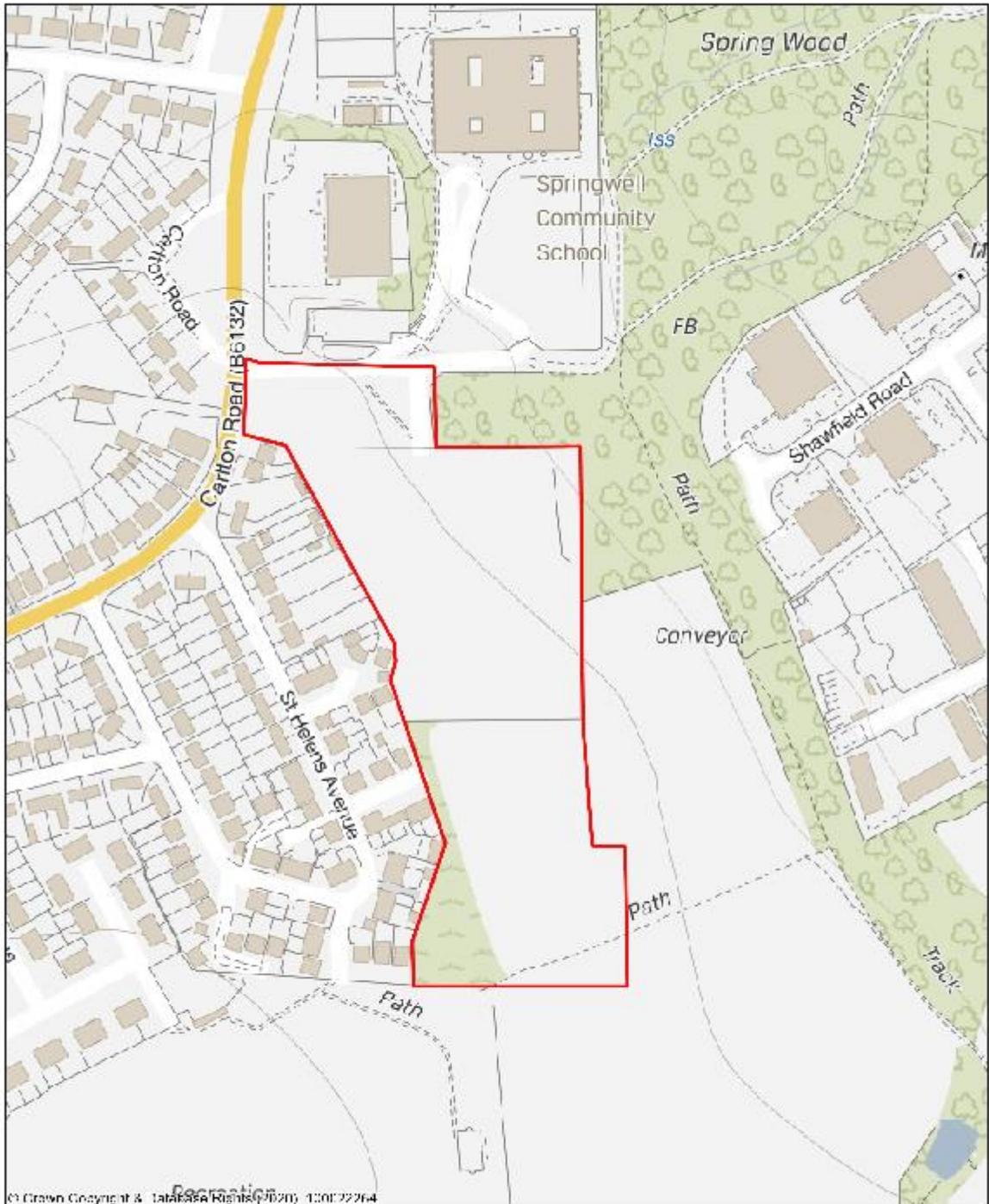
- 10 The boundary treatment shown on approved plan 1931.06 Rev F - Boundary Plan shall be completed before each plot is occupied and shall be retained thereafter.
Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property in accordance with Local Plan Policies GD1 General Development Policy and D1 High Quality Design and Place Making.
- 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:
- The parking of vehicles of site operatives and visitors
 - Means of access for construction traffic
 - Loading and unloading of plant and materials
 - Storage of plant and materials used in constructing the development
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - Wheel washing facilities
 - Measures to control the emission of dust and dirt during construction
 - Measures to control noise levels during construction
- Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Local Plan Policy T4 New Development and Transport Safety and Local Plan Policy D1 High Quality Design and Place Making.**
- 12 The measures, monitoring and evaluation strategy detailed within the approved Travel plan shall be implemented in full in accordance with the timescales laid out within the document immediately following occupation of the development and shall be continued thereafter for the lifetime of the development.
Reason: In interests of promoting sustainable travel opportunities in accordance with Policy I1 of the Local Plan.
- 13 The site shall be developed with separate systems of drainage for foul and surface water on and off site. The foul water pump rate shall not exceed 4.75 l/s (four point seven five) litres per second and the surface water discharge rate shall not exceed 25 l/s (twenty five) litres a second.
Reason: In the interest of satisfactory and sustainable drainage
- 14 All in curtilage planting, seeding or turfing or ecological mitigation measures comprised in the approved details of landscaping (plan refs) 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'.

- 15 All out of curtilage planting, seeding or turfing or ecological mitigation measures comprised in the approved details of landscaping (plan refs) 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. Any 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'.
- 16 Prior to commencement of use hereby permitted the vehicular access shall be upgraded / widened and constructed in accordance with the BMBC construction specification and to have a visibility splay to the east of 2.4 x 23m. 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: In the interest of highway safety and traffic movement.
- 17 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 garage / 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 Local Planning Authority.
Reason: To retain the garage / car spaces for parking purposes.
- 18 Before any dwelling is first occupied the roads and footways shall be constructed to binder course level from the dwelling to the adjoining public highway at St Helens Boulevard in accordance with details of a phasing and completion plan to be submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.
Reason: To ensure streets are completed prior to occupation and satisfactory development of the site.
- 19 No building or use hereby permitted shall be occupied until pedestrian visibility splays of 2 x 2m to the back edge of the footway shall be provided at the proposed drive. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.6m to the rear of the footway/ verge which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety.
- 20 No development shall be commenced until full engineering, drainage and street lighting and constructional details of the streets proposed for highway adoption have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details.
Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety.

- 21 Prior to the first occupation of each dwelling hereby permitted, the proposed accesses, driveways, on-site car and cycle parking, and turning shall be laid out in accordance with the approved plan. Driveways and vehicle parking areas accessed from the approved streets must be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.
Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard.
- 22 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.
- 23 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.
- 24 Upon commencement of development details of the siting of the sales cabin, and parking for staff and customers visiting the site, shall be 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 new development and transport safety, highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.

PA Reference:-

2019/0902



BARNSELY MBC - Regeneration & Property

Scale: 1:2500

