
2019/0089

Applicant: Premier Construction Group

Description: Demolition of existing bungalow and the development of 235 no. dwellings with formation of new access, car parking, landscaping and public open space

Site Address: 58 Lundhill Road, Wombwell, Barnsley, S73 0RJ (Former Wombwell High School Site)

The site is presented to Members as the application is subject to a S106. 130 representations have been received from residents over 3 separate consultation processes.

Site Description

The site consists of 58 Lundhill Road and the former high school site for Wombwell which was closed in 2012 when it merged with the former Darfield Foulstone School on a new site known as Netherwood ALC. The site is set over three platforms with the lower two being open and accessible. The top field, where the school building was located, is fenced off.

The land is generally flat with some significant changes in levels between fields and a slight change in level towards the south of the site as the land slopes downhill and away from the boundary. The three platforms are all grassed fields with trees and scrub focused around the edges; including on the banking areas. There is also a small woodland to the north east.

The north-west boundary is predominantly defined by the rear boundaries of existing residential development along Roebuck Street with the northern end of this edge abutting Wombwell Park Street Primary School. The north-eastern edge of the site abuts residential development. The eastern edge of the site is formed by Gypsy Lane. The south eastern edge is defined by rear boundaries of residential development along Lundhill Road. The south west boundary is open parkland, washed over as green belt with Lundhill Playing fields also being located here.

Proposed Development

The application proposed is for a mixed-use site with a residential scheme of 235 units and land set aside for a primary school. Levels across the site are broadly retained as they are now with some grading along the proposed highway routes.

The residential development is spread over the three platforms and made up of a mix of units as follows:

34 x two bedroom dwellings
126 x three bedroom dwellings
75 x four bedroom dwellings

Within this are 16 bungalows and 12 affordable properties (2 of which are bungalows).

There are 13 housetypes proposed and materials are mixed with both buff and red brick as well as stone being used with grey or red roof tiles. The properties range from single to 2 ½ stories in height but are predominantly 2 storey.

2 hectares of the site is retained for a new primary school. This is located towards the centre of the site in between the two main areas of housing. The detailed design of the school will be subject to a further planning application and delivered by a separate developer. Access into the school will be from Lundhill, via the proposed access into the wider site and traffic associated with this is included in the applicants Transport Assessment. The option to retain the previous access from Roebuck Street as a pedestrian and / or staff access will be explored as part of the detailed design of the new school.

Access into the site for all the development is from Lundhill Road and is aided by the demolition of no.58 Lundhill Road. There is no access from Gypsy Lane; this is an amendment from the scheme originally submitted. The alignment and width of Gypsy Lane is largely retained as it is, with an amendment at the junction to the site to restrict left in / right out manoeuvres.

At the entrance to the site, an area of greenspace is proposed with a play park. In addition, the woodland to the north east is retained with a circular footpath. A 3rd area of greenspace is located adjacent Gypsy Lane, on the northern platform of the site.

A new footpath access to and from the Green Belt and sports pitches to the south is also included.

History

2012/1007 – Demolition of Wombwell High School (prior notification)

2012/1226 – Formation of temporary haul road to facilitate demolition of school

Policy Context

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).

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.

Site Allocation: MU6 Mixed Use

The policy seeks to secure 250 dwellings and 2 ha for a primary school. Development is expected to provide a new access and any necessary highway interventions at Lundhill Road and Park Street.

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 10% of new homes to be built in Wombwell

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

Policy H7 'Affordable Housing' seeks 10% affordable housing in Wombwell.

Policy T3 'New Development and Sustainable Travel'

Policy T4 'New Development and Transport Safety'

Policy D1 'High Quality Design and Place Making'

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

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

Policy 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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Sections of relevance would be:

Section 5 – Delivering a sufficient supply of homes

Section 11 – Making effective use of land

Section 12 – Achieving well designed places

Consultations

Affordable Housing – In this case we have agreed with the developer to provide 5% of dwellings as affordable. We would therefore expect the proposed scheme to deliver 2x2 bed bungalows, 2x3 bed houses and 8x2 bed houses all for affordable rent, split across the site.

Biodiversity Officer – Approve subject to conditions and appropriate mitigation

Coal Authority – Does not fall within the defined Development High Risk Area.

Contaminated Land – No objections subject to a condition securing further investigation.

Drainage – No objections subject to conditions

PROW – There are no recorded public rights of way within the site. There is a public footpath running along south western boundary. There is potential for a link to the existing public footpath to the south west of the site.

Regulatory services – No objection subject to conditions.

Education – this development would have a significant impact on the supply of primary school places within the area. We would therefore request a contribution to provide primary school places for the additional pupils generated. There is, however, sufficient capacity to accommodate the additional secondary pupils.

Sport England – Objection to the loss of the pitches on the site. However, subject to suitable compensation being secured and further consultation between the Council and Sport England as to how these funds are spent, this objection can be lifted.

Highways – No objections subject to conditions.

South Yorkshire Police – No objections, detailed design comments only.

SYMAS – Have acknowledged that the applicant has provided a ground investigation report which indicates the site is free from mining legacy issues.

Trees – No objection subject to conditions

Waste – No objections

Yorkshire Water – No objections subject to conditions.

Representations

Consultation on the application was initially undertaken in February with a second round in August on an amended layout. It was advertised in the press, by neighbour notification letters and site notices in both cases. 83 comments were received from residents during the first rounds and 33 in the second round the following concerns:-

- The access is not acceptable; Gypsy Lane is a single track road with a blind bend;
- The roads are not suitable for construction traffic;
- Increased traffic on Lundhill Road which is unsuitable and there are already lots of cars parked on both sides;
- The traffic report submitted with the application is not suitable, based on poor surveys and the wrong traffic data;
- There is already 150 house proposed on Lundhill Road increasing traffic on this route;
- There should be traffic lights and a crossing at the bottom of Lundhill Road / Park Street;
- The bus stop on Park Street should be relocated;
- The school traffic and drop off parking associated with it will cause more problems;
- The route to Hemmingfield is a single tract road and unsafe;
- Alternative or additional access routes should be considered;
- Increased traffic will increase air quality issues;
- Don't want the bottom of Gypsy Lane blocked off;
- Gypsy Lane should be left as it is;
- Contractors, builders and deliveries will use Gypsy Lane for access and parking and residents will be disturbed by vehicle lights;
- The Wath Road / Lundhill Junction is a blind corner and dangerous already;
- Roads in the area are already used by people to cut through / avoid traffic signals;
- Beech House Road should be improved;
- Traffic report says people will walk or use bikes but this won't happen;
- It is already difficult to turn out of residential streets onto Lundhill because of parked cars;
- The road surface is already poor and will be damaged by construction vehicles and delivery;
- There should be more accesses;
- The bottom end of Gypsy Lane should be used as access;
- Why can't the old haulage road be used?
- An access road should be built onto the Parkway;
- Dove Road will become a cut through;
- The development is too large, too many houses proposed;
- The school should be on the bottom field;
- Loss of an important and well used greenspace and sports pitches;
- Sport England should be consulted and the loss of sports facilities is unacceptable based on their policies;
- The site is not truly mixed use as it is for a school and residential only;
- Impact on biodiversity;
- The sub-station will make a buzzing noise;
- There are no plans to build the primary schools or funds for it;
- The levels on the site are already artificially altered – impacts on drainage;

- There is no build programme or phasing and construction will impact on residents in relation to noise and dust;
- Where will the site compound be, this is likely to be on the greenspace and will impact on residents;
- Trees on Gypsy Lane are too high and need removing;
- 2.5 storey houses next to properties on Poplar Road where levels mean these will be overbearing;
- Concerns about drainage and flooding;
- Lack of schools and GPs and increased impact on services including waste collection;
- Affordable housing will cause problems with residents not looking after properties in the area;
- Residents shouldn't be asked to pay more council tax when they are getting less for their money;
- There is antisocial behaviour in the woodland on the site and it is not maintained;
- The bottom field (to the east of the site) should be kept as open space;
- Concerns about health and safety during building works;
- Safe access should be made to the golf course, adjacent greenspace and beyond to the west of the site;
- The Local Plan consultation, when the site was allocated, was insufficient;
- The planning application consultation has been insufficient / badly run;

One letter of support has been received from a resident on Roebuck Street.

In addition, a number of residents have raised the following concerns about the sale of the site by the Council. However, it should be noted that these issues sit outside of the planning process:

- The developer owns 58 Lundhill and is forcing the Council to use him for the site;
- The developer only has plans to build the middle part of the site, what happens to the rest;
- Is the Council working with any other developers or is the developer going to get the whole site;
- Concerns that the developer is not able to deliver the houses;

A further, final round of consultation was undertaken in February 2020 following receipt of an amended layout with no access from Gypsy Lane. This consultation was advertised by neighbour letters and site notices. 19 letters were received in response raising the following:

- Welcomed the change in access and that Gypsy Lane now won't be used or blocked.
- Concerns about the impact of additional traffic on Lundhill Road and at the junction of Lundhill with Park Street / Wath Road and Everill Gate Lane.
- School children cross Lundhill Road at the junction to get to the existing school on Park Street and it is not safe.
- Residents on Everill Gate Lane have not been considered, getting out of this junction is already dangerous.
- Lundhill Road is already too busy with a lot of on street parking.
- It is already difficult to exit side streets onto Lundhill Road because of traffic and parked cars.
- Traffic will route through Hemmingfield which is not safe.
- One single access point is not enough or safe. Other accesses should be considered such as onto Wentworth View or Roebuck Street.
- Loss of a widely used greenspace.

- When the high school was on the site the greenspace was properly maintained, and residents used it a lot including for sport. There are no suitable replacement facilities and the lack of maintenance has robbed residents of this facility.
- Impact on wildlife and loss of habitat.
- The substation will have a negative impact on properties.
- Air pollution from the additional traffic.
- There should be a separate exist onto Lundhill Road for Gypsy Lane.
- The levels are not clear, and the site has been artificially levelled / raised by the school.
- 2 and 2 ½ storey properties shouldn't be opposite bungalows.
- Will the s106 benefit residents in the area?
- The sewers cannot take the additional waste.
- Parking and traffic associated with the proposed school will cause additional issues.
- How will HGVs access the site?
- Services are already struggling, more houses will mean more people and a greater demand for doctors, schools, dentists etc.

Councillor Kitching has also objected to the application in relation to highway concerns and the lack of mitigation for the loss of playing field space.

Assessment

Principle of development

The site is allocated in the local plan for mixed use under site specific policy MU6 which states: *this site is proposed for mixed use for housing and a primary school. The indicative number of dwellings proposed for the site is 250. Two hectares of the site is proposed for a primary school. The development will be expected to provide a new access and any necessary highways interventions at Lundhill Road and Park Street.*

The proposed development complies with this policy being for a residential development accessed from Lundhill Road and with 2ha of land retained for a primary school.

The number of units, at 235, is below the 250 indicative number; and below the 40 dwellings per hectare (dph) as required by Local Plan Policy H6. However, the density and design of this development has been arrived at during the application process and taking account of the constraints on the site and wider context and character of the area it is acceptable in this case. These constraints and design considerations are covered in more detail in the following report.

The proposed development will lead to a loss of green space which includes some former sports pitches. In order to meet the requirements of Local Plan Policy GS1, there is a requirement to assess the wider greenspace in the area and provide appropriate replacement which can be secured through compensation in accordance with the Open Space Provision on New Housing Developments SPD. The former Wombwell High School closed in 2012 and the buildings were demolished that year. Set over three platforms, the school building was located to the west of the site, on the top platform, with a cricket pitch. The other two platforms were used as playing fields. The loss of these sports facilities was considered when the site was allocated in the Local Plan; Sport England was consulted as part of this process. The facilities on the former school site were, in part, replaced on the new Netherwood ALC when Wombwell High School and Foulstone school were merged. This new school includes a full size 3G floodlit Astro Turf football pitch, 3 grass football pitches, 2 full size rugby pitches and 5 multi use tennis / netball courts, all of which are available for community hire. An additional 3 ha of playing pitches are also required on the

Foulstone School Playing Field Site (Local Plan Policy HS79) when it is brought forward for development.

With regards to this application, paragraph 9.7 of the Local Plan confirms that on allocated sites currently functioning as Green Space, compensation is required in accordance with Local Plan Policy GS1 and the accompanying Open Spaces on New Housing Developments SPD. In addition, a contribution towards the improvement or provision of formal recreation is also required as none is provided on site. These funds will be used to improve formal recreation provision (sports pitches, courts, greens etc) in the area and / or provide new ones. Sport England have been consulted as part of this application process and have objected to the loss of the playing pitches; however, they have confirmed that subject to this compensation being secured, they will remove their objection to the development of this site. Members should be aware that where a local planning authority propose to approve an application which Sport England have objected to; the authority is required to refer the application to the Secretary of State as soon as practicable. Sport England have been clear in their response that the amount of money secured under GS1 is acceptable but that they wish to agree the details of how the funds secured will be spent and that their objection will only be lifted subject to these details being incorporated within the signed S106 Agreement. Officers have sought to commence this consultation process with Sport England with a view to agree these details. Should this not be possible, and Sport England do not lift their objection, then Officers will refer the application and detailed agreement to the Secretary of State, if Members are minded to approve the application, before formally issuing the decision.

It is Officers view that the proposed is acceptable in principle and should be determined in accordance with the Local Plan. An assessment of how the site accords with other policies in the Plan is below:

Visual amenity

As the site is open to the wider area with residents able to enjoy views and access to most of it (the top platform is fenced and gated) it has a high amenity value. Therefore, whilst Members will be aware that there is no right to a view, it is accepted that the development of this site has an impact on visual amenity. This is reflected in the comments received to this planning application. The impact is mitigated in part by the layout which includes three areas of greenspace all of which are located to the site boundaries, near existing properties. In addition, the proposed school site will retain large open areas when developed.

The design and layout of the residential scheme has been amended following consultation, taking account of resident's concerns; with input from the Council's Design Officer. This has resulted in the scheme presented to Members. The school has been relocated so that it occupies a prominent position within the site, giving a sense of arrival when entering the site and ensuring maximum accessibility. The greenspace at the entrance to the site, with a children's play park, adds to this sense of arrival. Whenever possible; large blocks of houses have been broken up and side parking provided. This allows permeability of views through the site, breaking up the bulk of the overall development. Landscaping along the frontages and at street edges further softens the street scene. The applicant has provided 13 different house types and proposes to use a pallet of materials to create interest and visual breaks. This has resulted in a development which will be of a high quality and will site well within the existing area.

The proposed will lead to the loss of several trees on the site however, a good number are retained, and this has increased following the various amendments to the scheme. Retained trees include the woodland area in the site (to the east) along with trees along the boundaries. A band of trees between the eastern two platforms is also retained along with some scattered trees on the proposed primary school site and to the western boundary. Nevertheless, trees are lost as a result of the development and whilst the quality of the trees being removed is not enough to warrant an objection, a detailed landscaping scheme with appropriate replacement planting is required. This can be secured by condition and the applicant has provided details regarding the protection of those trees retained, in accordance with local plan policy BIO1. It is worth noting that the wooded area and several trees on the boundaries of the site will be covered by a management scheme which will be beneficial in the longer term as effective management is likely to result in better quality trees.

A boundary treatment plan has been provided with the application. This includes railings to greenspaces with restrictive gates to ensure against motor vehicle access, walls and fences to residential boundaries and a low wall with railings above along the south western boundary with the green belt, softening the view of this boundary from the wider area.

Based therefore on this assessment and taking account of the benefits associated with delivering housing to meet local needs, the visual impact is acceptable in this case and the application complies with Local plan Policy D1.

Residential Amenity

The site is surrounded on 3 sides by existing residential properties, these largely back onto the site with only those on Gypsy Lane fronting onto it. The scheme layout mitigates the impact on existing residents through the location of green spaces to the boundaries and by meeting or exceeding the minimum spacing standards as set out in the Design of New Housing Development SPD. Nevertheless, the level changes on site and, in particular at the boundary with Poplar Road to the east, is such that it was requested the applicant relocate bungalows to this part of the site.

Properties on Gypsy Lane are for the most part either facing onto a green space of the side of dwellings with landscaping strips and existing trees retained, softening the impact. Distances are over 21m, well above the SPD guidelines and the properties are well spaced out. A resident has objected to one of these properties being 2 ½ storeys and the impact this will have on the street scene and residential amenity. However, as shown on the sections provided by the applicant, the 2 ½ storey properties are only marginally higher than 2 storey houses. Therefore, taking account of the distance and screening provided by the trees, this impact is considered acceptable. Residents raised concerns about the original layout which included access from Gypsy Lane, alterations along the majority of this road and bollards to restrict vehicles using it as a through route. This amended layout no longer uses Gypsy Lane as an access. The junction into Gypsy Lane is altered in alignment only, to discourage residents and users of the primary school from using this route. This addresses these concerns.

The substation for the site is located at the site entrance, close to the boundary of existing residential properties. The building is 2.4m to the eaves with a very shallow pitched roof. It is 10m from the nearest elevation of no.56 Lundhill Road (as extended) and the boundary treatment along here is already strong, with a dense hedge planted and maintained by the homeowner. Therefore, the impact on the residential amenity for this property is limited. The applicant has also provided further landscaping detail which will screen the substation from other residents to the north and west as well as you enter the site.

Residents along Lundhill Road, to the south west boundary of the site, raised concerns about the two storey terraces and semidetached houses to the rear of their properties and the impact this would have on residential amenity. This has been addressed in this new layout with additional bungalows added to the scheme here.

The loss of the site as a locally accessible greenspace will also impact on residential amenity. This is in part mitigated through the retention and management of publicly accessible greenspace on site. Over and above this, the compensation and greenspace contributions will be used to improve and potentially provide greenspace in the wider area. Finally, access to the existing fields to the south west of this site is provided through the development. Therefore, taking account of the benefits associated with housing delivery, it is considered that this impact is acceptable.

Internally, the layout provides a good mix of properties with interspaced greenspaces and achieves the various distances set out in the Design of New Housing Development SPD and South Yorkshire Residential Design Guidance, in accordance with Local Plan Policy D1. Therefore, it is acceptable in residential amenity terms. Permitted development right will be removed from plots 110-131 to ensure any future extensions are fully assessed.

Highway Safety

Whilst the application is for full planning approval, there are no detailed plans provided for the school within the site, as this is not included within the red line boundary of this application. However, the applicant has included the traffic requirements of a school within both the Transport Assessment and Framework Travel Plan documents.

The application takes access off Lundhill Road at a similar location to the current Gypsy Lane junction. The proposals are to create a replacement junction providing more direct access to the site and relocate the Gypsy Lane junction from the new access road within the site, rather than direct from Lundhill Road. The assessment demonstrates a suitable access junction can be created in line with technical details within Manual for Streets.

The current layout takes account of consultation comments and provides for limited changes to Gypsy Lane. An arrangement is provided at the junction with the proposed site access road that aims to deter use of Gypsy Lane by development generated traffic. As such, the only changes to Gypsy Lane are proposed to be the relocated and realigned southern junction, currently with Lundhill Road.

Further to a review of the updated transport assessment it is the Highway Officers view that there is merit in considering minor modifications to the junction of Lundhill Road/Wath Road to ensure safe, secure and convenient access for all users within and surrounding the development in accordance with Local Plan Policy T4. Whilst collisions statistics show only one collision in the vicinity of the junction, details show that this may have involved turning movements from Lundhill Road. The detail and full design of this improvement can be secured via a condition and will be secured prior to development commencing on site.

A suitable Framework Travel Plan has been provided with the application. This will form the basis of future travel planning requirements of the site and will assist in reducing trips to/from the site by private car.

The Transport Assessment provided with the application takes account of nearby committed housing developments and demonstrates that the highway network can accommodate any additional development trips without presenting significant detrimental impact. The assessment also provides a bespoke assessment of the site access junction, where sensitivity testing is provided to demonstrate a minimal queue within the site should all school arrivals occur within a 15 minute period, instead of linear hourly spread of traffic demand in the standardised junction modelling test. The modelled queue within the site and the proposed junction design for Gypsy Lane provide sufficient information to suggest that any impact from the proposed application can be wholly accommodated at the new site access junction.

The application contains a layout that conforms to the requirements of the South Yorkshire Residential Design Guide. Parking is in line with the recently adopted supplementary planning document and swept path assessments have been provided at all key internal junctions and turning areas. Although details of the school use within the site are not available, the application provides indicative bus swept path analysis to indicate a vehicle that could be used for school trips can access the site. Horizontal deflection in the form of pinch points are provided at key points within the internal highways and will act as a speed reducing measure. Noting the gradient of the site, details have been made available confirming that all roads and footpaths will be no greater than a 1:12 ratio.

In accordance with the above, the Council's Highways Section have confirmed that there are no highways objections in its current form

Drainage/Flood Risk

The site is located outside of flood zones 2 and 3 and therefore the part of policy CC4 and national policy requiring developments to be steered towards areas of low risk is complied with. The applicant has provided a flood risk assessment and Drainage Strategy. Two attenuation tanks are provided onsite to allow the rate of release of surface water into the network on Gypsy Lane and Lundhill Road to be controlled. Yorkshire Water and the Council's drainage officer have confirmed this is acceptable in principle, subject to further detail being secured through conditions. Overall therefore the proposal is regarded as being acceptable with regards to flood risk and drainage considerations.

Biodiversity

A Preliminary Ecology Appraisal has been submitted with the planning application which identifies that habitats across the site are largely of a low value. The previous use of the site, the manmade origin of the playing fields and ongoing mowing regime, in conjunctions with the poor-quality soil, is such that the majority of the grassland is species poor. The more sensitive habitats include: the woodland areas, belts of trees around the site and associated scrub and some scattered areas of taller, unmanaged grassland. These are, in part, retained. Further survey work has been provided following initial concerns regarding the impact on foraging bats and nesting birds. These have been agreed by the Council's Ecologist and mitigation measures including landscaping works and bird and bat boxes conditioned to offset the loss of habitat. Therefore, the requirements of Local Plan Policy BIO1 are met.

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

The application proposes to provide the following provisions required on major housing developments by Local Plan policies and the relevant adopted Supplementary Planning Documents:-

- Affordable Housing - Local Plan Policy H7 states that housing developments of 15 or more dwellings will be expected to provide affordable housing. This scheme will deliver 5%, less than the 10% affordable housing provision expected in the Wombwell area. This has been agreed based on the Council's own viability assessment work undertaken to support the adoption of the SPDs, which demonstrated that the Wombwell site could not viably deliver against all the policy requirements. The applicant has included bungalows in the affordable housing offer and all the units will be provided on site
- Education contributions - This development would have a pupil yield of 50 primary and 36 secondary pupils. There is enough capacity to accommodate the secondary school pupils but a S106 contribution would be required as follows:
Primary – 50 pupils at £16,000 = £800,000
Total £800,000
- Compensation for loss of greenspace is calculated at £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 6.23 ha equating to a Contribution of £787,737.20
- 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 £239,270.24 which is calculated as follows:

Formal recreation
2 bed dwellings x 34 x £824.41 = £28,029.94
3 bed dwellings x 126 x £989.01 = £124,615.30
4 bed dwellings x 75 x £1155.00 = £86,625
- Sustainable Travel
235 units x daily person trip rate (10) x £ per trip (100) x 25% reduction =
Contribution of £176,250

Total contributions = £2,003,257.44 plus 5% 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 compliant with the requirements of Policy I1 Infrastructure and Planning Obligations which states that development must contribute as necessary to meet all onsite and off-site infrastructure requirements to enable development to take place satisfactorily.

Conclusion

The former Wombwell High School site is allocated in the adopted Local Plan as a mixed-use site for housing and a new primary school. The proposed planning application is in accordance with this allocation, delivering a high-quality residential development of 235 dwellings whilst retaining 2ha of the site for a new primary school. The access to the site and highway impact has also been assessed based on the Primary School being operational.

The proposed scheme has been amended, following consultation, to address various issues raised with the final layout conforming to Local Plan Policies and mitigation of the impacts of the scheme, along with an appropriate s106 package, has been agreed.

Therefore, the proposed is recommended to Members for approval.

Recommendation

Grant subject to S106

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

- 2 The development hereby approved shall be carried out strictly in accordance with the amended plans and specifications as approved

Location Plan 1876.02 Rev B
Planning Layout 1876.01 Rev X
Materials Plan 1876.03 Rev F
Boundary Treatment 1876.06 Rev F
Boundary Treatments 1876.B.01 Rev A
Cross Sections 1876.21
Cross Sections 1876.11 Rev D
Management Company Plan 1876.10 Rev C
Tree Protection Plan 1 GLW 07 Rev E
Tree Protection Plan 2 GLW 08 Rev E
Tree Protection Plan 3 GLW 09 Rev E
Tree Survey, Arboricultural Impact Assessment and Method Statement Rev E
House Type E2
House Type B 1876.TB.01 Rev A
House Type A 1876.TA.01 Rev A
House Type B 1876.TB.01 Rev A
House Type B Affordable 1876.TB.02 Rev A
House Type C 1876.TC.01 Rev A
House Type D 1876.TD.01 Rev A
House Type E 1876.TE.01 Rev A
House Type E2 1876.E2.01 Rev A
House Type F 1876.TF.01 Rev A
House Type G 1876.TG.01 Rev B
House Type H 1876.TH.01 Rev A
House Type J 1876.TJ.01 Rev A
House Type L 1876.TL.01 Rev B
House Type Q 1876.TQ.01
House Type U 1876.TU.01
Garages 1876.G.01
Air Quality Assessment LDT2312
Landscape Detail Sub Station R/2195/2
General Arrangement / Plan & Elevations C993899 Rev B
unless required by any other conditions in this permission.

Reason: In the interests of the visual amenities of the locality

in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 3 Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Thereafter the development shall proceed in accordance with the approved details.
Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with Local Plan Policy D, High Quality Design and Place Making.
- 4 Prior to any construction being undertaken the applicant shall submit to the LPA, for approval, a dust management plan which details how dust will be controlled during the construction stage of the site. Once approved the applicant shall strictly adhere to the dust management plan. Prior to work commencing the applicant shall ensure that there is an adequate supply of water at the site and shall provide the LPA of details of this.
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.
- 5 Prior to any construction being undertaken the applicant shall submit to the LPA, for approval, a noise management plan which details how noise will be controlled during the construction stage of the site. The noise management plan should be based on the provisions provided in BS 5228-1 2009. Once approved the applicant shall strictly adhere to the plan.
Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.
- 6 No works shall commence on site until a scheme for the parking of bicycles has been submitted to and approved in writing by the LPA. The scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.
Reason: In interests of encouraging use of sustainable modes of transport.
- 7 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.

8 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of a scheme of works to improve visibility at the junction of Lundhill Road with Park Street / Wath Road. 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 safe, secure and convenient access and movement, in accordance with Local Plan Policy T4.

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

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

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

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

10 No development shall take place until:

(a) Full foul and surface water drainage details, including a scheme to reduce surface water run off by at least 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority:

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

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

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

Reason: To ensure proper drainage of the area in accordance with Local Plan Policy POLL1 Pollution Control and Protection.

- 11 Prior to the commencement of any development works, a remediation scheme, endorsed by a competent engineer experienced in ground contamination, shall be submitted to the local Planning Authority for approval. This report shall, amongst other matters, include the following:-
1. Methodology to identify and remove any contaminated material.
 2. Measures to test and evaluate any imported soils onto the site to ensure they are suitable for the intended use.
 3. Chemical testing suite, frequencies and threshold levels.
 4. Procedures to confirm capping levels have been achieved on plots.
 5. The subsequent validation that the site has been satisfactorily remediated and that the development of the site can be safely undertaken and occupied.
- The development shall thereafter be undertaken in full accordance with the submitted reports.
- Reason - to protect the environment and ensure the site is suitable for the proposed end use.**
- 12 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
- Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.**
- 13 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
- Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Local Plan Policy T4 New Development and Transport Safety.**
- 14 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.
- Reason: In the interests of highway safety in accordance with Local Plan Policies T4 New Development and Transport Safety and POLL1 Pollution Control and Protection.**
- 15 Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the drive entrance/exit such that there is no obstruction to vision at a height exceeding 1m above the nearside channel level of the adjacent highway.
- Reason: In the interest of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety.**

- 16 Prior to first occupation of the development hereby permitted the on-site car parking and paths shall be laid out in accordance with the approved plan, surfaced in a bound material that is permeable or drained into the site and retained thereafter available for that specific use.
Reason: To ensure the permanent availability of the parking and pedestrian areas in interests of highway safety in accordance with Policy T4.
- 17 Before any dwelling is first occupied the roads and footways shall be constructed to binder course level from the dwelling to the adjoining public highway at Lundhill Road in accordance with details of a completion plan to be submitted and approved in writing by the LPA.
Reason: To ensure streets are completed prior to occupation and satisfactory development of the site.
- 18 Prior to first occupation of the development hereby permitted, details for the provision of electric vehicle charging points (Mode 3) shall be submitted to and approved in writing by the LPA. 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 T3.
- 19 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 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 from being deposited on the public highway.
Reason - In the interests of retaining highway efficiency and safety in accordance with Policy T4.
- 20 Upon commencement of development, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.

- 21 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 Local Plan Policy BIO1 Biodiversity.
- 22 Upon commencement of development details of measures to facilitate the provision of gigabit-capable full fibre broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In order to ensure compliance with Local Plan Policy I1.
- 23 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the local planning authority before development commences.
Reason: To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading.
- 24 No construction works in the relevant area (s) of the site shall commence until measures to protect the public water supply infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required protection measures are to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken .
Reason: In the interest of public health and maintaining the public water supply.
- 25 No construction works in the relevant area (s) of the site shall commence until measures to protect the public sewerage infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all

times. If the required protection measures are to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.

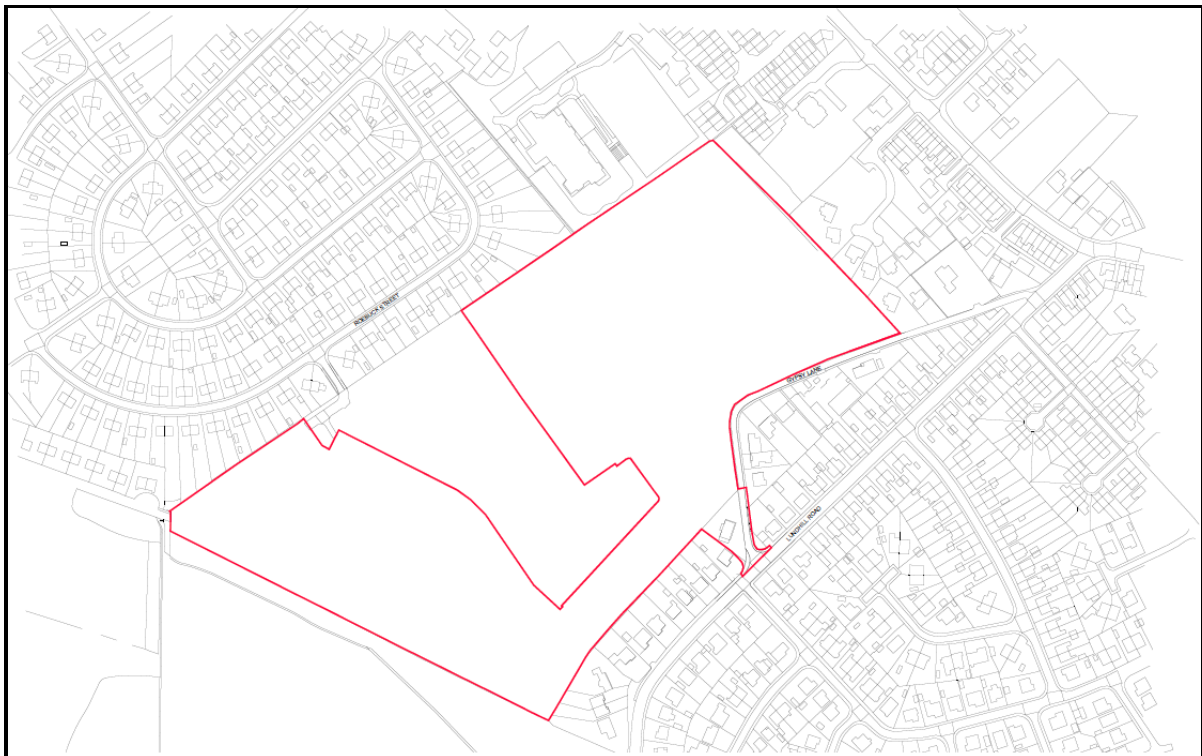
Reason: In the interest of public health and maintaining the public sewer network in accordance with Policy CC3

- 26 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration of plots 110-131 which would otherwise be permitted by Part 1 of Schedule 2 to that Order shall be carried out without the prior written consent of the Local Planning Authority, and no garages or other outbuildings shall be erected.

Reason: To allow the impact on residential amenity to be fully assessed in accordance with Local Plan Policy D1.

PA Reference:-

2019/0089



BARNSELY MBC - Regeneration & Property

