
2019/1546**BMBC Housing Growth****Residential Development of 35no. dwellings and associated works.****Land off St Michaels Avenue, Monk Bretton, Barnsley**

17no. objection letters/emails have been received and there is an online petition with 576 signatures opposing the scheme.

Site Description

The site lies at the head, and to the South West, of St Michael's Avenue in Monk Bretton. The site is relatively square in shape and measures approximately 1.2Ha. The site is currently undeveloped and has been predominantly used for grazing, however, it is allocated for housing in the Local Plan (HS22).

Existing residential properties bound the site to the North East and South East, comprising 2 storey semi detached dwellings and bungalows. To the West of the site are enclosed fields that are subject to grazing tenancies and allocated as Greenspace in the Local Plan. To the North is a public right of way which links Poulton Street and Preston Way. The path is lined by trees and allocated as Greenspace. Beyond the public right of way is Carlton Industrial Estate which comprises large commercial units and their associated yards and parking areas.

Proposed Development

The applicant seeks permission to erect 35no. dwellings across the site made up of;

4no., 3-bedroom, 2 storey, terrace dwellings
8no. 2-bedroom 2 storey, terrace dwellings
4no. 2-bedroom apartments in a single 2 storey block
3no. 2-bedroom terrace bungalows
2no. 2bedroom, semi-detached bungalows
4no. 2-bedroom, 2 storey, semi-detached dwellings
4no. 3-bedroom, 2 storey, semi-detached dwellings
6no. 4-bedroom, 2.5 storey, semi-detached dwellings

6no. dwellings would be for private rent, 16no. dwellings would be for affordable rent and 13no dwellings would be for market sale.

Each dwelling would have dedicated off road parking and rear private amenity spaces (the apartments would have a parking court and shared amenity space).

Access to the site would be from the existing gated access at the head of St Michaels avenue. A crescent shaped internal road is proposed with all properties having highway frontage.

The applicant proposes a temporary construction entrance to the South Western corner of the site which would link to Preston Way. This would avoid large vehicles having to use St Michaels Avenue during the construction phase.

Policy Context

The site is an allocated housing site within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy H1 The Number of New Homes to be Built

Policy H6 Housing Mix and Efficient Use of Land

Policy T3 New Development and Sustainable Travel

Policy T4 New development and Transport Safety

Policy SD1 Presumption in favour of Sustainable Development

Policy LG2 The Location of Growth

Policy GD1 General Development

Policy D1 High Quality Design and Place Making.

Policy Poll1 Pollution Control and Protection

Policy BIO1 Biodiversity and Geodiversity

Policy CC2 Sustainable Design and Construction

Policy CC4 Sustainable Drainage System (SuDS)

Policy RE1 Low Carbon and Renewable Energy

Policy I1 Infrastructure and Planning Obligations

Supplementary Planning Documents (SPDs)

SPDs relevant to this application are as follows:

- Design of Housing Development
- Parking
- Financial Contribution for Schools
- Open Space provision on new Housing Developments.
- Affordable Housing
- Planning Obligations
- Biodiversity & Geodiversity
- Sustainable Travel
- Trees and Hedgerows

Other

South Yorkshire Residential Design Guide

NPPF

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

Paragraphs of relevance to this application include:

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

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

Para 91 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places

Para 109 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 124 - The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Consultations

SYAS – No objections, no further investigation required

Yorkshire Water – No objections subject to conditions

Pollution Control – No objections subject to mitigation measures set out in the noise report

Highways – No objections subject to conditions

PROW – No objections, advice provided

Education Services – No objections subject to a contribution of £192k

SYMAS – No objections subject to standing advice informative

Contaminated Land Officer – No objections subject to conditions

Affordable Housing Officer – No objections, providing above policy requirements

Tree Officer – Arboricultural Impact Assessment requested

Biodiversity Officer – provided advice at Local Plan stage and has been in direct contact with the main objector.

Drainage – No objections subject to conditions

Waste Management – No objection subject to collection points off private roads

Superfast South Yorkshire – No objection subject to condition

Police ALO – No objections. Provided advice for construction phase

Commercial Services – No comments

Ward Councillors – No comments

Representations

The application was advertised by individual notification letters and by press and site notices. As a result, 17no. objections have been received and there is an online petition currently signed by 576 people. The main points of concern are;

- Loss of wildlife and habitat
- Impact on public footpaths/public rights of way
- Reduced highway safety
- Historic access/parking issues along St Michaels Avenue
- Increased noise and disturbance
- Overshadowing/loss of light
- Proposed housing does not reflect existing housing
- Increased overlooking/loss of privacy
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Assessment

Principle of Development

The site is allocated in the Local Plan for housing (HS22) with an indicative number of dwellings of 38. Sites are allocated for housing in accordance with policy H1 'The Number of New Homes to be Built' of the Local Plan. As such, residential development on the site is acceptable in principle subject to compliance with policies and guidelines.

All new dwellings proposed must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy. In addition, development will only be granted where the development would maintain visual amenity and not create traffic problems or prejudice the possible future development of a larger area of land.

The development should be determined in accordance with the Local Plan. An assessment of how the site accords with those policies is below.

Design & layout

St Michaels Avenue would be extended into the site and plots 1 & 2 plus the apartments (plots 32-35) would front this road extension. This would create an active frontage and link the existing residential development with that proposed under this application. It is noted that the building line of the proposed dwellings would be closer to the highway than the existing building line, however, there would still be space for planting to soften the development.

Once in the site a 'U' shaped road layout would be created with each property fronting the highway, in accordance with SPD 'Design of Housing Development'. The proposed dwellings would be made up of a broad mix of house, size and tenure and, as such, would create a varied streetscene and community in accordance with Local Plan policy H6 'Housing Mix and Efficient Use of Land'.

The design of the dwellings is relatively simple but would relate sympathetically to the current housing stock within the local area and would not appear out of context or contrived. There is also enough variation between the house types to create interest and a varied streetscene while still having enough common elements to be cohesive.

It is acknowledged that the layout, at 35 dwellings, falls short of the estimated 38 dwellings set out in the HS22 and less than the 40 dwellings per hectare set out in policy H6. This arises predominantly as a result of the inclusion of bungalows, which have a larger plot size but are in demand and would enhance the housing mix within the vicinity of the site. Accordingly, amending the scheme to achieve the indicative yield in the Local Plan would likely have an adverse impact on the housing mix.

Although there are a combination of parking solutions (front parking, side parking, parking courts) it is acknowledged that a number of vehicles would be to the front of the proposed dwellings. However, the parking spaces are not in large uninterrupted runs and the hardstanding would be broken up by soft landscaping, therefore, the development would not be overly dominated by vehicles.

All dwellings, including the mid terraced dwellings, have pedestrian access into the rear garden areas, as such, bin stores are proposed to the rear, away from the more prominent front elevations. This is beneficial to the visual amenity of the streetscene and avoids a 'cluttered' appearance.

Some of the proposed side elevations of the dwellings would be in prominent positions when on corner plots, and, the rear garden areas of these plots would need solid boundary treatments adjacent to the highway. The applicants have posed some fenestration on these elevations and the boundary treatments in these

locations would be 'upgraded' from close boarded timber to dwarf brick walls with brick pillars and infill panels. As such, visual amenity would be to a reasonable degree, in accordance with Local Plan Policy D1.

The site adjoins fields to the West and to soften the transition between the fields and development, there is a landscaping buffer strip along a large part of that boundary. The strip also aids to mitigate against some of the loss of vegetation across the site.

Residential Amenity

There are no existing residential properties to the North and West of the site, there are, however, 3 no. dwellings which share a side boundary with the site to the East, on St Michaels Avenue and Poulton Street, and there are also several properties on Preston Way which back onto the site to the South.

Given the site is currently undeveloped, the proposed development would introduce noise and disturbance through residential and vehicular movements. It should be noted, however, the site is a Housing Allocation in the local plan with an indicative 38 dwellings proposed. This scheme is for 35 dwellings and given the density and nature of the surrounding area, as well as the position of the neighbouring properties, the noise and disturbance from the site would not be to an unreasonable degree. In accordance with Local Plan Policies GD1 and Poll1.

The proposed dwellings to the East of the property (plots 1, 3 and 32-35), including the apartments, have side elevations adjacent to the side boundaries of the existing properties and are set away from the neighbouring side elevations by approximately 10m. As such, they would not be immediately adjacent to principle elevation windows and, given the separation distance and orientation, would not be overbearing feature or significantly increase overshadowing.

The proposed plots to the South of the site (plots 21, 22 and 30) would have side elevations to the rear boundaries of the properties fronting Preston Way. The side elevations would be set in from the boundary and would be at least 12m from the rear elevations of those existing neighbouring properties, in accordance with SPD 'Design of Housing Development'.

A 2.4m high acoustic fence is proposed to the rear of plots 3-15, however, it is not significantly higher than a standard close boarded fence and the section drawings across the site show that the fence would be on a lower level and would have mature planting as a back drop, as such, it would not result in significant overshadowing or be an overbearing feature.

With regards to the future residents of the site, the proposed dwellings generally meet or exceed the desired external separation distances set out in the SPD, as such, residential amenity would be acceptable. Furthermore, the internal spacing standards and private amenity spaces for each dwelling generally meet or exceed the requirements set out in the South Yorkshire Residential Design Guide and the SPD.

Noise

The site borders an industrial estate to the North, as such a Noise Survey was submitted with the application to assess the impact of the industrial activity on the proposed residential dwellings. Regulatory Services initially had concerns regarding the Noise Survey as it was conducted in 2018 and considered out of date due to changes in businesses operating on that site.

As such, the applicant commissioned a more up to date survey. Unfortunately, due to Covid 19 that survey was delayed until activities could start operating on the industrial estate as normally as possible, particularly at Haywood & Padgett and Apollo Cradles.

Initially the report concluded that there would be some impact on the proposed residential properties from the industrial estate, however, that could be mitigated through the erection of a 2.4m high solid timber acoustic barrier on the North West and South West boundaries. Furthermore, the report recommended additional sound insulation to the most affected bedrooms in the form of alternative ventilation. The properties affected include plots 3-21 inclusive.

Although the proposed mitigation works would have protected residential amenity, the fencing on the South West boundary would have been adjacent to the Green Space and have a detrimental impact on visual amenity, given the height and solid construction. As such, an amended noise survey was submitted which now recommends that the acoustic fence continues on the North West boundary into the adjacent green space, which is owned by the applicant. Given that the fencing would be closer to the noise source its height could be reduced to 2m and is therefore permitted development.

Regulatory Services agree with the findings of the report and have raised no objections subject to the revised mitigation measures outlined above being secured by way of a planning condition.

Biodiversity

Several objections relate to biodiversity and the main objection in term of the petition is on biodiversity grounds. It should be noted that the site is a Housing Allocation in the Local Plan and Ecology was one of the considerations at that point.

Furthermore, a Preliminary Ecological Appraisal has been prepared by Ecus Environmental Consultants in respect of the proposed development. The report acknowledges that the development would lead to the loss of; defunct hedgerow, dense scrub, scattered trees and semi-improved grassland. The report recommends that to compensate for the loss of site habitats, the proposed development should incorporate areas of replacement vegetation containing native and/or wildlife friendly species. It is also recommended that measures are taken to safeguard the existing hedgerow to the north of the site to prevent incidental damage. The Council's Biodiversity Officer has recommended that landowner consent is sought to re-lay this hedgerow. In addition, close boarded rear fences to the new residential properties along this boundary will protect the hedgerow from future encroachment.

The report sets out that consideration should be given to installing three bat boxes on southerly facing aspects of new homes. In addition, three nest boxes should be incorporated into the development.

During the construction phase the site will be systematically stripped in order to encourage any wildlife into adjacent habitat. A qualified Ecologist will be undertaking a watching brief where necessary.

The creation of new garden habitats will help to compensate the loss of habitat to the grassland currently on site. To allow for the dispersal of hedgehogs and other small mammals between gardens, small gaps beneath or between garden fences will be incorporated, notably where close boarding fencing is to be used.

A soft landscaping plan has been prepared in support of the planning application. This demonstrates the use of mixed variety of native species, with a landscape buffer along the western boundary. The landscaping plan prepared by Ecus will be conditioned.

Having regard to all of the above, the proposal sufficiently mitigate and compensate for the impact on biodiversity and accords with Local Plan policy BIO1.

Highway Safety

Access would be taken from St Michaels Avenue to the East of the site, it is noted from the objections and site visit that St Michaels Avenue is relatively narrow, especially due to double parking and historic parking issues.

Currently, there is no turning head serving St Michaels Avenue and existing residents and visitors regularly have to reverse back down the highway. However, the proposed road layout would provide turning areas and would allow residents and visitors to both the existing and proposed dwellings to enter and exist St Michaels Avenue in a forward gear, as such, arguably there would be an improvement to the current situation.

Highways DM were involved with the site at Local Plan stage and have also provided input through the pre application process. They initially raised concerns with certain aspects of the proposed road layout, however, the applicant has since amended the plans and Highways have no objections to the current layout, subject to conditions.

The proposed dwellings have dedicated off road parking, in accordance with SPD 'Parking' and there are also visitors' laybys proposed, which are not a requirement, but would aid to avoid overspill on street parking from the site onto St Michaels Avenue.

It should be noted that a separate temporary construction entrance is proposed in the South Western corner of the site, accessed off Preston Way. This will mean construction traffic would not need to utilise St Michaels Avenue and would address some of the concerns of the residents. This will be conditioned in the Construction Method Statement.

Archaeology

A comprehensive programme of archaeological evaluation was carried out prior to the submission of this application and the reports have been submitted as supporting information. Intermittent evidence relating to medieval/ post-medieval agricultural regimes was recorded but no other features of interest. Given this, SYAS recommend that no further archaeological investigation is required.

Contributions

Education

When considering planning applications for new homes, the availability of pupil places in local schools is a material consideration. The National Planning Policy Framework requires planning authorities to assess the capacity of schools when deciding planning applications.

SPD 'Financial Contributions to Schools' states that a financial contribution will be needed for planning applications for housing developments where the scheme provides 10 or more homes and there is insufficient capacity in schools.

The Education Officer has stated there is insufficient capacity in both Primary and Secondary schools within this area, as such, a contribution is required in this case.

The number of pupils a development will bring is calculated as 21 primary school pupils per 100 homes and 15 secondary pupils per 100 homes. The SPD set out that a contribution of £16,000 is required per school place. It should be noted, however, that 11no of the properties are specifically for the over 55's and the SPD goes onto state that homes specifically designed for elderly people will not be required to make a financial contribution. As such, the overall contribution will be based on 24no. properties, not the full 35.

Given the above, the contribution in this case would relate to 5 no. primary school places equating to £80,000 and 3no. Secondary school places equating to £48,000, therefore, the total contribution for education from this site is £128,000.

Affordable Housing

Local Plan Policy H7 states that housing developments of 15 or more dwellings will be expected to provide affordable housing of 10% in North Barnsley and Royston. As such, the Affordable housing team would expect the scheme to contribute 2 x 2 bed and 1 x 3 bed affordable rent and 1x2 bed intermediate houses.

However, the applicant proposes 6no. properties (4 x 3 bed and 2 x 2 bed) for private rent, 16no. properties (14no. x 2 bed and 2 x 4 bed) for affordable rent and 13no. properties (5no. 2 bed, 4no. 3 bed and 4no. 4 bed) for market sale. As such, the provision is over and above the policy requirement.

In addition, the occupancy of the bungalows and apartments would be restricted to persons of 55 years of age and over.

Green Space/Open Space

SPD 'Open Space Provision on New Housing Developments' states a minimum of 15% of the gross site area of new housing development (of 20 or more dwellings) must be open space. Where it is impossible to make such provision on land either within or immediately adjacent to the site in a satisfactory and acceptable manner, or where the council deem it appropriate, suitable off-site open space facilities, remote from the development land, may be acceptable.

It is considered that the site affords little opportunity to accommodate a green space of sufficient size to address local deficiencies. In this instance, it is deemed appropriate to seek an off-site contribution in its entirety in line with SPD standards.

Based on the unit split shown on the submitted site layout plan and in accordance with appendix 2 'contributions per dwelling for off site provision of green space' in the SPD, the total contribution is £50,269.73. This includes a discount for the 11 properties which are for the use of persons of 55 years of age and over as they are not required to contribute to Children's Play facilities given the occupants would be unlikely to have younger children.

Sustainable travel

SPD 'Sustainable Travel' has been introduced to ensure the accessibility of new development via public transport, walking and cycling is acceptable in order to promote sustainable transport and active travel. This is in accordance with Local Plan Policies T1 'Accessibility Priorities', T3 'New Development and Sustainable Travel' and I1 'Infrastructure and Planning Obligations'. It also supports the Councils 'Zero to 40' Climate Change strategy.

The SPD requires developers to pay a contribution to public transport improvements, on developments of 10 dwellings or more, in order to comply with the policy framework. The SPD sets out a calculation based on the number of residential units, the person trip rate (10 per dwelling and 6 per flat), a £100 per trip figure and a discount rate if the site is within Barnsley town centre, the district centres or the Accessibility improvement Zone.

In this case the calculation would be as follows;

Dwellings;

31 (no. units) x 10 (person trip rate) x £100 (per trip figure) – 25% (AIZ reduction factor) = £23,250

Apartments;

4 (no. units) x 6 (person trip rate) x £100 (per trip figure) – 25% (AIZ reduction factor)
= £1,800

As such, the total contribution for the development is £25,050 including the 25% discount for the site being in the Accessibility Improvement Zone.

Conclusion

Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the revised scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation

Grant planning permission subject to conditions and contributions

Conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.

The list of approved plans are;

NPS_XX_DR_A_067-P02 '2 Bed 3 Person Bungalow Elevations'
NPS-XX-ZZ-DR-A-047-P05 'Proposed 2 Bed 3 Person Bungalow Plans'
NPS_ZZ_DR_A_061-P05 '2Bed3P House Elevations'
NPS_XX_ZZ_DR_A_041 - P05 'Proposed 2 Bed House Type Plans'
NPS_ZZ_DR_A_063 - P02 '2Bed4P Bungalow Elevations'
NPS_ZZ_DR_A_072-P01 '2Bed4P Bungalow Elevations - Stone Option'
NPS-XX-ZZ-DR-A-043-P06 'Proposed 2 Bed 4 Person Bungalow Plans'
NPS_XX_DR_A_068-P02 '2 Bed House Mews Elevations'
NPS_XX_DR_A_074-P01 '2 Bed House Mews Elevations - Stone Option'
NPS_XX_ZZ_DR_A_048- P06 'Proposed 2 Bed House Type Plans (with Mews)'
NPS_XX_DR_A_060 - P04 '3Bed House Elevations'
NPS_XX_ZZ_DR_A_040-P08 'Proposed 3 Bed House Type Plan'
NPS_XX_DR_A_071-P01 '3Bed House Elevations - Stone Option'
NPS_XX_DR_A_070-P02 '3 Bed House Mews Elevations'
NPS_XX_DR_A_076-P01 '3 Bed House Mews Elevations - Stone Options'
NPS_XX_ZZ_DR_A_050-P04 'Proposed 3 Bed/2Bed House Type Plans (With Mews)'
NPS_XX_DR_A_064-P04 '4 Bed House'
NPS_XX_DR_A_073-P01 '4 Bed Elevations - Stone Option'
NPS-XX-ZZ-DR-A-044-P02 'Proposed 4 Bed 6 Person House Type Plans'
NPS_XX_DR_A_065-P04 'Apartments Elevations'
NPS-XX-00-DR-A-045-P08 'Apartment Block Ground Floor'
NPS-XX-01-DR-A-046-P06 'Apartment Block First Floor Plan'
NPS-DR-A-(00)-012-P20 'Proposed Site Plan'
NPS-DR-A-(00)-015-P5 'Highways Site Plan'
NPS-DR-A-(00)-016-P4 'Boundary Treatment Location Plan'

NPS-DR-A-(00)-017-P5 'Boundary Treatment Details'
 NPS-DR-A-(00)-018-P1 'Street Scene Elevations'
 NPS-DR-A-(00)-019-P2 'Vehicle Tracking'
 NPS-DR-A-(00)-020-P4 'Acoustic Fence Plan'
 NPS_XX_DR_A_069-P02 '2Bed4Person Bungalow Mews Elevations'
 NPS_XX_DR_A_075-P01 '2Bed4Person Bungalow Mews Elevations -Stone Option'
 NPS-XX-ZZ-DR-A-049 - P05 'Proposed 2 Bed Bungalow with Mews Plan'
 12822-LD-01B 'Planting Plan & Plant Schedule'
 12822-LD-02B 'Outline Specification and Maintenance'

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 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 Upon commencement of development details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 5 Upon commencement of development 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.

- 6 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.

- 7 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.

- 8 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.

- 9 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.**
- 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 Local Plan Policy T4 New Development and Transport Safety.**
- 11 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.**
- 12 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.**
- 13 The development shall be carried out in strict accordance with the details shown on the submitted report, Flood Risk Assessment prepared by JNP Group (Report dated December 2019) and the submitted drawing, S10774 JNP XX DR C 2001 (revision P02) dated 05/12/2019 that has been prepared by JNP Group , unless otherwise agreed in writing with the Local

Planning Authority .

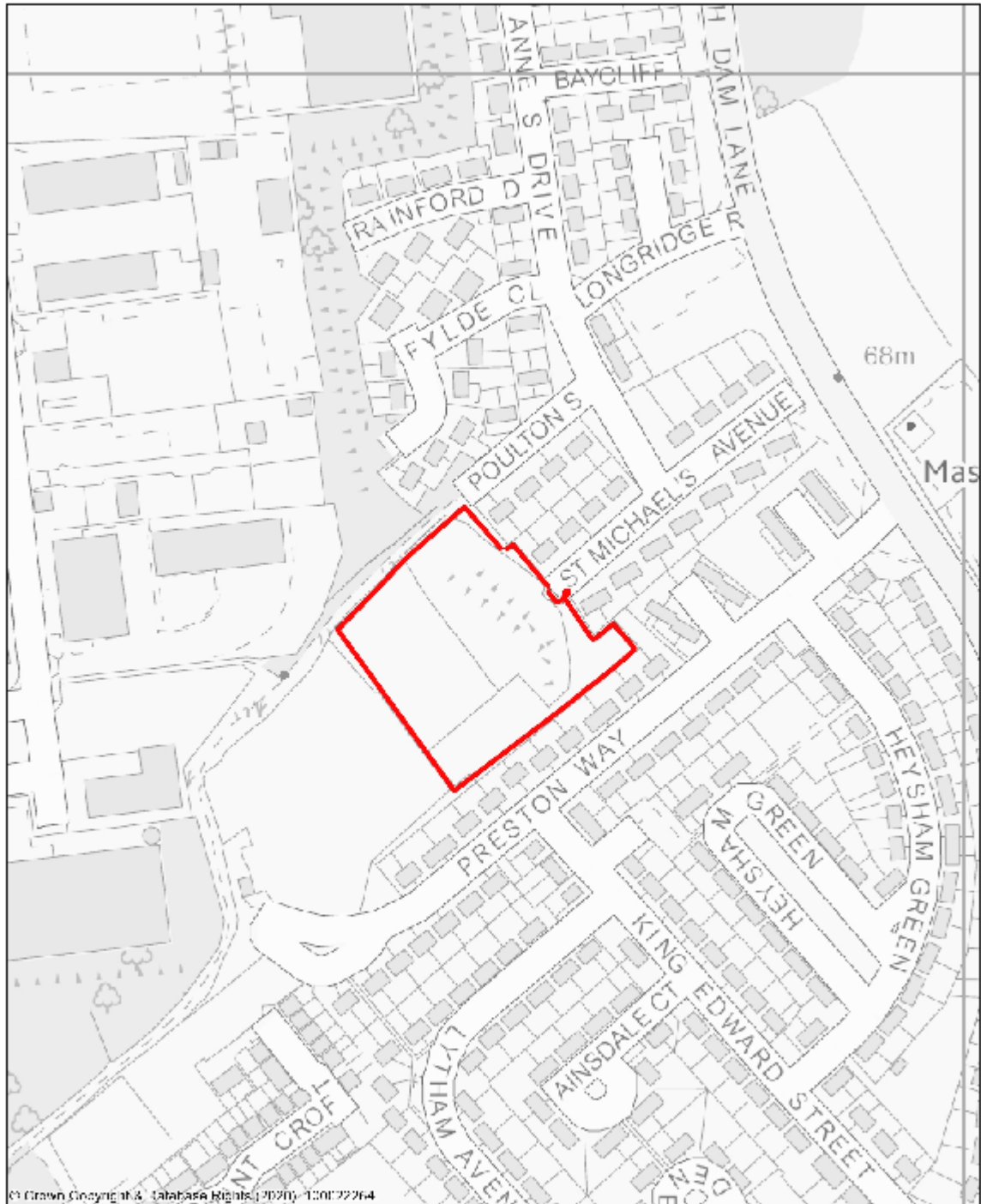
Reason: In the interest of satisfactory and sustainable drainage.

- 14 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).
 5. A Validation Report to confirm remediation works have been undertaken (if required).
- The above must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The development shall thereafter be undertaken in full accordance with the submitted report. For further information, see BMBC's Supplementary Planning Guidance 28, "Developing Contaminated Land".
- Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Local Plan Policy Poll1.**
- 15 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 development is to then be carried out in accordance with the approved details.
- Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality.**
- 16 The development shall be carried out in accordance with the mitigation measures set out in the Preliminary Ecological Appraisal (Ref: 12352-V2) by Ecus Environmental Consultants dated February 2019. The mitigation measures shall be completed prior to the occupation of the development and retained as such thereafter.
- Reason: In the interests of ecology and in accordance with Local Plan Policy BIO1 Biodiversity.**
- 17 The development shall be carried out in accordance with the mitigation measures set out in paragraph 4.5 and plan 2814/SK1 Supplementary Environmental Noise Impact Assessment Acoustic consultancy report (adt 2814/enia2-Rev D) by ADT Ltd dated 17 August 2020. The mitigation measures include 2400mm high solid timber acoustic fencing along the length of the north-west boundary, and at 2000mm height along the northwest boundary of the neighbouring site as shown on the architectural drawing NPS-DRA-A-(00)-020, revision P4 The mitigation measures shall be completed prior to the occupation of the development and retained as such thereafter.
- Reason: In the interests of the residential amenity levels of the future occupants of the development, in accordance with Local Plan Policies Poll1 and GD1.**

- 18 Prior to the construction of any of the dwellings approved by this permission above ground level, details for the provision of electric vehicle charging points 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 in accordance with the approved details.
Reason: In interests of promoting sustainable travel opportunities in accordance with Policy T3 New Development and Sustainable Travel and Policy I1 Infrastructure and Planning Obligations of the Local Plan.
- 19 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.
- 20 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 Michaels Avenue 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.
- 21 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.
- 22 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.

PA Reference:-

2019/1546



BARNSELY MBC - Regeneration & Property

Scale: 1:2500

