
Ref 2020/0577

Applicant: Mrs J Neville (on behalf of Harworth Group PLC)

Description: Residential Development of up to 118 Dwellings and associated works (Outline with all matters reserved apart from means of access).

Site Address: Land south of Hay Green Lane, Birdwell, Barnsley.

46 objections and 2 supports from local residents to the original notification exercise carried out back in Summer last year. 29 objections and 1 support in response to the re-publicity exercise carried out 9th – 23rd February 2021.

Site Description

The site is allocated as Housing Site HS59 in the Local Plan and its accompanying Policies Map. The land is currently undeveloped barring a number of disused allotments on its western and is situated to the south of Hay Green Lane within the Principal Town of Hoyland which includes Birdwell. Sheffield Road, a major classified highway, is situated to the west and the Dearne Valley Parkway, including Gateway 36 and the Shortwood Extension commercial estates are located further south beyond Safeguarded Land Allocation SL4. It should be noted that Birdwell Primary School is also positioned further north west of the site at the junction where Hay Green Lane intersects with Sheffield Road.

In respect of land use, the area surrounding the site to the north and west is predominantly residential with public open space in the form of Birdwell Recreation Ground bordering the south western flank of the site and a small plantation of trees located over Hay Green Lane to the north. Open agricultural land wraps around the site to the south and east with a Grade II listed building, the Granary (List No. 1315079), set approximately 60m further east of the site's boundary. The path forming Public Right of Way 40 (PROW40) crosses the land which separates the site and the listed building and progresses from Hay Green Lane to the south where it crosses SL4 and abruptly ends beside Gateway 36 and continues informally to an underpass beneath the Dearne Valley Parkway. An overhead powerline maintained by Northern Powergrid also traverses the south eastern corner of the site.

The site itself is characterised by parcels of open unkempt grassland bound and crossed by hedgerows. The site also features a number of small outbuildings that presumably serviced the redundant allotment use that previously existed in the western section of the site. A number of mature trees are located on the site, notably an oak tree adjacent to the Recreation Ground and an Ash tree on the eastern site boundary. Residential properties back on to the site directly across the northern boundary while residential curtilages facing Sheffield Road to the west are separated by a ginnel/alleyway.

Proposed Development

The application is in Outline with all matters reserved except 'Access' to the site. The applicant has provided an indicative layout to demonstrate the site could deliver up to 118 dwellings, access routes and greenspace. The latter includes buffer zones around the existing LEAP within the Recreation Ground as well as to the overhead powerline south east of the site – a swale and attenuation basin are also proposed adjacent to the powerlines.

The gross site area (3.59HA) is proposed to be broken into the following areas:

- Residential – 2.83ha
- Open space – 0.47ha
 - Formal Open Space – 0.33HA
 - Ash Tree Amenity Area – 0.05HA
 - Footpath/Cycleway Amenity Area – 0.09HA
- Basin/Swales Amenity Area (non-usable POS) – 0.29HA

Consequently the net residential density of 118 dwellings over 2.83HA is 42.6 dwellings per HA.

As the proposal is in outline form with all matters reserved except access, it should be noted that the illustrative masterplan forms a visual aid of how the site might be developed in line with policy and guidance. The matters of scale, layout, appearance and landscaping shall be determined at a later date if members are minded to approve the outline application.

The applicant and their agent have agreed to the following Section 106 Developer Contributions should the application be granted planning permission (these figures are indicative and reflective of the development achieving 118 units):

Affordable Housing – 10x Social Rent Units & 2x Social Purchase/Buy Units (Policy Compliant)

Education - £688,000 (Policy Compliant)

Public Open Space - £209,747.90 (Policy Compliant)

Sustainable Travel - £89,615.10 (Policy Compliant Figure) + Uplift for PROW upgrade = £124,800.

Highways Improvements – Renewed Zebra crossing, yellow lining and bollards at Junction of Sheffield Rd/Hay Green Lane.

History

B/75/3303/WB – Outline for residential development – Refused (Submitted for western section of site only).

B/00/0996/WB – Erection of detached house and double garage – Refused (Submitted adjacent to central northern section of the site).

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The Local Plan is the statutory development plan for the borough. The Council has also adopted a series of Supplementary Planning Documents which are also material considerations.

Site Allocation: Housing Proposal – HS59 Land South of Hay Green Lane.

The development will be expected to:-

- Produce a detailed ecology report in support of any development proposal;
- Respect the historic setting of the listed barn opposite Heron Way by retaining the existing hedge and trees to the east, and by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials;
- Provide appropriate access and off site highway works.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

1.Information identifying the likely location and extent of the remains, and the nature of the remains;

2.An assessment of the significance of the remains; and

3.Consideration of how the remains would be affected by the proposed development.

SD1 'Presumption in Favour of Sustainable Development' requires the LPA to take a positive approach to development proposals that allows that development can be approved wherever possible and to secure economic, social and environmental conditions for the areas in which it is situated.

Policy 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.

Policy LG2 'The Location of Growth' ensures that development will be prioritised in the Principal Town of Hoyland as well as other locations specified within the policy.

Policy 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

Policy H2 'Distribution of New Homes' states 12% of new homes to be built in the Principle Town of Hoyland (incl. Birdwell).

Policy H3 – Uses on Allocated Housing Sites states that sites shown as housing sites such as HS59 on the Policies Map will be developed for residential purposes.

Policy H6 'Housing Mix and Efficient Use of Land' proposals for residential development are expected to include a broad mix of house size, type and tenure and a density of 40 dwellings per hectare is expected in Urban Barnsley and the Principle Towns.

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

Policy T1 'Accessibility Priorities' Various sustainable travel aims.

Policy T3 'New Development and Sustainable Travel' requires development to provide improved access for pedestrians and cyclists including access to public transport.

Policy T4 'New Development and Transport Safety' expects new development to be designed and built to provide all transport users with safe, secure and convenient access and movement.

Policy D1 'High Quality Design and Place Making'

Policy HE2 'Heritage Statements and General Application Procedures'

Policy HE3 'Developments Affecting Historic Buildings' seeks to ensure that development respects the setting of listed buildings through

Policy HE6 'Archaeology'

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 and enhance rights of way.

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

Policy GI1 'Green Infrastructure' requires the LPA to protect, maintain, enhance and create an integrated network of connected and multi-functional Green Infrastructure.

Policy GB6 'Safeguarded Land' permission will be granted for development that is needed for the operation of existing uses.

Policy CC1 'Climate Change' promotes the use of SuDS, low energy systems and sustainable locations for development.

Policy CC2 'Sustainable Design and Construction' requires minimisation of resource and energy consumption through sustainable design and construction features.

Policy CC4 'Sustainable Urban Drainage' requires all major development to use Sustainable Drainage Systems to manage surface water drainage.

Policy CL1 'Contaminated and Unstable Land' outlines the requirements under which developers need to submit investigations and implement mitigation regarding contamination and stability issues on a given site.

Policy Poll1 'Pollution Control and Protection' seeks to minimise and mitigate for pollution that may affect new housing sites.

Policy UT2 'Utilities Safeguarding' existing services, such as transmission lines, will be protected from development that will detrimentally affect them.

Policy PI1 'Infrastructure and Panning Obligations' ensures that development is supported by appropriate physical, social, economic, and communications infrastructure, including provision for broadband.

SPD's

- Design of Housing Development
- Parking
- Open Space Provision on New Housing Developments

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.

Consultations

Affordable Housing – This site is expected to provide 10% on-site affordable housing provision with an approximate mix as follows: 6x - 2 bed, 3x - 3 bed houses and 1x - 3 bed bungalow for affordable rent, plus 1x 2bed and 1x 3bed intermediate houses. This requirement is to be included in the S106 agreement.

Air Quality – No objections following amendment to appendix 2 of the operational phase air quality assessment with the recommendation of 1no. condition.

Biodiversity Officer – No objections to the proposals made for no-net loss of Biodiversity on the condition that the off-site enhancements are delivered in accordance with the details proposed and that they are maintained for a period of no less than 30 years.

Contaminated Land – No objections following review of the Phase 2 Geo-environmental report subject to inclusion of 1no. condition.

Conservation Officer – No objections subject to sympathetic layout and appearance of development on eastern section of site including retention of trees and hedgerows.

South Yorkshire Archaeology Service – No objections subject to 1no condition for on-site archaeological investigations prior to reserved matters.

Education – Indicative contribution based upon a 118 unit site yield:

Primary provision – 25 pupils at £16,000 per pupil = £400,000

Secondary provision – 18 pupils at £16,000 per pupil = £288,000

Total - £688,000 (figure subject to change dependent on final site yield)

The figure is to be spent on the following Schools:

Primary Schools - Birdwell Primary (priority), Hoyland Common Primary School, Hoyland Springwood Primary, St Helen's Catholic Primary, West Meadows Primary School

Secondary Schools – Kirk Balk Academy

Forestry Officer – No objections subject to 2no. conditions requiring further details in respect of protection of trees

Highways DC – No objections subject to conditions– response evaluated in greater detail in assessment section below.

Highways Drainage – No objections subject to 1no. condition requiring submission of foul and surface water drainage details.

Northern Powergrid – Provided guidance on clearances and working practices in proximity to the overhead lines and this guidance is not be added as an informative.

NHS Clinical Commissioning – Capacity constraints limited in Birdwell due to site of existing GP, however there are four further GP practices in adjacent settlements (Hoyland and Worsbrough).

Parks – The Parks Supervisor is satisfied that the yield-based figure of £209,747.90 as a public open space contribution is sufficient to help meet the aims of their department in improving the Birdwell Recreation Ground.

PROW – Agreement to upgrade of PROW40 from footpath to bridleway through use of sustainable travel contribution (indicatively £89,615) and voluntary contribution to total £124,600. S106 will capture the need for a legal diversion to connect PROW40 to PROW6 as well as the specification of the path to include a 3 metre wide flexi-paved surface across the entire 750m length with 500mm verges.

Regulatory Services – No objections subject to 4no. conditions to ensure residential amenity for surrounding residents and future occupiers of the site.

SYMAS – No objections subject to 1no. condition relating to intrusive site investigations and ground stability.

Coal Authority – No objection subject to 2no. conditions relating to intrusive site investigations and ground stability.

South Yorkshire Police Architectural Liaison – 2no. informatives requested.

Superfast South Yorkshire – No objections subject to 1no. condition and 1no. informative to ensure the development comes forward with gigabit capable broadband to all dwellings on the site.

Urban Design – No response

Ward Councillors – Cllrs Sumner, Lamb and Andrews object to the proposal on the following grounds:

- Highways Considerations – Hay Green Lane is too narrow to cope with the additional traffic that this development will generate and this will have a detrimental impact to Highway Safety that will simply make access to and from the site once completed, dangerous for new residents and existing users alike. Furthermore, traffic from the development will use the already difficult T junction of Hay Green Lane and A61 Sheffield Road. This will make this junction dangerous, particularly as the Birdwell Primary School is also situated on this junction. The detrimental impact upon highway safety at this junction will simply be unacceptable. Members are also concerned in respect of the 'bird estate' to the north east being turned into a rat run.
- Deficiencies in Local Facilities – The local primary and secondary schools are already at capacity and without significant investment it will be impossible for the additional children that will come into the neighbourhood will be accommodated in the school system. Furthermore there are no GP or Dental practices that will be able to serve the new residents arising from the proposed development.
- Density of proposed development – Given that this proposed site is in a semi-rural location, the proposed 118 homes would be too dense and would significantly impact upon the general nature of the surrounding area.

Rockingham Ward Members remain sceptical as to the effectiveness of the Highways mitigation proposed at the junction with Hay Green Lane, and though the upgrade to the PROW is welcomed, it is not considered sufficient to overcome the highway safety and capacity concerns that they have.

Yorkshire Water – No objections subject to 3no. conditions being recommended and a suite of informative providing further layout recommendations for reserved matters stage.

Representations

The application was initially advertised by neighbour notification letters, site and press notice. Following the initial round of notification from the start of July to early August, 46 objection letters and 2 support letter have been received from residents raising the following matters:-

Grounds for Objections

- Traffic concerns along Hay Green Lane in respect of the volume of car usage and movements created by residential use of the site and the interaction with the peak times for school drop off. Issues also cited include the noise that new vehicle movements will create, the width of the highway, congestion, damage to existing highway network.
- Traffic concerns on Herons Way and potential for a 'rat run' to be created.
- Concerns relating to the effectiveness of mitigation at the Hay Green Lane/Sheffield Rd Junction and at the Birdwell Venue.
- Several proposals for a direct connection to the Dearne Valley Parkway as opposed to Hay Green Lane
- Road safety issues given the proximity of Birdwell Primary School and the increase in traffic generation.
- Lack of school/education capacity.

- Lack of GP/health capacity
- Increase of noise disturbance in the local area.
- Increase in light pollution upon existing properties.
- Loss of privacy and light from the development of new residential dwellings.
- Disturbance during construction, mud on the road and dust / noise.
- The land exhibits historic farming practices (ridge and furrow) and its removal as open space would negatively alter the character of Birdwell and degrade the area visually, ecologically and environmentally.
- Impact on wildlife and habitats on site and concerns in respect of the ecological surveying undertaken.
- Concerns relating to separation distances to properties on the eastern side of Sheffield Rd and new dwellings indicated on the indicative masterplan.
- Loss of village distinctiveness.
- Loss of house value.
- Air quality from traffic and construction and the consequent impact on lung/breathing health.
- Loss of view.
- Impact on boundary treatments i.e. dry stone walls.
- Sewerage capacity.

Grounds for Support

- Lack of affordable homes for the younger generation in Birdwell, the site provides an opportunity for new homes in Birdwell that existing residents who rent can move into.
- Proposes local first in line approach to new homes from the site.
- Support for measures to improve the inconsiderate parking situation linked to the school drop off period.
- Retention of hedgerows welcomed.

A second public consultation on an updated Transport Assessment, S278 Plan for the Sheffield Rd and Haygreen Lane Junction and Access Position Statement including provision for a bridleway and surfacing upgrade to PROW40 that was conducted for two weeks from the 9th – 23rd February 2021. 30 representations were received with 29 local residents raising objections and 1 in support of the proposal, the specific issues will be outlined below:

Grounds for Objection:

- Scepticism of effectiveness of yellow lines and bollards at Sheffield Rd/ Hay Green Lane Junction and queries relating to enforcement.
- Identification of renovation of zebra crossing as insufficient. Upgrade to pelican crossing is necessary.
- Scepticism of PROW decreasing car usage due to mode of transport preferences. Repeat suggestion of new Road across SL4 allocation to connect to Dearne Valley Parkway.
- Lack of local infrastructure capacity at schools and GP services.
- The highways proposal's will remove parking at the junction and increase parking on Hay Green Lane.
- The 'Bird Estate' has few people who work at Dearne Valley Parkway so the proposed PROW upgrade will not work.
- Alleged inaccuracies in the Transport Assessment.

- Concern as to the relevance of the 2020 Traffic survey work due to school not being at full capacity and start times being staggered. Another representor cites that waiting times at the junction are inaccurate in the TA.
- The Great Crested Newt (GCN) surveys are inaccurate as the site is waterlogged most of the year.
- Requests for the site to retain as many natural features, such as trees and hedgerows, as possible.
- Objections sustained in respect of increased volume of car movements and interaction with school drop off time.
- The assessment does not assess impacts on the Bird Estate and potential for a 'rat run'.
- Reiterated concerns relating to air quality impacts, especially on school children.
- Scepticism of effectiveness of the Travel Plan to encourage cycling.
- Inaccuracies in Bat Survey
- Lack of information on reduction of carbon emissions.
- The development is too large for Birdwell.
- Reiterated concerns in respect of construction traffic navigating Hay Green Lane.
- Concerns relating to reserved matters, i.e. boundaries, parking (layout) and trees on neighbouring private land.
- Comments relating to lack of width of the proposal and that it should come forward as a Bridleway.
- Increase in noise from traffic and use of the site.

Grounds for Support

- Bridleway generally welcomed as an opportunity, though some criticism of lack of width to enable equestrian users.
- Some critical representors stated they were not against development but would prefer the development to have been connected to the Dearne Valley Parkway as opposed to Hay Green Lane as they believe the latter is unsuitable for the volume of traffic predicted.
- Some objectors approve of the introduction of yellow lines and bollards at the Hay Green Lane/Sheffield Rd junction though they do go on to cite other reasons for objecting, namely volume of traffic created by the site.

Assessment

Principle of development

Firstly it should be stated that matters relating to layout, appearance, landscaping and scale are all reserved and therefore only the principle matter of access as well as some other supplementary topics covered by the site policy shall be assessed.

The site is an allocated housing site in the Local Plan (HS59) with an indicative yield of up to 118 dwellinghouses. The site policy required the submission of a detailed ecology report of the site, consideration of the setting of the listed barn (List ID 333957), the provision of appropriate vehicular and pedestrian access and off site highway works as well as assessment of potential archaeological remains.

Given that the site is a residential allocation that has been reviewed as a sustainable location under the adopted Local Plan and that the proposed application is for a

residential scheme of up to 118 dwellings – in line with the site policy and density requirements for residential allocations - the principle of development is determined to be satisfactory in respect of Policies LG2, H1, H2, H3 and H6 subject to the site policy requirements being satisfied alongside other material considerations, notably residential amenity and visual amenity, being acceptable.

Highway Capacity, Safety and Site Access

A majority of objections to the application focus on the transport and access implications of the site from both ward members and local residents. The applicant has submitted a significant level of detail in respect of the function, capacity and safety of the surrounding transport network which has been reviewed by BMBC Highways Development Control (DC).

Highways DC have found that the submitted transport assessment has taken reasonable account of the use and operation of the public highway in the vicinity of the site and in particular around Birdwell Primary School. Whilst operationally the application and its proposed quantum of development does not adversely affect the operation of the highway, the proposed vehicular trip generations have been appropriately assessed at the junction of Hay Green Lane and A61 Sheffield Road when considering peak hour and current school drop off movements. To this end, the TA presents sensitivity tests of predicted junction operation where the linear profile of traffic arrivals applied in default junction assessments has been manually adjusted to reflect the maximum peak 15minute spike in traffic movements (to simulate school drop off), with the results showing the junction maintains an acceptable level of performance in the future year scenario.

More specifically, the Transport Assessment indicates that on average there will be approximately 1 extra vehicle per minute above existing levels at peak times utilising the Hay Green Lane/Sheffield Road junction under pre-pandemic and future year scenarios. As such it is considered that the residual cumulative impact of the development is not considered to be severe, thus meeting the requirements of the National Planning Policy Framework.

The concerns of local members and residents have been important in highlighting issues created by the Primary School and how the development may interact with current activities that occur in the Hay Green Lane/Sheffield Road area of the highway network. As regards the interaction of the proposal with Birdwell Primary School, school drop off surveys have been undertaken and the results incorporated in the Transport Assessment. The survey identified occurrences of drop off within the junction mouth itself and the application therefore proposes minor mitigation measures to ensure that highway safety is maintained or possibly improved under future operating conditions. It is noted that whilst there are a minor number of recorded personal injury collisions on the A61 in the vicinity of Hay Green Lane, none occurred around peak network or school demand times of day and the appraisal does not identify any common causation factors which require addressing as part of the application. Noting that the mitigation measures propose the introduction of waiting restrictions around the junction of A61 Sheffield and Hay Green Lane, these form part of a package of measures to deter drop off within the junction mouth and it is not considered that the application itself is reliant on a TRO for any required safety improvement and the measures are proposed to bring a betterment to highway operation in this instance.

A further case of evaluating the proposal in light of local comments is the effect of the proposal on a right turn out of the site which would alternatively use Heron's Way to travel to Sheffield Road as a 'rat run'. Follow up by the applicant's highway consultant

on this query evidenced that the queue time at Hay Green Lane onto Sheffield Road would be no greater than those experienced at Worsbrough Road onto Sheffield Road and that turning preference would consequently be split.

It should also be noted that a number of objectors acknowledged the proposed highway improvements positively. This is not to state that local residents' concerns are consequently unfounded, but that the assertions made on junction capacity and safety are not borne out by the survey and modelling work that has been reviewed by BMBC Highways Development Control and upon which a decision should be based.

Relatedly, the applicant is to unilaterally provide an up-lift contribution over and above the policy-compliant Sustainable Travel contribution to enable a significant upgrade of PROW40. This footpath runs southward adjacent to the eastern boundary of the site where it connects to an underpass beneath the Dearne Valley Parkway between the Shortwood Extension and Gateway 36 employment sites. The current footpath is approximately 1.2m wide, unsealed and has poor drainage across significant sections which discourages commuters and cyclists alike as well as preventing equestrian use. The upgrade to the PROW will enable the conversion to bridleway through the introduction of a flexi-pave (rubber-type) 3m wide surface across its full 750m length. The connection to PROW6, which itself progresses eastward and southward across multiple employment areas, will allow Birdwell to be better connected to the wider PROW network while also enabling an alternative traffic free route for local residents. It is expected, as more employment development comes on-stream along the Dearne Valley Parkway in line with the Hoyland North Masterplan, that the utility of the path for commuters will become more important and shall encourage sustainable forms of transport and decrease local highway use by consequence. Indeed this provision will markedly achieve improvements in the Accessibility Improvement Zone in line with LP Policy T1's aims.

As the application seeks approval for access only, there is not considered a need for detailed comments on the indicative masterplan provided with the application, although minor comments on the principles of movement have been provided (particularly with regard to street types and turning areas). In terms of access, suitable vehicular and pedestrian access points into the site are proposed. In addition, the submitted interim Travel Plan is considered to be robust, although an appropriate planning condition has been recommended to secure a final travel plan once the site is occupied. The design of residential streets within the development will be expected to follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide (SYRDG) and off-street parking should be in accordance with the Parking SPD. Likewise, the site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, providing links to existing networks. This includes provision of Electric Vehicle Charging Points in accordance with the Sustainable Travel SPD and connections to the public right of way to the east of the site.

In respect of this latter point and the impacts of air quality on highway users, particularly school children, the scheme has a multi-pronged approach to reducing air quality impacts through the upgrade of PROW40, the installation of EVCPs, travel plan and a further condition required by the Air Quality Officer for further details to reduce the site's effect on air quality.

To conclude, the impact of HS59 on Hay Green Lane, Sheffield Road and the Bird Estate are anticipated to be within acceptable parameters for local highway capacity and should not entail increased safety issues for highway users to the extent that the off-site proposals may even alleviate some pre-existing issues with unsafe parking.

Consequently, the proposal's access credentials are considered to be in accordance with LP Policies T1, T3 and T4.

Biodiversity

The Biodiversity Officer and the LPA's independent consultant's Wildscapes have confirmed that the retained and improved habitats on-site and the proposed biodiversity enhancements off-site are acceptable to achieve no net loss of biodiversity. Indeed the on-site habitats take the form of retention of the majority of the site's hedgerows and mixed scrub alongside installation of standing water (from the swales) while the off-site enhancements take the form of a 0.25HA fruit and nut orchard within the Birdwell Recreation Ground (agreed with BMBC Parks) as well as retention of 0.42HA of neutral grassland between the site's eastern boundary and PROW40 that is currently a part of Safeguarded Land allocation 4 which neighbours the site (SL4).

A number of representations have been received in respect of preserving natural habitats and, though a large proportion of the site will become hard landscaped, the proposal will ensure that no net loss of biodiversity will be incurred by the development where it is not able to be otherwise compensated for both on-site and in close proximity off-site. .

The measures proposed are deemed to be acceptable in respect of the no net loss of Biodiversity requirement as set out in the Biodiversity/ Geological Conservation SPD, LP Policy BIO1 and para 175 of the National Planning Policy Framework and shall be required to be installed and maintained for a period of no less than 30 years into the future.

Archaeology and Heritage

The Conservation Officer is satisfied with the indicative layout of the scheme with the provision of several open spaces across the eastern boundary of the site in the form of the Ash Tree stand-off space and the swale basins as well as the conclusions of the Heritage Impact Assessment in support of the application. The Conservation Officer has further stated that the eastern hedgerow should be retained to partially screen the development from the barn and that the dwellings upon the eastern edge should be composed of materials that are sympathetic to the setting of the heritage asset. These requests have been added as informatives to steer the development given that layout and appearance are reserved matters. Regardless, the hedgerows will be required to be retained as a part of a biodiversity condition.

In respect of Archaeology, South Yorkshire Archaeology Service (SYAS) has stated that archaeological evaluation in the form of field work shall be required prior to submission of reserved matters for this site as the development has archaeological implications as set out within the supporting Heritage Assessment/Statement. The statement concluded as follows:

It is recommended that the archaeological potential of the site is clarified through field evaluation. In the first instance geophysical survey should be undertaken on those available areas. Dependent on the results, trial trenching may be used to confirm the archaeological potential. Where archaeology is confirmed to be present, full excavation and recording work based on the results of geophysical survey and evaluation excavation would be required, secured through a condition on the planning permission. All work should be carried out in accordance with written specifications approved by South Yorkshire Archaeology Service. This is in line with National Planning Policy Framework (NPPF) guidelines.

The condition provided by SYAS is attached to the recommendation sheet as it is considered appropriate to ensuring the development of the site in compliance with NPPF para 199. Overall the supporting information provided at outline indicates that the site is in accordance with LP Policies HE2, HE3 and HE6.

Visual amenity

The proposed application is in outline therefore there is limited information to assess the visual amenity of the proposal at this stage with appearance, scale, landscaping and layout all being reserved for a subsequent application.

Inevitably there will be some impact upon visual amenity from development of the site as it is currently undeveloped comprising a mixture of open fields and former allotments. The impact to visual amenity will be felt more keenly in the eastern section of the site where it takes on a more agricultural aesthetic. However future development is required to comply with the Local Plan Policy D1 'High Quality Design and Place Making and the detailed requirements of the Supplementary Design of Housing Development SPD and would therefore be of a high quality that contributes to the positive elements within the built environment across Hay Green Lane and Sheffield Road. Furthermore, the appearance of the development would be softened through landscaping and the retained and enhanced biodiversity features including retaining most hedgerows, installing swales and improving access to the open countryside through the upgrade of PROW40.

Residential Amenity

Residential amenity considerations are a sensitive issue with the application overall given that existing dwellings are orientated to overlook the site in its open form along both Hay Green Lane and Sheffield Road. However, a significant proportion of the representations relate to matters that are reserved and which are unable to be dealt with at this stage of the planning process. Indicatively the Illustrative Masterplan suggests that the site can accommodate the site yield while being able to achieve sufficient separation distances between existing and proposed development while also providing adequate amenity standards both internally and externally in line with guidance and other material considerations. The final detailed design will need to accord with the separation distances and space standards as set out in the Design of Housing Development SPD and South Yorkshire Residential Design Guidance.

A condition to ensure sufficient separation between the future dwellinghouses and the existing and proposed play areas has been recommended to ensure that noise emanating from the LEAP (or NEAP) will be suitably reduced so as to prevent impacts to the amenity of future residents and to prevent complaints from arising thereafter.

The applicant has provided a noise assessment that has been accepted by BMBC Pollution Control and a suitable condition has been recommended that is based on the report's findings.

The SYP Architectural Liaison Officer has provided comments that indicate the scheme is capable of achieving a gold-standard for 'secured by design' standards and the LPA have recommended that the developer aims to secure this standard.

Overall, and based upon the limited information by which to review the residential amenity impact of the development at this stage in the application process, the proposal is considered to provisionally achieve acceptable amenity standards for

existing and future residents subject to approval of an acceptable reserved matters application.

Public Open Space

Local Plan Policy GS1 and the accompanying SPD Open Space Provision on New Housing Developments confirms that undevelopable areas, such as the swale basins, cannot be included within the open space requirement. The SUDS areas make up a substantial part of the open space on site at 0.29HA compared to the 0.47HA of the remaining usable POS.

That being said the usable open space on-site at 0.47HA, as a percentage of the net residential area at 2.77HA, is 16.96%. This exceeds the 15% requirement set out by GS1 and the SPD. Likewise the site is adjacent to Birdwell recreation ground and ties in with existing provision there which further amplifies the public open space available to future occupants of the site by an order of magnitude.

As previously stated, layout is a reserved matter however, given the need for stand-off from the LEAP of 20m, the need for a stand-off from the ash tree and supplementary space beside the cycle access, the areas of POS indicated on the illustrative masterplan are anticipated to remain in roughly the same locations.

Drainage/Flood Risk

The applicant has provided a Drainage and Flood Risk Assessment, dated May 2020. The report states that flooding from multiple sources including adjoining land, groundwater, sewers, reservoirs, canals and other artificial sources are considered low due to the location of the site, its topography and features.

In respect of surface water, the assessment identifies that a mix of attenuation basins in the south-eastern corner of the site and an outfall to Short Wood Dike are most appropriate. The discharge of surface water will be at Greenfield run-off rates agreed with the Local Lead Flood Authority (Barnsley) via a requisition sewer to the dike and the scheme shall be so designed as to ensure the following parameters are achieved:

- No surcharge of pipes occurs in the 1 in 2-year rainfall event.
- No surface flooding occurs in 1 in 30-year rainfall event.
- No flooding to buildings and adjacent properties occurs in 1 in 100-year rainfall event (including an allowance of 40% for the effects of future climate change), as defined in NPPF Technical Guidance.
- Infrastructure drainage shall be put forward for adoption under a Section 104 agreement with the Yorkshire Water.

Highways Drainage have recommended a condition to ensure details are in compliance with the above and Yorkshire Water have advised on the location of their own infrastructure, the restrictions on building in proximity to it and conditions to ensure satisfactory drainage of the site for both surface and foul water infrastructure.

The application provisionally achieves satisfactory drainage of the development in compliance with Local Plan Policies CC3 Flood Risk and UT2 Utilities Safeguarding.

Forestry

The forestry officer is content with the preliminary arboricultural report and the retention of the majority of the trees and hedgerows on-site notably the mature oak (T14) adjacent to Birdwell Recreation Ground and the mature ash tree upon the eastern site boundary. 2no. conditions have been recommended that ensure existing trees and hedgerows are protected throughout the course of the construction process and that the site is to be suitably provisioned with new trees and hedgerows alongside other landscaping features to be detailed through the reserved matters application.

The arboricultural assessment submitted in support of this outline proposal provisionally secures the future of existing habitats and valuable landscaping features on-site in accordance with LP Policies D1 High Quality Design and Placemaking as well as LP Policy BIO1 Biodiversity and Geodiversity.

S106 Agreement

As the proposal is an outline application provisions and contributions towards specific infrastructure requirements are based upon maximum number of dwellings allowed at the detailed reserved matters stage. The S106 shall be written using the cited formulas based on the contents of the SPD covering the following topics:-

Affordable Housing - Local Plan Policy H7 states that housing developments of 15 or more dwellings will be expected to provide affordable housing, with 10% affordable housing provision expected in the Wombwell area. The applicant has provided an agreement in principle to meeting this policy requirement as a part of the S106.

Education – There is a requirement for an education contribution towards primary school places, based on the proposed number of houses and current capacity within the schools. This would need to be calculated in accordance with the education SPD. An indicative developer contribution of £688,000 would be provided to local schools and has been agreed in principle with the developer subject to site yield.

Greenspace – The illustrative masterplan includes provision for >15% onsite greenspace and an indicative Greenspace contribution of £209,747.90 is to be made towards upgrades within Birdwell Recreation Ground and elsewhere. The final contribution shall be index linked and has been agreed in principle.

Sustainable Travel – Local Plan Policy T3 requires financial contributions towards improvements to sustainable travel, where levels of accessibility through public transport, cycling and walking are unacceptable. The developer has agreed in principle to both a policy compliant (trip based calculation dependent on site yield) and uplift to total £124,800 to ensure deliver the upgrade of PROW40 to bridleway status.

Given the applicant's agreement in principle to the S106 obligations outlined above, the proposal is considered to be 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

Overall the development is recommended for approval to board members. The site is an allocated housing site within the local plan which largely establishes the principle of development being acceptable through adoption of the Barnsley Local Plan. The

developer has undertaken detailed analysis of the scheme's potential impact on the highway network and has provided a variety of measures that go beyond the requirements identified by BMBC Highways Development Control Officers as necessary to ensuring highway capacity and safety are maintained at the junction of Hay Green Lane and Sheffield Road. The developer has agreed in principle to deliver policy compliant S106 contributions and a suite of detailed reports that have satisfied all preliminary queries in respect of development yield, visual and residential amenity, heritage/archaeology, biodiversity and open space amongst others.

Recommendation Grant planning permission subject to conditions and the completion of a Section 106 Agreement (Education, Open Space, Affordable Housing and Sustainable Travel)

Conditions:

1. The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-

(a) the layout of the proposed development.

(b) scale of building(s)

(c) the design and external appearance of the proposed development.

(d) landscaping

Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.

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

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

3. Detailed plans shall accompany the reserved matters submission that broadly reflect the Illustrative Masterplan (17 5085 11 Revision E) and which also indicate existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.

Reason: To enable the impact arising from need for any changes in level to be assessed in accordance with LP Policies GD1 – General Development and D1 – High Quality Design and Placemaking

Biodiversity Condition –

4. The development hereby approved shall comply with the biodiversity mitigations and compensation measures set out in the approved documents cited below unless otherwise superseded by an amended layout at reserved matters stage. Any layout changes shall require submission of a revised ecological report that quantifies no net loss of Biodiversity resulting from development of the site.

- Appendix B DEFRA 2.0 – Calculation Tool (03-2021)

- Habitat Retention – Figure 2 – 12/03/2021

- Post-Development Habitats – Figure 3 – 9/2/2021

- Proposed Off-site Habitats - Figure 5 – 10/2/2021

Reason: In order to secure appropriate biodiversity and ecology mitigation and enhancement in accordance with Local Plan Policy BIO1 Biodiversity and Geodiversity and NPPF Paragraph 175 (a)

5. Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:

(i) Provision of access substantially in accordance with (a) Proposed Access Arrangement Inc Visibility Splays (18039.GA.01) & (b) Proposed Ped/Cycle Access (18039.GA.02)

(ii) Renovation of Sheffield Road Zebra Crossing

(iii) Signing/lining/bollards at the junction of Sheffield Road & Hay Green Lane;

(iv) Resurfacing/reconstruction of footway/carriageway;

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 interest of highway safety, in accordance with LP Policy T4 – New Development and Transport Safety

6. Prior to the first occupation of the development hereby permitted 1no. vehicular access from Hay Green Lane onto the site and 3no. pedestrian & cycle accesses in various locations (1no. to Hay Green Lane, 1no. to Birdwell Recreation Ground and 1no. to PROW40) shall be provided and thereafter retained at the position shown on the approved plan and timing arrangements and constructed in accordance with the BMBC highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water from or onto the highway and in the interests of highway safety in accordance with LP Policies T3 New Development and Sustainable Travel and T4 New Development and Transport Safety

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 unless otherwise agreed in writing with the LPA.

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 and in accordance with LP Policy T4 New Development and Transport Safety

8. Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced in a bound permeable material and adequate measures shall be so designed into the proposed access to avoid the discharge of surface water from the site on to the highway.

Reason: To ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety in accordance with LP Policy T4 New Development and Transport Safety

9. 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 Hay Green Lane 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 in accordance with LP Policy T4 New Development and Transport Safety

10. The gradient of the vehicular access shall not exceed 1 in 12 as measured from edge of the adjacent carriageway.

Reason: In interests of the safety of persons using the access and users of the highway in accordance with LP Policy T4 New Development and Transport Safety

11. Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan. The splay shall thereafter be maintained at all times free from any obstruction exceeding 900mm above the level of the adjacent highway carriageway.

Reason: In interests of highway safety in accordance with LP Policy T4 New Development and Transport Safety.

12. No building or use hereby permitted shall be occupied until pedestrian visibility splays of 2 x 2m to the back edge of the footway / verge shall be provided at the proposed access (or drive). Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.6m to the rear of the footway/ verge which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety and in accordance with LP Policy T4 New Development and Transport Safety

13. Prior to the first occupation of the development hereby permitted, parking provision will be in accordance with the standards set out within Barnsley's Parking SPD. Driveways and vehicle parking areas accessed from the approved streets must be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard in accordance with LP Policy T4 New Development and Transport Safety

The gradient of individual vehicular accesses/driveways shall not exceed 1 in 12 as measured from the edge of adjacent carriageway.

Reason: In the interests of the safety of persons using the access and users of the highway in accordance with LP Policy T4 New Development and Transport Safety

14. Upon commencement of development 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 and thereafter retained for this purpose.

Reason: In the interests of encouraging use of sustainable modes of transport in accordance with LP Policy T3 New Development and Sustainable Travel

15. The driveway length in front of garage(s) shall be at least 6m (5.5m with the use of a roller shutter door) measured from the garage doors to the highway boundary.

Reason: To ensure parked vehicles do not overhang the adjoin public highway thereby adversely affecting highway users in accordance with LP Policy T4 New Development and Transport Safety

16. No development shall take place until a survey of the condition of the adopted highway 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 in accordance with LP Policy T4 New Development and Transport Safety

17. The development hereby permitted shall not be commenced until a detailed site specific Travel Plan has been submitted, approved and signed off by the LPA.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with LP Policy T3 New Development and Sustainable Travel.

18. 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

Reason: To ensure the continued wellbeing of the trees in the interests of the appearance and biodiversity of the area in accordance with LP Policies D1 High Quality Design and Placemaking and Bio1 Biodiversity and Geodiversity.

19. Upon commencement of development, full details of soft landscaping works, including details of the species, positions and planted heights of proposed trees; 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.

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.

Conservation/Archaeology –

20. Prior to the submission of any reserved matters application, an archaeological evaluation of the application area will be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the local planning authority. Drawing upon the results of this investigation stage, a mitigation strategy for any further archaeological works and/or preservation in situ will be approved in writing with the local planning authority and then implemented.'

Reason: To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and to comply with Barnsley Local Plan Policy HE6 - Archaeology

21. No development shall take place unless and until full foul and surface water drainage details have been submitted to and approved in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the proper drainage of the area in accordance with Local Plan Policies GD1 – General Development and UT2 – Utilities Safeguarding

22. No building or other obstruction including landscape or drainage features shall be located over or within 3 metres either side of the centre line of the 300mm public sewer that crosses the site; no drainage features shall be located over or within 3 metres either side of the centre line of the 100mm public sewer i .e. a protected strip width of 6 (six) metres. Furthermore, no trees shall be planted within 5 metres of the centre line of the aforementioned sewerage. If the required stand-off distances are to be achieved via diversion or closure of the sewers, 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: To allow sufficient access for maintenance and repair work of underground drainage infrastructure in accordance with LP Policy UT2 Utilities Safeguarding**

23. No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage,

for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority.

Reason: To ensure that the site is properly drained and in order to prevent overloading, surface water is not discharged to the public sewer network in accordance with LP Policy UT2 – Utilities Safeguarding

24. Prior to commencement of development, details of proposals to mitigate the air quality impact of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The mitigation strategy shall take account of the proposals within the developer's Operational Phase Air Quality Assessment and the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance.

Reason: In the interests of minimising the impact of the proposal on air quality in accordance with Policy Poll1 of the Local Plan.

25. Upon commencement of development, the location and specification of 1no. Electric Vehicle Charging Point per dwellinghouse shall be submitted to and approved in writing by the LPA. The ECVP will have a minimum 'Mode 3' [7kW (32AMP)] capability and shall be installed on the site in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details.

Reason: To ensure the new residential units are provided with infrastructure that conforms with the requirements of LP Policy T3 - New Development and Sustainable Travel.

26. 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. Details of any Gas Protection measures required.
3. 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 health of future residents and the wider environment in accordance with LP Policy CL1 – Contaminated and Unstable Land.

27. 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 LP Policy Poll1 – Pollution Control and Protection

28. 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:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction including confirmation of the type of water supply in place for construction (dust management plan)
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. measures to mitigate noise during demolition, earth movements and construction (noise management plan).

Reason: To protect the amenity of adjacent residents and the safe movement of vehicles along Hay Green Lane in accordance with LP Policies Poll1 – Pollution Control and Protection and T4 – New Development and Transport Safety.

29. Detailed drawings in a Reserved Matters application shall adhere to section 5.2 of the noise impact assessment (WYG – A116533 – Issue 2) in that all properties are fitted with the glazing specified in that report. Additionally, habitable rooms in properties with facades along the western and southern boundaries of the site facing Sheffield Road and the Dearne Valley Parkway should have the provision of a means of alternative ventilation in the form of trickle vents with a minimum specification of 32 dB Dn,e,w.

Reason: To ensure the amenity of future occupiers of the site in accordance with LP Policies GD1 – General Development and Poll1 – Pollution Control and Protection.

30. Upon commencement of development details of measures to facilitate the provision of gigabit-capable full fibre broadband for all dwellings 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: To ensure adequate infrastructure for the dwellings in accordance with LP Policy I1 - Infrastructure and Planning Obligations.

31. The layout at reserved matters will provide a separation distance of 30m to the future NEAP and 20m from the existing LEAP within the Birdwell Recreation Ground relative to any residential curtilages that are proposed.

Reason: To ensure the amenity of future residents in accordance with LP Policy GD1 – General Development

32. All in curtilage planting, seeding or turfing comprised in the approved details of landscaping shall be carried out on each plot no later than the first planting and seeding season following the occupation of the individual dwellinghouse/s; and any trees or plants which die within a period of 5 years from first being planted, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

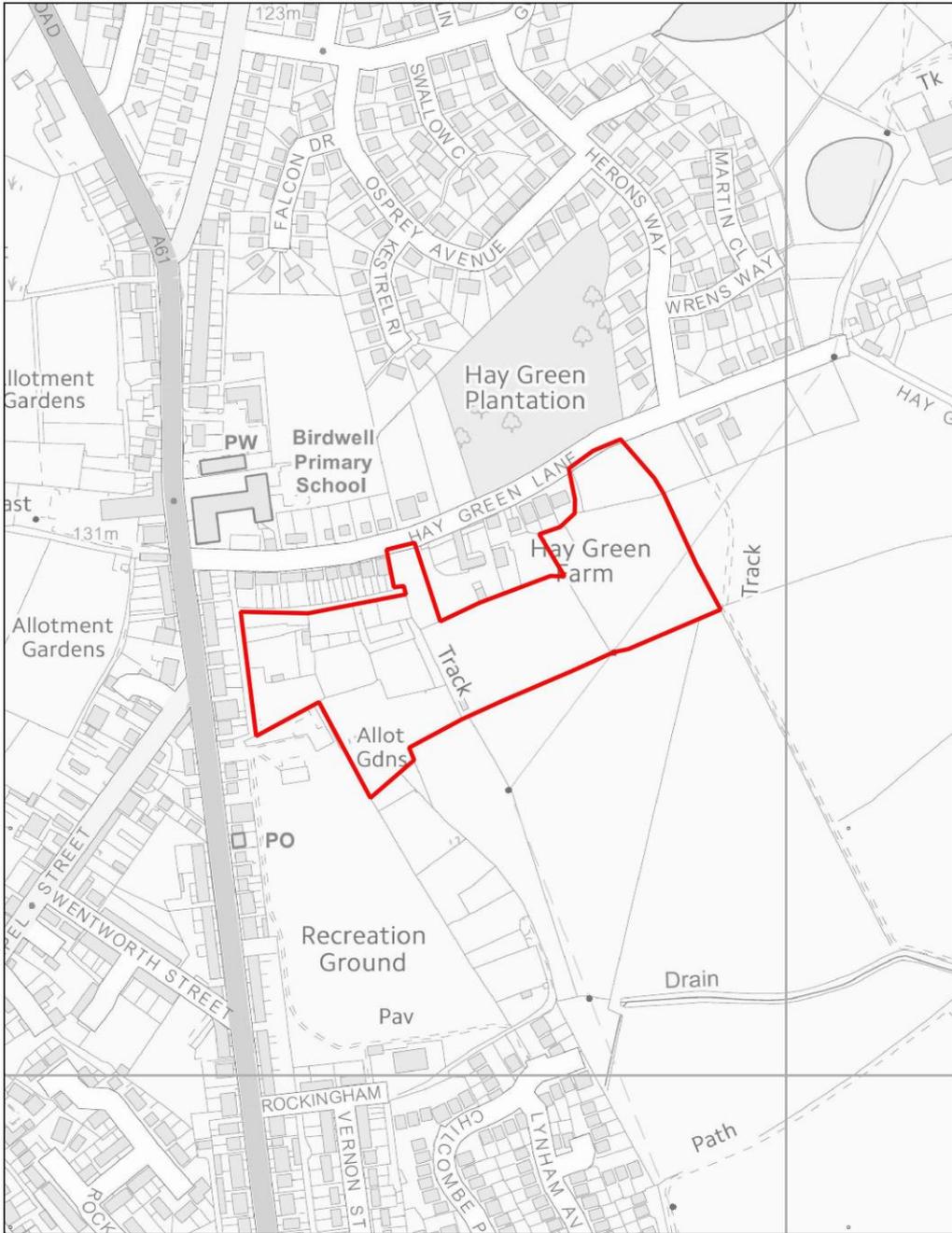
Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.

33. All out of curtilage planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in full in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority upon commencement of development. Thereafter the landscaping shall be carried out in accordance with the approved details and timescales.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.

PA Reference:-

2020/0577



BARNSELY MBC - Regeneration & Property



Scale: 1:3597