
2020/1246

Applicant: Mr James Blunt

Description: Proposed residential development with associated infrastructure and landscaping (Amended Plans and Change of Description).

Land off Barnsley Road, Goldthorpe, Rotherham, S63 9PJ

Site Description

The site, which has an area of 2.92 acres (1.18 hectares), sits between established residential properties off Holly Grove to the east and a recently constructed Aldi Supermarket to the west. The northern boundary of the site runs adjacent to the A635 Dearne Valley Parkway with Barnsley Road to the south both connecting to Hollygrove Roundabout to the west.

An open grass field, the site is relatively featureless with hedgerows and trees located at the edges or just off site in the rear gardens of adjacent properties. Although not steeply sloping, there is a change in level across the site with land falling from south to north.

Access is off Barnsley Road, via a shared access with Aldi built under application 2014/1020.

Proposed Development

The development is for 43 houses, access road and attenuation pond. The houses follow the access road into the site with two spurs off it the east and some plots orientated to front onto Barnsley Road.

There is a mix of terraced, semi detached and detached houses of the following sizes:

8 x 2 beds
29 x 3 beds
2 x 4 beds

With an additional 4 x 2 bed affordable units.

The 7 different house types are all two storeys except one which is 2.5 storeys, there are 4 of this housetype all fronting onto Barnsley Road. The design of all the houses is relatively simple with some detailing such as porch roofs and sections of render to the elevations. All the houses have pitched roofs and the two 4 beds are double fronted and located at corners.

Parking is largely limited to drives to the front or side with only two plots having garages.

Where houses back onto the A635 or Aldi, acoustic fencing to a height of 2.4m is proposed.

History

The planning history for the site dates back to 1994 with various developments approved. The most relevant applications are:

2014/1020 - Erection of a food store with car parking, landscaping and associated works (Full) and erection of residential development (Outline) (Hybrid application) – Approved

2016/0090 - Erection of a retail unit (Use Class A1) with car parking, landscaping and associated works – Withdrawn

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The new Local Plan was adopted at the full Council meeting held 3rd January 2019. In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision making process.

Site Allocation: Urban Fabric

SD1 'Presumption in Favour of Sustainable Development'.

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

LG2 'The Location of Growth'

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

H2 'Distribution of New Homes' states 14% of new homes to be built in the Dearne.

H5 'Residential Development on Large non-allocated Sites'

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

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

H8 'Housing Regeneration Areas'

T3 'New Development and Sustainable Travel'. The site is located in the Dearne

T4 'New Development and Transport Safety'

D1 'High Quality Design and Place Making'

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

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

CC1 'Climate Change'

CC2 'Sustainable Design and Construction'

CC3 'Flood Risk'

CC4 'Sustainable Urban Drainage'

CL1 'Contaminated and Unstable Land'

Poll1 'Pollution Control and Protection'

PI1 'Infrastructure and Planning Obligations'

In addition, there are two land allocations nearby:

HS44 'Bolton House Farm' – Housing allocation opposite on Barnsley Road

ES10 'Land South of Dearne Valley Parkway' – Employment allocation with associated Goldthorpe Masterplan

SPD's

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

Other

South Yorkshire Residential Design Guide

NPPF

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

Consultations

Air Quality: No objection to the development but recommend the installation of electric vehicle charge points in accordance with the Barnsley MBC air quality and planning good practice guidance and Policy T3. This can be secured by condition.

Affordable Housing Officer: There is a requirement for 10% in this area at a 80/20 split.

Biodiversity Officer: Initial concerns have been largely addressed but there remains a need to offset the lost biodiversity through a S106 agreement. More detail is in the report.

Broadband: No objection subject to a condition securing superfast broadband.

Coal Authority: Standing advice only, no objections.

Contaminated Land: The Phase 2 Report submitted to support this application shows that there are no elevated levels of contamination on the site, and as such no conditions are required to address contamination issues.

Drainage: No objections subject to a condition

Education: There is a need to provide contributions to fund both 9 primary and 7 secondary education places. The contribution totals £256,000

Highways: No objections, subject to conditions. There is further detail in the report.

Pollution Control: Initial concerns regarding the acoustic fence which was not shown correctly on the plan have been resolved and the proposed is now acceptable subject to the barrier being erected in accordance with the plan.

South Yorkshire Police: Initial concerns with the layout are covered in the report. No comments have been made with regards the amended plan consultation.

South Yorkshire Mining Advisory Service: The applicant has provided a coal mining risk assessment report and phase 1 geo-environmental site investigation which assess mining legacy risks. The reports indicate the land is low risk and no further investigation is required. Standing advice only.

Superfast South Yorkshire: Standard condition requiring high speed broadband.

Tree Officer: No comments received. The Tree Survey is out of date but does show that there are very few trees on the site, and these are located at the edges. In addition, the hedgerows are largely maintained as shown in the accompanying ecological information. A condition is added requiring an updated survey and appropriate impact and mitigation assessments pre-commencement.

Ward Councillors:

Councillor Noble has objected, raising concerns about the shared entrance with Aldi and the amount of traffic associated with the store.

Councillor Danforth hasn't objected but has requested that 106 monies are honoured, the drives are tarmac, and the traffic noise is contained, including the pumping station being underground with no noise or odour pollution.

Yorkshire Water: No objections subject to conditions including no trees within the easement of the public sewer.

Representations

The application was publicised by notices in the press, on site and by individual neighbour notification. 6 objections have been received summarised as follows:-

- Frustration that where told the land wouldn't be residential when bought houses
- Concerns over the new houses using existing boundary fences and who will maintain them
- Previous issues with foul water flooding
- What happens to the existing bund along the rear of properties? existing fences are on top of this and any earth works could undermine the fences and gardens.
- Access and road safety, the proposed is on a tight bend leading into the Aldi store.
- The area shown on the plan as overgrown grassland is actually adopted greenspace.
- There are not enough bin spaces for properties, should be 4 not 2.
- Don't want affordable housing
- Impact on property from loss of light and privacy
- Why is the builder already onsite?

- There are overgrown trees next to our property and the council don't do anything about it
- Too many properties proposed for the size of the site
- The site is too noisy, deliveries from aldi etc.
- The access for plots 41-44 is behind the existing bus stop and need to understand the impact and materials proposed
- Concerns about the impact of noise and dust during construction

Assessment

The proposed site is unallocated in the adopted Local Plan but lies within the urban fabric of Goldthorpe. The starting point for assessing the application is Local Plan Policies GD1 and H4, Residential Development on Large Non-allocated Sites.

Policy H4 relates to sites over 0.4 hectares, stating that development will be supported where they:

- Are located on previously or part previously developed land;
- Are located within Urban Barnsley, Principal Towns and Villages;
- Are accessible by public transport; and
- Have good access to a range of shops and services

In the case of the proposed, the site previously formed part of an application for the adjacent Aldi with residential proposed on the remaining land. An access was formed when the Aldi was built but the residential development was never delivered. This history supports that it is part of a wider previously developed site, although the residential aspect of the application has now expired and the land remains a green field.

In terms of the other requirements, the site is located within Goldthorpe, which is the main town in the principal town of the Dearne. Barnsley Road is a main bus corridor between Barnsley town centre and Doncaster and Rotherham town centres and Goldthorpe train station is circa 600m due east of the site. Finally, there is a range of local services in Goldthorpe, including Primary and Secondary schools and there is a supermarket directly adjacent the site.

Therefore, the proposed is judged to be broadly in compliance with Local Plan Policy H4 and is located in a sustainable location as required by Policies SD1.

The remaining assessment covers the various criteria required under Local Plan Policy GD1 and other relevant policies in the Local Plan:

Visual Amenity

The existing site is a grass field with some hedgerows and a few trees around the edges. In this respect it has some visual amenity value which will be lost as a result of the development. However, this impact is mitigated in part by the urban edges to the site. The rear of the Aldi backs onto the site to the west and there are residential gardens and the associated fenced boundaries to the east. Main roads border the site to the north and south.

The layout plan has been designed to comply with the space between building standards in the SPD. The house type plans provide 7 different housetypes with variations in elevation details and a mix of detached, semi detached and terraced properties giving some visual interest. The materials schedule proposes a mix of buff and red bricks with some render and grey concrete roof tiles. This is consistent with the character of the area.

The landscaping scheme retains the hedgerow along the northern boundary, with the acoustic fence behind this. An attenuation pond is proposed with planting around it and trees and hedgerows are to be planted across the site, demarking front gardens and softening the frontage parking.

A small substation and pumping station are proposed on the site, in the north west corner, adjacent the boundary with Aldi and the attenuation pond. The pumping station is largely underground and the substation is sited unobtrusively in this corner, adjacent plot 9. The landscaping in this corner will soften the visibility and appearance of these features.

Overall, the proposed complies with Local Plan Policies D1 and the accompanying Design of New Housing SPD.

Residential Amenity

The layout of the development takes into account the amenity of existing residents to the east of the site, with houses set side on here and meeting the distance standards, mitigating any potential for overlooking or overshadowing of existing properties.

Within the site, a noise impact assessment has been provided which recommends acoustic fencing along rear gardens where they are adjacent the Aldi and A635. This will protect external amenity spaces from noise disturbance. In addition, sound insulation works to the proposed properties adjacent their boundaries will protect the internal spaces from excessing noise. These recommendations are secured by condition.

Internally, separation distances between the proposed houses and the private rear garden sizes would meet the standards required by the SPD. Further, the internal layouts of the various houses meet the space standards set in the SYRDG.

On this basis, the proposed will comply with Local Plan Policy D1 and the accompanying Design of Housing SPD with regards to residential amenity.

Highway Safety

This application has been the subject of several layout changes and having reviewed the latest layout plan ref H51-BRG-001 Rev R, it is satisfactory. Conditions are recommended to secure cycle storage and EVCP across the site and the sustainability of the location is noted.

Access is taken from a private section of entrance road serving the existing Aldi store. In order for the development to be acceptable in highways and planning terms, there is a need to bring this access forwards for adoption which may require remedial works. The red line boundary has been extended during the application to include this access allowing these works to be secured by condition. In addition, the applicant has provided correspondence with Aldi confirming that they are happy to offer the access for adoption.

Some of the front gardens, facing Barnsley Road, incorporate part of the adopted highway (verge). Highways have confirmed that this land can be included in this manner and a license to cultivate granted to homeowners, subject to certain restrictions regarding planting here. This approach secures an active frontage on Barnsley Road which is beneficial in design terms.

Therefore, the proposed is acceptable in highway safety terms and complies with Local Plan Policies T3 and T4, subject to conditions.

Other Considerations

South Yorkshire Police raised initial objections to the layout in relation to parking spaces which were not overlooked by active room windows and footpaths accessing the rear of properties. The layout as amended has addressed these through introducing gates at the entrance of all footpaths as requested. However, some parking areas remain not overlooked on the site, this is in part because introducing windows in the side elevations will create a privacy issue and because the

design solution to arrange some houses fronting onto Barnsley Road has left an area of parking behind garden fences. This area is overlooked by plot 1 which has windows in the side elevation and a condition can be added to secure a further active room window in the side elevation of plots 25 and 35.

Drainage/Flood Risk

The Flood Risk Assessment provided by the applicant confirms that the site is at low risk of flooding from rivers and surface water. The underlying ground has low permeability and so soakaways are not suitable but a Suds Pond has been recommended to hold excess surface water for release to the sewer network at a controlled rate.

Yorkshire Water have not raised any concerns with regards to any issues with the capacity of the sewerage system to accommodate flows from the development.

Final details can be secured through appropriate conditions. On this basis the proposed complies with local plan policies CC3 and CC4.

Ground Conditions

The site investigation has not identified any issues with contamination or unstable land arising from historical land uses. No objections have been received from Regulatory Services, SYMAS or the Coal Authority.

Ecology

The site is mostly grassland, previously used for grazing, so limited in diversity with fast growing grasses still dominant and evidence of fertilizer. There is an area of scattered scrub to the south of the site, bramble to the east and some taller herbs across the site. In addition, there are two hedgerows, along the north and south boundaries.

The applicant has provided an ecological appraisal, including hedgerow assessment and a habitats assessment in accordance with the Defra Metric. A detailed landscaping scheme for the site is also provided.

The southern hedgerow is retained and planting across the site includes new sections of native hedgerows around front garden boundaries. In addition, a number of trees are planted across the site and an area of species rich grassland is proposed around the attenuation pond.

The newly created habitats should be managed for their wildlife interest and an ecological mitigation and management plan (EMMP) should be produced to provide management prescriptions to ensure the favorable management of these habitats. This hasn't been provided but can be secured by condition.

Allowing for the proposed on site mitigation, there is an overall loss of 1.19 habitat units. The applicant has agreed to enter into a S106 agreement requiring them to seek to offset these lost units, initially through a scheme on land in the area to be agreed in detail with the Council, or if this is not possible, through paying a tariff to the Council of £25,000 per unit or part thereof.

The detail has been assessed by the Council's Ecologist and accepted as accurate and the approach to mitigation is accepted. Therefore, the proposed is in accordance with Local Planning Policies BIO1 Biodiversity and Geodiversity and the accompanying SPD.

S106 considerations

The proposed development will be subject to the following contributions secured via a S106:

Education –

- 9 Primary School places at £16,000 per place = £112,000
- 7 Secondary School places at £16,000 per place = £144,000

TOTAL = £256,000

Open space provision – New green space provision is required to be provided as part of the development in accordance with SPD: Open Space Provision on New Housing Developments. In this instance it is deemed appropriate to allow no open space on site and instead seek an off-site contribution to upgrade existing facilities in the locality. Based on the submitted unit split, a financial contribution of £75,593.57 would be sought.

Affordable housing – The site is an area where affordable housing provision required under policy H7 is 10%. Strategic Housing have confirmed that the split would be 80/20 rent and intermediate.

Sustainable Travel – This is sought in accordance with Local Plan Policy T3 and the accompanying Sustainable Travel SPD. As the area is in the Accessibility Improvement Zone the overall contribution would be £32,250.

Biodiversity – agreement to secure appropriate off-site mitigation for the net habitat units lost as a result of the development.

Conclusion

The development site was previously part of a wider development for retail and residential, with this application seeking to renew and bring forward the residential side of the scheme.

The scheme proposed has been amended through the application process and the applicant has sought to address Officer's concerns. A strong frontage is presented to Barnsley Road and the internal layout meets design standards with some minor exceptions. The applicant has also retained the more valuable habitats on site and maximised mitigation for habitats lost.

On this basis the proposed is accepted to be sustainable development which is in compliance with the development plan.

Recommendation

Approve subject to conditions and a S106 Agreement

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

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

Site layout plan ref: H51-BRG-001 Rev R

Location Plan ref: H51-BRG-008 Rev C

Boundary Treatment Plan ref: H51-BRG-003 rev F

Landscape Masterplan ref: DR-5805-01

Detached Garage Plan ref: H51-BRG-112

HL 67 House Type (block of 3) ref: H51-BRG-108 rev B

HL 67T House Type (block of 4) ref: H51-BRG-109 rev B

HL 70 House Type ref: H51-BRG-101
HL 85 House Type ref: H51-BRG-102 rev A
HL 85 House Type (block of 3) ref: H51-BRG-110
HL 89 House Type ref: H51-BRG-103
HL89-96 House Type ref: H51-BRG-107
HL115 House Type ref: H51-BRG-106 Rev A
HL 95 House Type Ref H51-BRG-104 rev C
Noise Impact Assessment (NIA/9305/20/9302/v1/ Barnsley Road) by ANC Noise consultants.
Biodiversity Net Gain Assessment (Ref: ER-5805-01-B, 17/05/2022)

unless required by any other conditions in this permission.

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

3. Detailed plans shall accompany the reserved matters submission indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.

Reason: To enable the impact arising from need for any changes in level to be assessed in accordance with Local Plan Policy D1 High Quality Design and Place Making.

4. 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 Local Plan Policy T4.

5. No development shall commence until full construction, engineering, drainage and street lighting 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: In the interests of highway safety, in accordance with Local Plan policy T4 - New Development and Transport Safety.

6. Prior to commencement of development a Biodiversity Enhancement Management Plan (BEMP) detailing the long-term management of the ecological mitigation in the approved Biodiversity Net Gain Assessment (Ref: ER-5805-01-B, 17/05/2022) and the accompanying Biodiversity Metric 3.0 and Landscape Masterplan (ref: DR-5805-01) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To conserve and enhance biodiversity in accordance with Local Plan BIO1 Biodiversity and Geo Diversity and the SPD's Biodiversity and Geodiversity, and Trees and Hedgerows.

7. No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

Tree protective barrier details
Tree protection plan
Arboricultural Method Statement
Arboricultural Impact Statement

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality, in accordance with Local Plan Policies D1 and BIO1 and the Trees and Hedgerows SPD.

8. 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.

9. 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.

10. Notwithstanding the approved plans, an active room window shall be included in the side of plots 25 and 35, details to be agreed in writing by the Local Planning Authority, before groundworks for these plots commence on site.

Reason: In the interests of secure design in accordance with Local Plan Policy D1.

11. Upon commencement of construction works, details of electric vehicle charge points shall be submitted and approved in writing by the LPA. The EVCPs will have a minimum "Mode 3" (7 kW, 32 AMP) capability and shall be installed in accordance with the approved details prior to first occupation of the development and thereafter 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.

12. No trees shall be located over or within 5 metres either side of the centre line of the public sewer i.e. a protected strip width of 10 (ten) metres, that crosses the site. If the

required stand-off distance is to be achieved via diversion or closure of the sewer , the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area , the approved works have been undertaken.

Reason: In order to allow sufficient access for maintenance and repair work at all times in accordance with Local Plan Policy CC3.

13. The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason: In the interest of satisfactory and sustainable drainage, in accordance with Local Plan Policies CC3 and CC4.

14. There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works , details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed , the information shall include , but not be exclusive to:

- i) evidence that other means of surface water drainage have been properly considered and why they have been discounted; and
- ii) the means of discharging to the public sewer network at a maximum rate of 3.5 litres a second.

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 that no surface water discharges take place until proper provision has been made for its disposal in accordance with Local Plan Policy CC3 and CC4.

15. 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'.

16. 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'

17. Upon commencement of development details of measures to facilitate the provision of gigabit-capable full fibre broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to ensure compliance with Local Plan Policy I1

18. 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.

19. The document "Written Scheme of Investigation for an Archaeological Strip, Map and Record" by Archaeological Services WYAS, dated November 2019, sets out a strategy for archaeological investigation that has been approved in writing on behalf of the Local Planning Authority. The development shall only take place in accordance with the approved Written Scheme of Investigation (WSI) unless an updated WSI and timetable has been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed

Reason: To accord with Local Plan Policy HE6.

20. Before any dwelling hereby approved is first occupied the roads and footways shall be constructed to minimum binder course level from the dwelling to the adjoining public highway in accordance with details submitted to and subsequently approved in writing by the LPA.

Reason: To ensure satisfactory development of the site and in the interests of highway safety, in accordance with Local Plan policy T4 - New Development and Transport Safety.

21. 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 Local Plan Policy T4.

22. Pedestrian visibility splays having dimensions of 2m x 2m shall be safeguarded at the drive entrance/exit. 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: In the interests of highway safety, in accordance with Local Plan policy T4 - New Development and Transport Safety.

23. Upon commencement of development, a scheme for the parking of bicycles shall be 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 and Local Plan Policy T3.

24. Except in case of emergency, operations shall not take place on site other than between the hours of 08:00- 18:00 Monday to Friday and between 09:00 - 13:00 on Saturdays. There should be no working on Sundays or Public Holidays. At times when operations are not permitted work shall be limited to maintenance and servicing of plant or other work of an essential or emergency nature. The Local Planning Authority shall be notified the earliest opportunity of the occurrence of any such emergency and a schedule of essential work shall be provided.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance With Local Plan Policy POLLI

25. Heavy goods vehicles shall only enter or leave the site between the hours of 08:00 - 18:00 on weekdays and 09:00 - 13:00 Saturdays and no such movements shall take place on or off the site on Sundays or Public Holidays (this excludes the movement of private vehicles for personal transport).

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance With Local Plan Policy POLLI

PA Reference:-

2020/1246

