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**2021/0336**

**Applicant:** Mrs Alex Baillie

**Description:** Residential development of 40 dwellings

**Site Address:** Land off High Street, Shafton, Barnsley

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### **Site Description**

The site is a 1.3ha area of undeveloped land which is located at the side and to the rear of a terrace of properties (Nos 50-56 High Street) within the built-up area of Shafton.

The surroundings are mainly residential with part of the site frontage being occupied by houses. In addition, the site shares a boundary with a street of bungalows to the north and west located on Poplar Avenue, Park View and Acacia Grove. Other uses in the vicinity of the site include the Sainsbury's local store and a pharmacy located opposite the proposed entrance to the site. A Premier Stores is located to the south east of the site and a large section of this particular boundary is also shared with Shafton Primary School.

Previous use of the site has been accepted to be part as a private garden in the area behind the terrace, No-50-56 High Street and as a field used for rough grazing purposes on the other half. Old ordnance survey records indicate outbuildings were located in the part of the site that was stated to be used for garden purposes.

Vegetation on the site has matured as a result of its lack of use or management. There are several trees and hedgerows located around the boundaries of the site and in the central areas. An oak tree has been removed from the edge of the site since the 2018 planning application (2018/0396).

The site falls from the site frontage on High Street to the rear by approximately 7m and rises from the north west boundary adjacent Poplar Avenue to the south east boundary adjacent the school land by approximately 2m.

### **Planning History**

2015/0456 – Residential development of 38 dwellings (outline – seeking approval over means of access and layout) – Approved

2018/0396 – Residential development of up to 43 dwellings (outline with all matters reserved apart from access) - Approved

### **Proposed Development**

This application is a new application for full planning permission for residential development. Amendments have been sought during the assessment process with the number of units now proposed being 40.

The access shown is the same as the previously approved schemes, being a T-junction off High Street with alterations to a parking layby and crossing island on High Street to secure appropriate sightlines.

Internally, the access road curves through the site and terminates in a turning head at the north eastern end with a private drive extending to the south. The houses are laid out along this access road, with two small cul-de sacs created within the wider parts of the site and another private drive.

The mix of housing proposed is:

- 2 x two bed bungalows;
- 9 x two bed houses;
- 21 x 3 bed houses;
- 8 x 4 bed houses.

The properties are a mix of detached, semi detached and short terraces.

Parking for the houses is largely within the various plots, the exception being houses located at the front of the site (on High Street) which have spaces located at the rear. In addition, one off street parking place per property is provided for the existing terrace on High Street (50-56 even numbers) at the rear of these houses. Visitor parking has been shown on street with 6 dedicated spaces provided off street.

### **Policy Context**

Planning decision should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

### **Local Plan**

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.

The site is allocated for housing under Local Plan Policy HS31. There are no site specific policy requirements listed in the policy.

The following policies are therefore of relevance:-

SD1 'Presumption in Favour of Sustainable Development'

GD1 'General Development'

LG2 'Location of Growth'

H1 'The number of New Homes to be Built'

H2 'Distribution of New Homes'

H6 'Housing Mix and Efficient Use of Land'

H7 'Affordable Housing'

T1 'Accessibility Priorities'

T3 'New Development and Sustainable Travel'

T4 'New Development and Transport Safety'

D1 'High Quality Design and Place Making'

HE6 'Archaeology'

LC1 'Landscape Character'

GI1 'Green Infrastructure'  
GS2 'Green Ways and Public Rights of Way'  
GB6 'Safeguarded Land'  
BIO 'Biodiversity and Geodiversity'  
CC1 'Climate Change'  
CC2 'Sustainable Design and Construction'  
CC3 'Flood Risk'  
CC4 'Sustainable Drainage Systems (SuDs)'  
RE1 'Low Carbon and Renewable Energy'  
CL1 'Contaminated and Unstable Land'  
Poll1 'Pollution Control and Protection'  
I1 'Infrastructure and Planning Obligations'

### SPD's

- Design of Housing Development
- Open Space Provision on New Housing Developments
- Planning obligations
- Affordable Housing
- Trees and Hedgerows
- Financial contributions to Schools
- Parking
- Sustainable Travel

### NPPF

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

Section 5 – Delivering a sufficient supply of homes, at the current time the Council has a 5 year housing supply.

Section 8 – Promoting healthy and safe communities

Section 9 – Promoting Sustainable transport

Paragraph 110 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Section 11 – Making effective use of land

Section 12 – Achieving well-design places

## **Consultations**

Affordable Housing – Initially objected to the proposed 100% affordable housing on the original submission as this mix did not promote sustainable housing growth in accordance with Local Plan Policy H8 and H7. The applicant has now reduced the affordable housing on the site to 10% in line with Policy H7 and included 2 bungalows.

Air quality – Confirmed the type of charger is acceptable, however, some concerns over the need for cables across gardens on some plots and the hazard that this will present. This has been resolved through the amendments and all plots now have dedicated charging points next to or within spaces.

Biodiversity Officer – No objections, subject to appropriate conditions and S106 agreement to secure mitigation in accordance with the requirements of BIO1 and the accompanying SPD Biodiversity and Geodiversity. More detail in the report below.

Coal Authority - Material Consideration only.

Contaminated Land – No response, carry forward conditions from previous applications.

Drainage – No objections subject to conditions.

Education – There is a requirement for both primary and secondary school places to be funded. Based on the current layout this would be 8 primary places and 6 secondary places at £16,000 each with a total contribution of £224,000.

Highways – No objections subject to conditions, more detail in the report below.

Regulatory Services – No objection, subject to conditions to control noise and dust during construction.

South Yorkshire Archaeology – No objection subject to conditions to secure further investigation.

SYMAS – No objections, the Coal Authorities Standing Advice should be applied to any permission.

Superfast South Yorkshire – No objection subject to a condition requiring gigabit capable full fibre broadband.

South Yorkshire Police – No immediate concerns with the layout, detailed advice on security features only.

Tree Officer – Has acknowledged that initial issues over the proximity of the development to trees have now been largely dealt with. Appreciates that the allocation of this site for housing would inevitably have involved some tree loss but, notwithstanding this, still retains concerns on the loss of some of the higher category trees from an arboricultural perspective.

Yorkshire Water – No objections subject to conditions.

Ward Councillors – No comments received.

Parish Council – Concerns regarding the impact on the highway as a busy road with lots of on street parking associated with shops and the school. No comments made on the amended layout.

## **Representations**

The proposed development has been consulted through a site notice, press notice and neighbour letters. Three residents initially commented as follows:

- Loss of privacy from the new houses overlooking existing bungalows;
- The proposed tree planting will reduce light and overshadow existing properties;
- Trees take time to grow so their impact in terms of screening is limited;
- Noise and dust disturbance during the construction process;
- Dust impacts on garden ponds and the health of residents, particularly elderly neighbours;
- Respiratory issues are worse with covid and dust will exacerbate this;
- The sewer runs under existing gardens and disturbance from this application could cause damage to private property;
- Land levels are being changed which will mean run off is increased into neighbouring houses;
- Loss of habitat and impact on wildlife, the site is well used by animals and birds;
- Disturbance from new families living on the site and traffic through the site;
- Loss of value to properties;
- The access is directly opposite the Sainsburys and pharmacy and will bring increased traffic to this section of road, impacting on public safety;
- There will also be an impact the safety of kids walking to the nearby school;

A second consultation process has been undertaken following the submission of amended plans. A further 2 representations have been received raising the following:

- There should be more 2 bed bungalows and these should have 2 toilets.
- The loss of biodiversity on the site, this will be totally eradicated by the development;
- An area of land within the site was supposed to be sold to an existing resident, this offer has now been rescinded.
- Increased traffic on High Street and the impact on residents accessing their drives, on air pollution and on road safety;
- On street parking is an issue already and the double yellow lines proposed won't make a difference as people just park on them and no enforcement action is taken;

- Primary school class sizes are already over-subscribed;
- The existing residents who have been allocated parking will not be able to access their houses from the spaces and will have to carry shopping etc long distances;
- There are flooding issues to existing houses on High Street, in the cellars and there are concerns that the development will make this worse.

## **Assessment**

### Principle of development

The site is allocated for housing in the adopted Local Plan under Policy HS31. As such it is accepted that the proposed residential development is acceptable in principle. Previous planning permissions for residential development have also established the principle of houses on this site. The Local Plan states that where there are no site-specific details, subsequent planning applications will be determined in accordance with the Local Plan. The scheme is assessed on this basis below.

### Design, Layout and Visual Amenity

A number of concerns were raised initially with the scheme design and layout, resulting in the amended scheme now provided and slight reduction in numbers.

The density of development has been amended to be in line with the 40 dwelling per hectare as set by policy H6. This has created some increased space on the site, reducing frontage parking and increased the amount of soft landscaping to the front of dwellings. In addition, rear gardens across the site are of a better size and shape.

The layout as amended still involves the removal of a number of trees on the site with limited scope for replacement planting. The applicants tree survey confirms that the majority of trees to be lost are of low quality, except one category A tree and 3 category B trees. The Forestry Officer has raised concerns to the loss of these trees from an arboricultural perspective, however, it is accepted that the site is constrained and therefore retaining them would impact substantially on the layout and scale of development achievable. Amendments have been made to retain the larger trees to the edge of the site in a managed area and to move plots away from these to reduce any future pressure to prune / fell. In addition, the landscaping plan shows replacement tree planting in gardens and in the green space to the east of the site. None of the trees to be lost are protected by tree preservation orders. Some further mitigation will be secured through an appropriate contribution to habitat replacement schemes under the biodiversity policy.

The hedgerow along the southern boundary is now shown as retained and the landscaping plan submitted shows it augmented with new sections extending around to the eastern and northern boundary. The biodiversity officer requested the hedgerow along the northern boundary is also retained, however, this is not required to offset habitat loss and the applicant has not agreed to the request.

The greenspace is located to the north eastern end of the site, adjacent the head of the cul de sac and with a large attenuation tank proposed within this area. This reduces the scope of planting that can be provided and the overall amenity value of this space. Whilst a more centrally located space would be better in design terms, the need to provide an attenuation tank in the lowest part of the site has dictated this issue and its positioning in this location.

Allowing for the constraints on the site, the proposed is acceptable in design, layout and visual amenity terms and complies with Local Plan Policy D1 and the accompanying design guidance in the Design of Housing SPD, Parking SPD and Trees and Hedgerows SPD.

### Residential Amenity

Various concerns were raised on the previous layout with regards to residential amenity for existing and proposed residents.

The amended layout addresses the majority through the reduced number of units which has allowed for increased distances between existing and new dwellings as well as across the site generally. The main impact is on the north western boundary where bungalows on Poplar Avenue back onto the site and the distances are tightest behind plots 12-18 where the existing bungalows and the new plots all have short gardens. Plots 12-15 exceed the 21m back-to-back measurement as set out in the SPD, however, plots 16, 17 and 18 just meet the 21m to the original dwellings. Given the distances are only just met it was suggested that the applicant moves the proposed bungalows to this location rather than the two storey houses, but their view is that site constraints don't allow for this and as the distances meet the minimum requirement it cannot be required.

Across the site, garden sizes now all meet the minimum standards and the number of smaller / awkward shaped gardens on the site has been reduced. Trees retained on the site are now less likely to overshadow properties and they are outside of gardens ensuring their longer-term retention is more likely.

Internal space standards are broadly met in terms of the overall internal space provided, albeit some of the rooms are smaller than the requirements.

On the basis of the above, the proposed is mostly in compliance with Local Plan Policy D1 and the accompanying design guidance in the Design of Housing SPD, Parking SPD and Trees and Hedgerows SPD.

### Highway Safety

Highways raised a number of concerns with the layout related to manoeuvring space, visitor parking, visibility and the required amendments to High Street to make the access junction safe. These have been addressed through the submission of an amended layout and further consultation.

In terms of impact on the network, the quantum of development falls below that which would require a transport statement or transport assessment. However, a transport statement has been submitted which identifies that the development is predicted to generate approximately 22 two-way trips in the AM peak hour and 23 two-way trips in the PM peak hour which equates to in the region of one additional vehicle every 2.5 minutes in each peak hour. This level of trips is not deemed to have a material impact on the operation of the highway network.

With regards to the access from High Street, this requires work in the existing highway including: the removal of the public parking bay, relocation of the pedestrian crossing and measures to prevent parking on High Street within the visibility splay. The latter requires a TRO and the plans have been amended to show these changes and reconsulted on. This will likely help with the TRO process and therefore certainty

of the ability to secure these works. The internal site layout includes parking for existing residents who are likely to have utilised the layby on High Street, to the front of their properties. These are to the rear of the properties which is less convenient but access could be achieved through rear gardens if residents were so minded.

Overall, the scheme is in accordance with Local Plan Policy T4.

### Biodiversity

The site comprises a mosaic of man-made and semi-natural habitats including semi-improved grassland, broadleaved woodland, dense and scattered scrub; tall ruderal vegetation, native hedgerows, scattered trees, ephemeral/short perennial vegetation hard-standing and a dry pond.

Following various discussions with Officers, the applicant has set out a detailed approach to dealing with the loss of habitats on site, including an assessment to quantify this in accordance with the Defra Metric. On site mitigation will include the creation and enhancement of species rich grassland, retention and enhancement of hedgerows along the south-eastern and north-eastern boundary of the site, a new wildlife pond and the retention and planting of native trees. This will not achieve no net loss on the site, and it is accepted that due to the nature of some of the habitats (i.e. grassland and scrub) it won't be possible to do so and deliver sufficient housing to meet the other policy requirements. On this basis, a s106 agreement has been drafted which requires 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

In addition to the habitat improvements above, the application also includes bat and bird roosting boxes on retained trees and within the new houses, log piles for amphibians and a bat sensitive lighting scheme.

On the basis of the above, and allowing for the proposed S106, the proposed complies with Local Plan Policy BIO1 and the accompanying SPD Biodiversity and Geodiversity.

### Drainage/Flood Risk

The Flood Risk Assessment provided with the application refers to drainage proposals which have now been changed for this proposal.. However, it remains acceptable in terms of the overall assessment of flood risk. The site is in flood zone 1 and although there are surface water issues in the area the site is not located in an area at risk of surface water flooding.

The proposed drainage strategy for the site allows for the storage of surface water in an attenuation tank, to be released at a restricted discharge rate. The site doesn't support soakaways and a detention basin was discounted due to existing standing water at a shallow depth on the site. Foul will be to the local sewer network.

Yorkshire Water and the Council's Drainage Officer have not raised any concerns at this stage with the proposed subject to the imposition of conditions to secure additional detail.



### S106 – Affordable housing, public open space, education, sustainable travel

Based on the current layout and mix of dwellings, assessed against the formulae in the published SPD's the following contributions would be required: -

Affordable Housing – 10% is being delivered which equates to 4 units.

The mix of dwellings proposed is:

- 2 x 2 bed bungalows
- 1 x 2 bed house
- 1 x 3 bed house

Education – There is an identified shortfall in primary and secondary school places within the area and as such a contribution is required to address this. The development will generate 8 primary pupils and 6 secondary pupils at £16,000 per pupil place. The total contribution required is: £224,000

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. Using the formulae in Appendix C of the SPD the figure required is £30,000

In addition, EV charging points would need to be conditioned for each dwelling, as would cycle storage for houses without a garage.

Greenspace – The site layout includes some greenspace albeit the usability of this is limited. The contribution for formal and play space totals £62,954.17.

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

### **Conclusion**

This site has proved to be constrained in terms of the number of units achievable, and the ability to deliver against design, highways and biodiversity policies. As a result, the number of units has reduced allowing for some increases in space across the site and related improvements to the layout. Overall, the scheme is broadly in compliance with the Development Plan and subject to conditions and a S106 agreement to secure appropriate mitigation, approval is recommended.

### **Recommendation**

Approve subject to a S106 Agreement and the following conditions:

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

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

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

Location Plan 0812-EA-A-P001

Proposed Layout 0812-EA-A-P002 Rev T

Proposed Site Access Arrangement 219112-MSJ-ZZ-XX-DR-C-3110 Rev P5  
Outline Landscape Proposals MR22-007/101 Rev D  
Aslin 0812-EA-A-P020 Rev A  
Atkins 0812-EA-A-P021 Rev C  
Bungalow 0812-EA-A-P020 Rev B  
Everleigh 0812-EA-A-P026  
Sharman 0812-EA-A-P022 Rev C  
Boundary Detail 1500mm timber fence 0812-EA-A-P011 Rev A  
Boundary Detail 1800mm closeboarded timber fence 0812-EA-A-P010 Rev B  
Biodiversity Net Gain Assessment V2b, Envance May 2022  
Bat Transect Survey V2.0, Ecus January 2021  
unless required by any other conditions in this permission.  
Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.

3. Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Thereafter the development shall proceed in accordance with the approved details.

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

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

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

5. Upon commencement of development a plan indicating the position of boundary treatment(s) to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the dwellings are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property in accordance with Local Plan Policies GD1 General Development Policy and D1 High Quality Design and Place Making

6. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved landscaping details shall be implemented prior to the occupation of the building(s).

Reason: In the interests of the visual amenities of the locality in accordance with Local Plan policies BIO1 and D1.

7. All in curtilage planting, seeding or turfing comprised in the approved details of landscaping ( Outline Landscape Proposals MR22-007/101 Rev D) 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'.

8. All out of curtilage planting, seeding or turfing comprised in the approved details of landscaping (Outline Landscape Proposals MR22-007/101 Rev D) 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'

9. No hedges or trees on the site (except those shown to be removed on the approved plan), or their branches or roots, shall be lopped, topped, felled, or severed without prior written approval from the Local Planning Authority. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To safeguard existing trees/hedges, in the interests of the visual amenities of the locality.

10. Prior to commencement of development a Construction Environmental Management Plan (CEMP: Biodiversity) 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 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.

11. 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 V2b, Envance May 2022 and Bat Transect Survey V2.0, Ecus January 2021 and the accompanying Biodiversity Metric 3.0 and Outline Landscape Proposals MR22-007/101 Rev D 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.

12. Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays

Reason: 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 POLL1

13. 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 Policy CC3.

14. The site shall be developed with separate systems of drainage for foul and surface water on and off site. Surface water discharge from the entire site shall be restricted to a maximum of 3.5 (three point five) litres per second.

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

15. If sewage pumping is required from any part of the site, the peak pumped foul water discharge must not exceed 6 (six) litres per second.

Reason: To ensure that no foul water discharges take place until proper provision has been made for their disposal in accordance with Local Plan Policy CC3.

16. 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

17. No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:  
The programme and method of site investigation and recording.

The requirement to seek preservation in situ of identified features of importance.

The programme for post-investigation assessment.

The provision to be made for analysis and reporting.

The provision to be made for publication and dissemination of the results.

The provision to be made for deposition of the archive created.

Nomination of a competent person/persons or organisation to undertake the works.

The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and 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 ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

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:

Tree protective barrier details

Tree protection plan

Arboricultural Method Statement

Arboricultural Impact Statement

The scheme shall proceed in accordance with the approved details.

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality.

19. 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.

20. Before any dwelling hereby approved is first occupied the roads and footways shall be constructed to binder course level from the dwelling to the adjoining public highway (High Street) 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 1.0m 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. 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 1.05m above the level of the adjacent highway carriageway.

Reason: In interests of highway safety in accordance with Local Plan Policy T4.

24. 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.

25. Any redundant vehicular accesses shall be reinstated as kerb (and footway) prior to the development being brought into use.

Reason: In the interests of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety

26. No works shall commence on site until a scheme for the parking of bicycles has been submitted to and approved in writing by the LPA. The scheme shall be fully

implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.

Reason: In interests of encouraging use of sustainable modes of transport in accordance with Local Plan Policy T3.

27. 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. Means of access for construction traffic
- iii. Loading and unloading of plant and materials
- iv. Storage of plant and materials used in constructing the development
- v. Measures to prevent mud/debris being deposited on the public highway.

Reason: In the interests of highway safety in accordance with Local Plan Policy T4.

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

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

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

Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety in accordance with Local Plan Policy T4.

29. Notwithstanding details show on the approved plans, the development hereby approved shall not be occupied until details have been submitted to, approved in writing by the Local Planning Authority and implemented, arrangements which secure the following highway improvement works:

- o Removal of parking lay by on High Street;
- o Provision of a ghost right turn on High Street;
- o Provision of central island on High Street with guard rails and tactile crossings;
- o Measures to prevent parking on High Street and the new access road;
- o Provision of any necessary signing/lining;
- o Provision of/any necessary alterations to street lighting;
- o Provision of/any necessary alterations to highway drainage;
- o Any resurfacing/reconstruction as necessary.

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4 New Development and Transport Safety.

PA Reference:-

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