
2019/0577**Applicant:** South West Yorkshire NHS Trust and Orion Homes**Description:** Demolition of vacant former hospital buildings and residential development of 70 no dwellings and associated works.**Site Address:** Mount Vernon Hospital, Mount Vernon Road, Worsborough, Barnsley

The application is presented to Members as the proposed number of dwellings exceeds 50 and as the recommendation is the subject of a proposed S106 Agreement. Objections from the residents of 8 neighbouring properties have been received.

Site Description

The site is located off Mount Vernon Road linking to Sheffield Road and Barnsley Town centre to the north. The vacant hospital building has been demolished, having closed in early 2018. The site is 2.67ha in size and is raised above the highway behind a high stone wall, with an existing access. The site is bounded mainly by residential properties comprising a mix of semi-detached and detached dwellings. To the west of the site is Worsborough Common Primary school and a children's centre. A belt of trees in the southern end of the site are protected by a tree preservation order. The topography of the site rises from Mt Vernon Road. A narrow private road Coach House Lane runs along the northern boundary, bounded by a stone wall and hedgerow, both of which are to be retained. A listed building at Elmhurst Farm lies to the east beyond Mt Vernon Road.

Proposed Development

Pre-application advice was provided prior to the adoption of the Local Plan and the proposal has been amended through protracted negotiations to reach the layout which is before members.

The planning application is for a residential development of 70 dwellings in the following mix:

9 no. 2 bed dwellings
31 no. 3 bed dwellings
30 no 4 bed dwellings

The dwellings would be a mix of terraced, semi-detached and detached properties, all of 2 storeys in height. Parking is provided either to the front or side of the properties, some of the house types have integral garages.

The developer has provided 10 different property types. Elevations are simply designed though some have canted bay windows to ground floor and some have gable elements to front elevations. All the properties are proposed to be of a choice of 2 colour schemes of brick and concrete roof tile. Existing hedgerow is proposed to be retained and extended, and the existing stone wall fronting Mount Vernon Road is proposed to be retained. A viability assessment has been submitted as the applicant considers the site is not sufficiently viable to provide all necessary contributions.

History

2018/0379 - Prior notification for demolition of former Mount Vernon Hospital.
Decision issued 26/06/18.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations. The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

Site Allocation: The site is allocated for residential development under reference HS29 in the Local Plan, with an indicative number of dwellings of 74

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 43% of new homes to be built in Urban Barnsley

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

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

Policy T3 'New Development and Sustainable Travel'

Policy T4 'New Development and Transport Safety'

Policy D1 'High Quality Design and Place Making'

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

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

CC1 'Climate Change'

CC2 'Sustainable Design and Construction'

CC3 'Flood Risk'

CC4 'Sustainable Urban Drainage'

CL1 'Contaminated and Unstable Land'

Poll1 'Pollution Control and Protection'

PI1 'Infrastructure and Planning Obligations'

SPD's

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

Other

South Yorkshire Residential Design Guide

NPPF

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

Sections of relevance would be:

57. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available

62. Where a need for affordable housing is identified, planning policies should expect it to be met on-site unless:

- (a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and
- (b) the agreed approach contributes to the objective of creating mixed and balanced communities.

64. Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership.

Consultations

Affordable Housing – Would ideally wish to see the provision of 10% affordable housing but accept the findings of the independent review of the viability assessment. Furthermore, they have expressed a preference for an off-site contribution in this case rather than on site provision taking into account the healthy supply of 2 and 3 bed social rented properties in the sub-market area where the site is located.

Air Quality - No objection subject to provision of EV charging points in accordance with the SPD.

Biodiversity – No objections have been received.

Civic Trust – Comment that the house styles appear to propose an appealing development in this desirable area. Concern about number of affordable houses proposed.

Conservation – No objection providing the front wall is retained. Note that the site allocation policy requires archaeological assessment.

Contaminated Land Officer - No objection subject to further investigation which can be secured by condition.

Highways Drainage – No objections subject to conditions.

Education – Contributions to both primary and secondary pupil places would be required.

Highways DC - No objections subject to conditions.

Forestry officer – No objections subject to conditions.

Pollution Control – No objection subject to conditions.

Superfast Broadband – SF broadband to be installed as per informative.

SYMAS – No objections subject to informative.

SYAS – No objections subject to a planning condition.

SY Police – Recommend that development is secured by design – informative proposed.

Yorkshire Water -No objections subject to conditions

Waste Management – No assisted collections until site complete. Initial charge for bins – Informative proposed

Representations

The initial application was advertised in the press, by neighbour notification letters and site notices. Objections from the residents of 8 neighbouring properties have been received, although some residents have written several times following two reconsultation exercises due to the receipt of amended plans in July 2019 and in early March 2020. Comments raised related to the following:

- Noise and dust during demolition and construction
- Dangerous access and highway concerns
- Inaccurate drawings, insufficient drawings, inaccurate levels, inadequate layout.
- Concern about who will be responsible for trimming hedgerow along Coach House Lane and boundary along south of site along access adj 91 Mt Vernon as the hospital used to trim both sides of vegetation.
- Access to substation should be from within the site and not front Coach House Lane – the substation is already accessed from Coach House Lane and this will continue unchanged.
- Loss of privacy and light.
- The nursing home should not be demolished but should remain as a tribute to previous use, a statue should be erected or plaque, and a communal electric point for a Christmas Tree installed as it has been since 1971.
- The development would provide zero community value.
- Short-sighted to dispose of publicly sector owned land.
- Maximum number of houses possible.
- Not zero carbon footprint.
- Houses not in character.
- Should be smaller dwellings not more large ones.

Assessment

Principle of development

The site is allocated in the local plan for housing under an allocation HS29 with an indicative number of dwellings of 74. The application is therefore acceptable in principle. The development should therefore be determined in accordance with the Local Plan. An assessment of how the site accords with other policies is below.

Housing density and Mix

One objector considers that the scheme is too dense, and the developer is trying to fit in the maximum number of dwellings possible. However, the site-specific policy for this site gives an indicative number of dwellings at 74.

The initial scheme was for 65 units which were deemed to be too low and did not include a suitable mix of house types, comprising only large 3+ bedroom dwellings, contrary to Local Plan Policy H6. The applicant has submitted a revised layout with the overall numbers increased to 70 units with an improved housing mix with 9 no 2 bed dwellings, 31 no. 3 bed dwellings and 30 x 4 bed dwellings. This is now considered to be sufficiently close to the indicative number of units set out in the site-specific local plan allocation policy and would provide a suitable mix of properties in accordance with policy H6 (detached, semi-detached and terraced dwellings). As such the proposal is in accordance with Local Plan Policy H6 Housing Mix and Efficient use of Land.

Contributions and Viability

Planning law requires that application for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise (para 2 NPPF).

Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan (para 34 NPPF).

Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available (para 57 NPPF).

Education

Based on 70 dwellings the following contributions would be required in accordance with the SPD:

Primary contribution – 15 pupils at £16000 = £240,000

Secondary contribution – 11 pupils at £16000 = £176,000

A total contribution would therefore be required of £416,000.

Sustainable travel

The adopted supplementary planning document supplementary travel identifies contributions which are required to deliver the infrastructure priorities for the local plan. In accordance with the SPD **a contribution of £52,500** is required

Off site Public Open Space

It was determined at the pre-application stage that it would be appropriate for an off-site contribution to be made to improve existing open space in the locality rather than providing open space on site. Based on the housing mix proposed, a **contribution of £134,478 is required**

Affordable Housing

Initially, only one affordable dwelling was proposed as during pre-application discussion the NPPF indicated that vacant building credit was relevant which takes into account the area of demolished building. However, since then, national guidance in the NPPF has been updated and the Barnsley Local Plan has been adopted. Whilst the applicant has argued that vacant building credit still applies, officers have taken the view that the proposal does not meet any of the exemptions set out in the current NPPF. Instead, both the NPPF and the Barnsley Local Plan require 10% affordable housing to be provided on site unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable. As such of 70 proposed dwellings, 7 should be made affordable, subject to viability.

A viability assessment has been submitted by the applicants in support of their assertion that the proposal would not be sufficiently viable to provide all the contributions and affordable housing requirements generated by the proposal and as set out in Local Plan policies and adopted supplementary planning guidance. This is not overly surprising considering that the site is previously developed, which means increased building costs associated with demolition and remediation.

The viability assessment has been independently assessed and has concluded that the site would be sufficiently viable to provide all contributions for education, public open space and sustainable transport, and a commuted sum equal to 3 no. affordable dwellings. The applicant has agreed to this level of contribution and payment will be secured through a S106 agreement as follows:

Education Contribution	£416,000
Public Open Space Contribution	£134,478
Sustainable Travel	£ 52,500
Commuted Sum for 3 no. affordable dwellings	<u>£193,180</u>
Total	£796,158

In recognition of the findings of the independent review of the viability exercise the Housing officers are on board with the proposed approach. Furthermore, they have expressed a preference for an off-site contribution in this case rather than on site provision taking into account the healthy supply of 2 and 3 bed social rented properties in the sub-market area where the site is located.

Visual amenity

One objector considered that the initial plans were inadequate and/or inaccurate particular relating to levels. However subsequent iterations and cross sections have provided more detailed and accurate information to better illustrate the proposal. The objector further considered that the proposal is of poor layout due to some dwellings facing away from Mt Vernon Road, and that the dwellings are not in character with the existing surroundings. Another objector considered that the proposal should include more smaller dwellings.

The Senior urban design officer provided detailed comments and guidance at the pre-application stage to help ensure that an acceptable layout was designed and considered that the dwellings facing Mt Vernon Rd in this case would be acceptable due to the significant level differences. The officer has raised no objections in response to the planning application.

The proposed scheme is for residential development on a former hospital site. It is surrounded by residential properties. The types of dwelling proposed reflect the mix of uses in the area and in this respect, there will be a visual benefit in bringing a disused site back into use.

The design of the scheme is such that it will fit within the surrounding residential area, the scale of houses is appropriate and the introduction of a mix of house types will add some interest to the street scene although the site is set above Mt Vernon Road and the majority of the site will not be visible from the highway.

Despite the different types and sizes of dwelling there is limited differentiation between their elevations which are all very simply designed; however, this is a medium scale scheme and the development itself will bring some variation in the

house styles when viewed in the wider context of this residential area. Therefore, in this instance the variation in elevational treatments and the uniform approach to materials is accepted. Soft landscaping is also proposed to the front which will soften the appearance along the street and break up the tarmac areas.

There are a number of protected trees on the southern boundary of the site, which are to be retained, though the remainder of the trees within the hospital site have been removed to enable demolition of the former hospital to take place. The tree officer has agreed this approach subject to a detailed landscaping scheme including some replanting. This can be secured through condition.

Based on this assessment and taking account the benefits associated with bringing the site back into use and delivering housing to meet local needs, the visual impact is acceptable in this case and the application complies with Local Plan Policy D1.

Residential Amenity

The proposed layout provides more than the minimum external spacing requirements as set out in the Designing New Housing Development SPD. As such it does not give rise to any unacceptable overshadowing or overlooking impacts or loss of light, in relation to the residential amenity of existing residents and it is considered that privacy of existing dwellings will be retained despite concerns from objectors.

The internal space provided by the proposed house types has been checked against the standards as set out in the SYRDG and meet the minimum requirements. Some of the house types are generous in size

Concern has been raised by properties on Coach House Lane about impacts on outlook and changes in levels of the new dwellings. Without doubt, there will be a change in the view from the existing dwellings on Coach House Lane, as previously the view was of low-lying hospital buildings set in a generous green space. However, there is no legal right to a view and external distances between existing and proposed dwellings are acceptable and meeting with adopted guidance. Cross sections have also been provided which demonstrate that the new dwellings will not appear overbearing.

Of particular concern was the impact on outlook from No 4 Coach House Lane, a dormer bungalow with a rear elevation facing the site but separated from it by Coach House Lane which runs to the rear of the property. Initially, it was proposed to place a 2.5 storey dwelling to the north of this dwelling, however, this was considered to be too high and have an unacceptable impact on the dwelling. This has now been reduced to a 2-storey dwelling, with distances which now meet adopted guidelines in terms of distance and is considered to be acceptable.

Overall the proposed is acceptable in residential amenity terms and complies with Local Plan Policy D1 and the Designing Residential Housing SPD.

Trees

The updated proposal now confirms that trees can be satisfactorily retained subject to the necessary protection measures. Some replacement tree planting details have been provided as part of the application; however, the Forestry Officer considers there is room to provide some larger growing native species more in keeping with the surrounding tree cover. A full landscaping scheme will therefore be required by condition.

Taking the above comments in to account there are no objections to the proposed scheme from an arboricultural perspective.

Highway Safety

Although concerns were raised by objectors about highways safety entering and exiting using the existing access, a Transport Assessment has been undertaken that demonstrates that the access has the capacity to support the development and no objections have been raised from the Highways Development Control on highways safety grounds, subject to the imposition of planning conditions. The site was previously used as a hospital and the principle of using the existing access is well established. Pedestrian and vehicle visibility splays are acceptable and electric vehicle charging points are proposed.

Separate cycle parking is to be provided to each unit in a covered and secure shed to rear which is acceptable. In addition, electric vehicle charging points are considered necessary to meet changes vehicle technologies. These can be secured through planning conditions.

Taking the above into account the proposal accords with Local Plan Policy T3 (new development and sustainable travel) and T4 (new development and transport safety).

Pollution Control

Concerns have been raised by objectors about the noise and dust impacts during demolition and construction operations. During the processing of this application the hospital buildings have been demolished in accordance with the prior approval notice. Noise and dust would have been controlled through the conditions pertaining to that through the Building Act. With respect to construction impacts, the Pollution Control Officer has no objections subject to conditions controlling hours of operations and noise and dust mitigation measures.

Other matters

Objectors raised several concerns set out below that have not been addressed elsewhere in the report

- Concerns about who will be responsible for trimming the hedgerow along Coach House Lane and access adjacent to 91 Mt Vernon Road on southern boundary of the site. Responsibility will rest with the owner and is not a material planning consideration
- Access to substation should be from within the site and not front Coach House Lane – the substation lies with the application site and access is expected to be taken from within the site
- Short-sighted to dispose of publicly sector owned land – land ownership is not a planning issue
- Not zero carbon footprint – there are currently no government or local plan requirements to build to carbon zero, but an energy statement has been submitted which demonstrates that the dwellings will be energy efficient and improve on Building regulations Part L.
- The nursing home should not be demolished but should remain as a tribute to previous use, a statue should be erected or plaque, and a communal electric point for a Christmas Tree installed as it has been since 1971 – the provision

of such items are not a material planning consideration, however, the applicant can be requested to consider provision of such.

Planning Balance and Conclusion

The proposal is an allocated housing site in the Local Plan and is in a sustainable location. The design and layout of the dwellings meet internal and external space standards in relation to our adopted Local Plan policies and SPD's and does not impact significantly on the amenity of existing dwellings that are located adjacent, meeting separation distances as set out in adopted guidance and are of a suitable housing mix and design. The protected trees on the site shall be retained and highways are satisfied that a suitable access and street layout is proposed. Conditions can minimise construction impacts on nearby dwellings.

A significant level of contributions has been agreed which meet all Local Plan requirements, other than fully 10% affordable housing which provides a commuted sum for partial provision due to viability issues. On that point it should be borne in mind the findings of the viability appraisal have been reviewed independently in order to arrive at the final contribution amounts. The site is previously developed, which increases the cost of carrying out the development due to demolition and remediation costs. However, it is a major positive to see derelict land recycled in this manner for sustainable development reasons, especially within existing built up areas set within Urban Barnsley. The proposals would yield housing growth during uncertain period in the housing market and taking all of the above points into consideration they are supported by Housing as well as Planning Officers.

Overall the proposal meets all relevant Local Plan policies, requirements and contributions. The application is therefore considered acceptable and is recommended for approval accordingly.

Recommendation

Grant planning permissions subject to conditions and a S106 Agreement (Education, Greenspace, Sustainable Travel and Affordable Housing)

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:

SK001 REV S Site Layout Plan
01-2017-220 The Exeter
01-2017-252 The Falmouth
01-2017-254 and 255 The Patterdale
01-2017-258 and 259 The Preston
01-2017-268 and 269 The Chichester
01-2017-270 and 271 The Salisbury
01-2017-272 and 273 The Coniston
SLIG.01 Split level
SLIG.01 Split level
2019-100 Location Plan
2019.115 Drainage Connection
H2 181003.1C Landscape Proposals

2019.05 12 and 13 The Arlington
 11-2019-03 and 04 The Bamburgh
 11-2019-01 and 02 The Edinburgh
 2019 0111 Materials Layout Plan
 2019.115 REV A site sections 4
 2019.112 REV D Site sections 1
 2019.113 REV C site sections 2
 2019.114 REV C site sections 3
 Arboricultural Impact Assessment AR-3716-01.03 by Brooks Ecological amended
 February 2020
 Window Sections 2019.116
 split level with integral garage
 preliminary Ecological Appraisal by Brooks Ecological
 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. Upon commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Thereafter the development shall proceed in accordance with the approved details.

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

4. Upon commencement of development 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 any dwelling is 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.

5. Prior to any construction being undertaken the applicant shall submit to the LPA, for approval in writing, a noise management plan which details how noise will be controlled during the construction stage of the site. The noise management plan shall be based on the provisions provided in BS 5228-1 2009. Once approved the development shall proceed in accordance with the approved plan.

Reason: For the protection of the residential amenity of existing residents in accordance with Local Plan Policy Poll 1

6. Prior to any construction being undertaken the applicant shall submit to the LPA, for approval, a dust management plan which details how dust will be controlled during the construction stage of the site. Once approved the applicant shall strictly adhere to the dust management plan. Prior to work commencing the applicant shall ensure that there is an adequate supply of water at the site and shall provide the LPA of details of this.

Reason: For the protection of the residential amenity of existing residents in accordance with Local Plan Policy Poll 1.

7. Construction and deliveries shall only take place between Monday to Friday 0800-1800 and Saturday 0900-1300. There shall be no work or deliveries on Sundays or Bank Holidays.

Reason: For the protection of the residential amenity of existing residents in accordance with Local Plan Policy Poll 1.

8. 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

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

9. 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.

10. All in curtilage planting, seeding or turfing or ecological mitigation measures 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'

11. All out of curtilage planting, seeding or turfing or ecological mitigation measures comprised in the approved details of 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. Any 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'.

12. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.

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

13. Prior to the commencement of any development works, a remediation scheme, endorsed by a competent engineer experienced in ground contamination, shall be submitted to the local Planning Authority for approval. This report shall, amongst other matters, include the following:-
1. Methodology to identify and remove any contaminated material.
 2. Measures to test and evaluate any imported soils onto the site to ensure they are suitable for the intended use.
 3. Chemical testing suite, frequencies and threshold levels.
 4. Procedures to confirm capping levels have been achieved on plots.
 5. The subsequent validation that the site has been satisfactorily remediated and that the development of the site can be safely undertaken and occupied.
- The development shall thereafter be undertaken in full accordance with the submitted reports.

Reason: To protect the environment and ensure the site is suitable for the proposed end use and in accordance with Local Plan Policy CL1.

14. 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: In interests of highway safety in accordance with Local Plan Policy T4 New development and Transport Safety.

15. 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 Mount Vernon Road in accordance with details of a completion plan to be submitted and approved in writing by the LPA in consultation with the LHA.

Reason: To ensure satisfactory development of the site in accordance with Local Plan Policy T4 New development and Transport Safety.

16. Prior to the first occupation of the development the proposed driveway and associated crossings, car and cycle parking, servicing, turning and electric vehicle charging points shall be laid out, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of areas for accessing the dwelling units, parking and manoeuvring areas, in the interest of highway safety in accordance with Local Plan Policy T4.

17. Prior to first occupation of the development hereby permitted, details for the provision of electric vehicle charging points (EVPC's) shall be submitted to and approved in writing by the Local Planning Authority. These EVCP's shall be installed in accordance with the approved details prior to first occupation of the development and retained thereafter available for that specific use.

Reason: In interests of promoting sustainable travel opportunities in accordance with Policy I1 of the Local Plan. and in accordance with Local Plan Policy T3 New Development and Sustainable Travel.

18. No development shall take place including any works of demolition until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- The parking of vehicles of site operatives and visitors.
- Means of access for construction traffic.
- Loading and unloading of plant and materials.
- Storage of plant and materials used in constructing the development.
- Measures to prevent mud/debris from being deposited on the public highway.

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

19. 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 and in accordance with Local Plan Policy T4.

20. No development shall take place unless and until full surface water drainage details, including Yorkshire Water Permission to discharge, 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 proper drainage of the area in accordance with Local Plan Policy POLL1 Pollution Control and Protection.

21. On commencement of the development, a detailed scheme of ecological mitigation, enhancement and maintenance shall be submitted for approval in writing. The scheme shall broadly follow the measures set out in the Preliminary Ecological Appraisal on pages 18 and 19 by Brooks Ecological. The scheme shall identify a timetable for implementation and maintenance for 5 years. The scheme shall be accompanied by a plan which clearly identifies what ecological features are proposed to be retained, mitigated and enhanced. Thereafter the development shall be carried out in accordance with the approved measures.

Reason: In the interests of biodiversity and in accordance with Local Plan Policy POLL1.

22. On commencement of the development, a Construction Environment Management Plan (CEMP Biodiversity) prepared in accordance with BS:42020 shall broadly follow the measures set out in the Preliminary Ecological Appraisal

on pages 18 and 19 by Brooks Ecological. Thereafter the development shall be carried out in accordance with the approved measures.

Reason: In the interests of biodiversity and in accordance with Local Plan Policy POLL1 and BIO1.

23. 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 thereafter be carried out in accordance with the approved details.

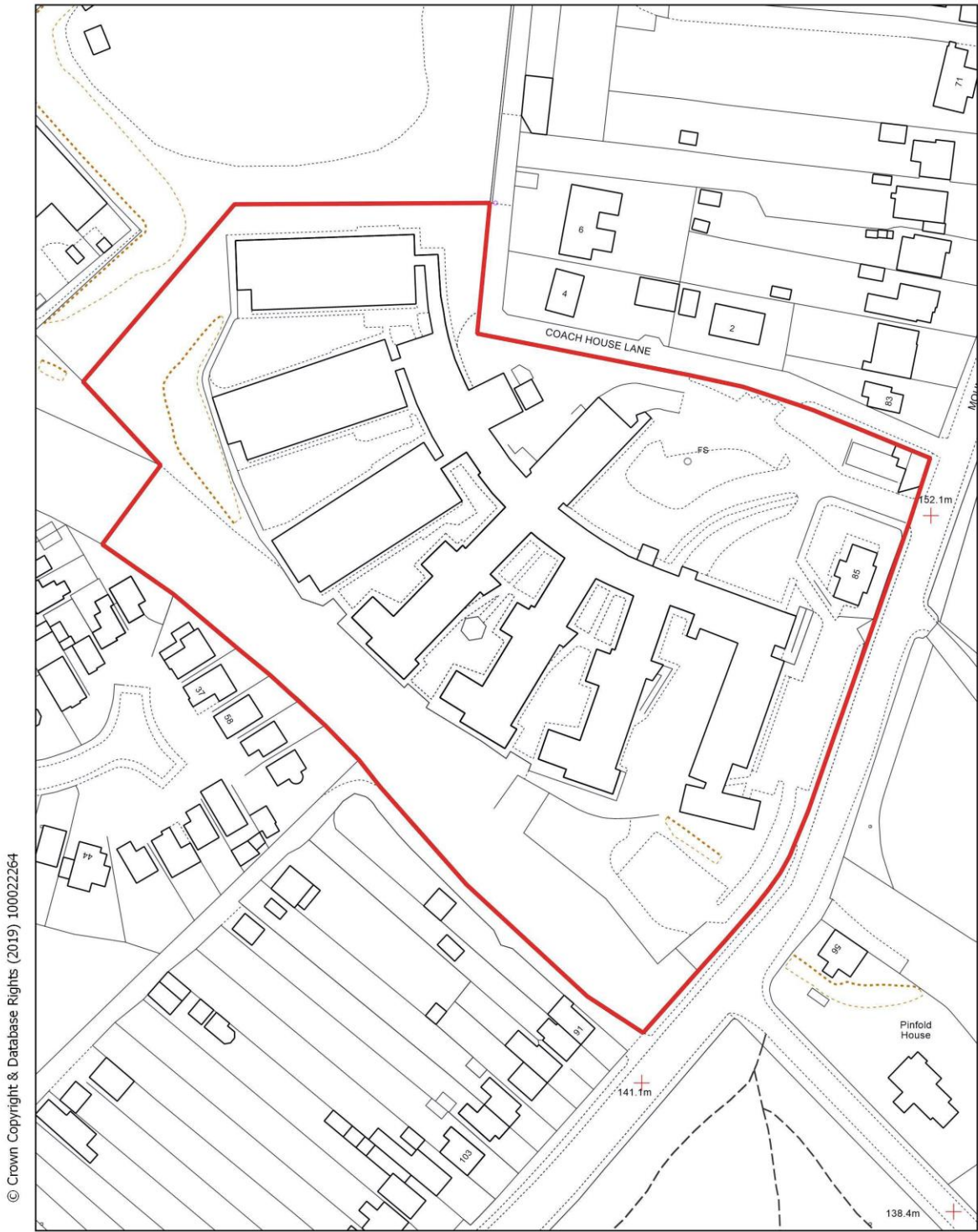
Reason: In order to ensure compliance with Local Plan Policy I1 and in accordance with paragraphs 42 and 43 of the National Planning Policy Framework.

24. The existing wall on the eastern boundary of the site fronting Mt Vernon Road and on northern boundary of the site along Coach House Lane, shall be retained at all times.

Reason: In the interests of good design and to preserve the setting of the nearby Listed Building, in accordance with Local Plan Policy D1 and HE1

PA Reference:-

2019/0577



BARNSELEY MBC - Regeneration & Property



Scale: 1:1250