

Application Reference Number:	2025/0490
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Application Type:	<i>Full.</i>
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Proposal Description:	<i>Erection of 1no detached dwelling (custom/self-build).</i>
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Location:	<i>Land adjacent to 102 Hawshaw Lane, Hoyland, Barnsley, S74 0HH.</i>
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Applicant:	<i>Mr Ian Jones.</i>
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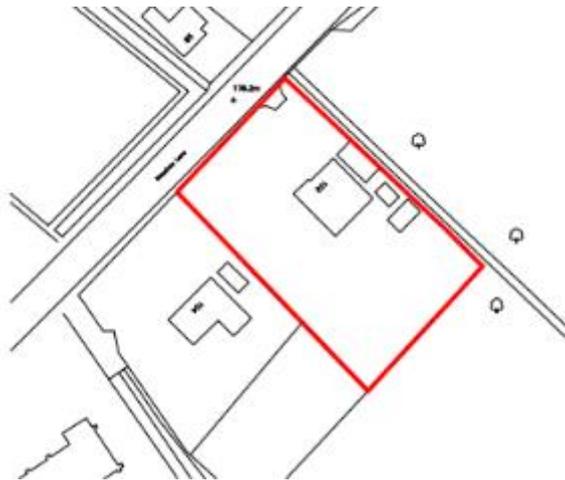
Third-party representations:	<i>None.</i>	Parish:	
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Ward:	<i>Rockingham.</i>
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<p>Summary:</p> <p>The applicant is seeking planning permission for the erection of a two-storey four-bedroom detached dwelling (custom/self-build). The proposal also shows the erection of a new detached garage, the installation of a new vehicular access and the formation of associated hard and soft landscaped areas.</p> <p>The proposed development would have no adverse impact on design, heritage and visual amenity, residential amenity, and highway safety, and is considered acceptable in policy terms. The proposal is therefore considered to be an acceptable and sustainable form of development in accordance with Section 2 of the National Planning Policy Framework (NPPF, 2024).</p> <p>Recommendation: APPROVE subject to conditions.</p>
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Site Description

This application relates to an area of land (approximately 0.083ha) forming the domestic curtilage of 102 Hawshaw Lane and in an area that is principally residential characterised by detached dwellings of varying scale and appearance. Within the locality are cemeteries, places of worship, a residential care home, Kirk Balk Community College, Hoyland Sports Centre, and playing fields. Junction 36 of the M1 is located to the south-west. The development site is relatively level and is bounded by a mix of fencing and vegetation, including mature tree specimens.



Planning History

There are two planning applications associated with the development site.

Application Reference	Description	Status
B/79/0688/HN	Erection of extension to dwelling.	Historic.
B/92/1180/HN	Erection of new pitched roof to replace existing flat roof to dwelling.	Approved.

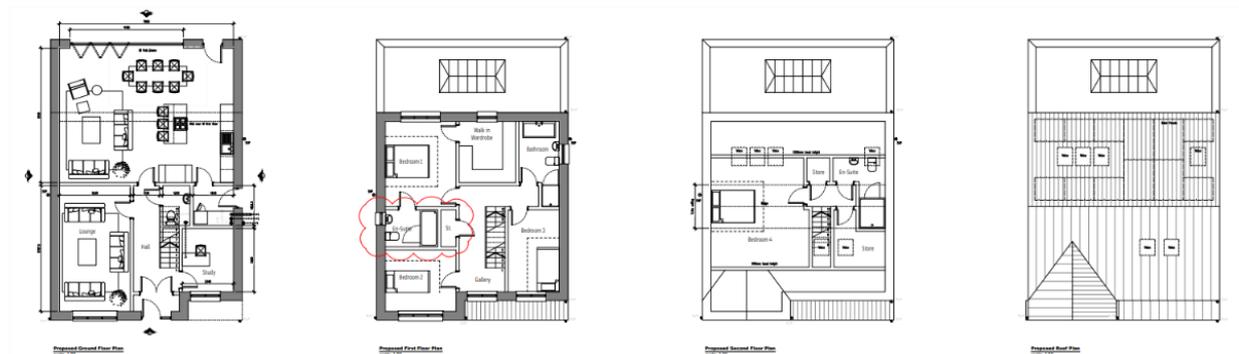
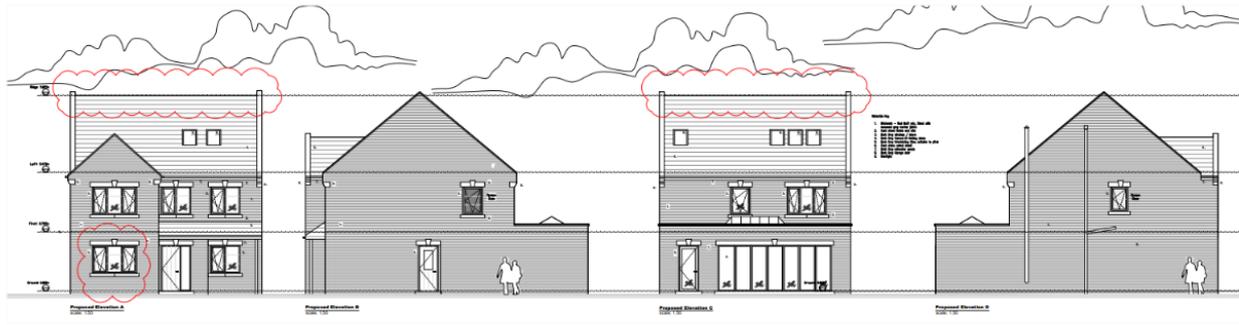
Proposed Development

The applicant is seeking planning permission for the erection of a two-storey four-bedroom detached dwelling.

The proposed dwelling would measure approximately 12.9 metres (L) x 8.8 metres (W) x 9.4 metres (H) with a gross floorspace of approximately 190.6 sqm. The proposed dwelling would adopt a front gable projection, a front entrance canopy, a rear single storey flat roof projection, and a pitched roof. The proposed dwelling would be constructed of red brickwork and dark grey interlocking roof tiles. A solar array would be installed on the rear roof slope.

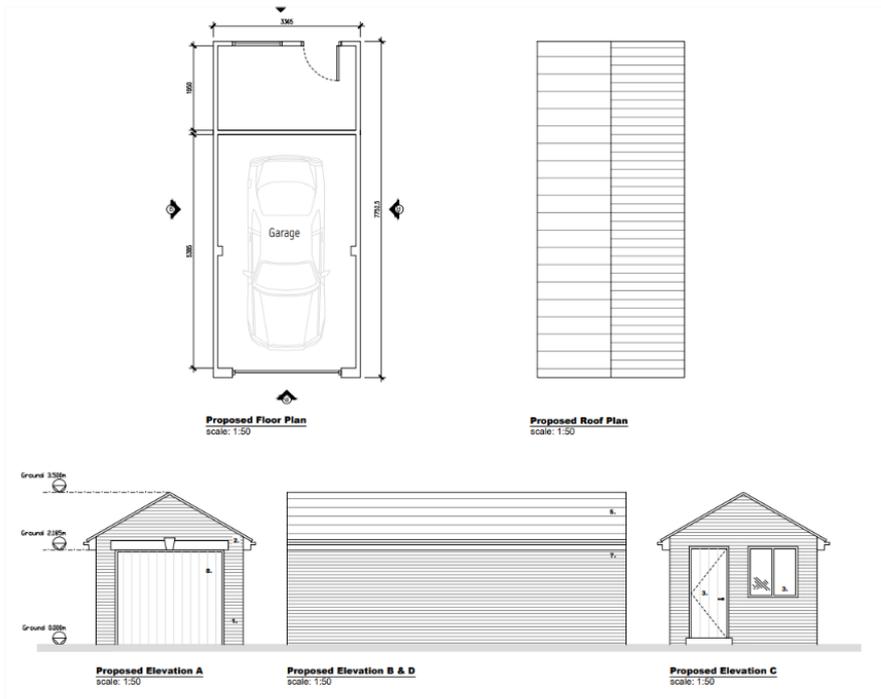
A new vehicular access would be created off Hawshaw Lane alongside associate landscaped areas. A detached garage would be erected to the side and rear of the dwelling measuring approximately 7.8 metres (L) x 3.4 metres (W) x 3.5 metres (H). A garden with decking area would be provided to the rear.

During the application process, the proposal was amended to provide a compliant visibility splay, a gable parapet, an increase to the floorspace of an en-suite bathroom, and the removal of an integral garage.



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	01.06.2025
2	REVISION	

NO.	DESCRIPTION
1	ISSUED FOR PERMIT
2	REVISION



PROJECT	
New Build House 102a Hawshaw Lane	
TITLE	
Proposed Garage GAs	
SCALE	DATE
1:50 @ A2	01.06.2025
DRAWN BY	REVIEWED
DRAWING NO	REVISION
2025-02-03	
DRAWING PATH	

Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at a full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering on its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review, which is due to take place in 2027, or earlier, if circumstances require it.

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. It is also located within the Victoria Road Conservation Area and is opposite a grade II-listed building. The following Local Plan policies are therefore relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy LG2: The Location of Growth.*
- *Policy H1: The number of New Homes to be Built.*
- *Policy H2: The distribution of New Homes.*
- *Policy H4: Residential Development on Small Non-allocated Sites.*
- *Policy GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy D1: High quality design and place making.*
- *Policy T3: New Development and Sustainable Travel.*
- *Policy T4: New Development and Transport Safety.*
- *Policy BIO1: Biodiversity and Geodiversity.*
- *Policy RE1: Low Carbon and Renewable Energy.*

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, the Government published a revised NPPF which is the most recent revision of the original Framework, first published in 2012 and updated several times, providing the overarching planning framework for England. The NPPF sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). There are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The following NPPF sections are relevant in this case:

- *Section 2: Achieving sustainable development.*
- *Section 4: Decision-making.*
- *Section 5: Delivering a sufficient supply of homes.*
- *Section 11: Making effective use of land.*
- *Section 12: Achieving well designed places.*
- *Section 14: Meeting the challenge of climate change, flooding and coastal change.*
- *Section 15: Conserving and enhancing the natural environment.*

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take this guidance into account when taking decisions.

Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The following SPDs are relevant in this case:

- *Design of housing development (Adopted July 2023).*
- *Parking (Adopted November 2019).*
- *Sustainable construction and climate change adaptation (Adopted July 2023).*
- *Trees and hedgerows (Adopted May 2019).*
- *Walls and fences (Adopted May 2019).*
- *Biodiversity and geodiversity (Adopted March 2024).*

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

Other Material Considerations

- *South Yorkshire Residential Design Guide 2011 (SYRDG).*

Representations

This planning application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 (as amended).

A site notice was placed nearby, expiring 01st August 2025, and the application has been advertised on the Council website.

No representations have been received.

Consultations

Forestry Officer	<i>No objection(s) subject to condition(s).</i>
Highway Drainage	<i>No objection(s).</i>
Yorkshire Water Services Ltd	<i>No comment(s).</i>
Highways Development Control	<i>No objection(s) subject to condition(s).</i>
Pollution Control	<i>No objection(s) subject to condition(s).</i>
Local Ward Councillors	<i>No comments received.</i>

Planning Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale unless the NPPF establishes a specific weight:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

The application site is allocated as urban fabric in the adopted Local Plan. Local Plan Policies GD1 and H4 are therefore applicable and require development to be compatible with its surroundings. In this instance, the surrounding area is principally residential.

Local Plan Policy H4: Residential developments on small non-allocated sites establishes proposals for residential development on sites below 0.4ha will be allowed where the proposal would comply with other relevant policies in the Local Plan. Such sites make a valuable contribution to the housing supply, and sites in towns and villages can offer good opportunities for providing houses where other people already live, near to existing shops and services. Developing these sites can reduce the need to provide new sites outside of settlement boundaries. As such, we will allow small scale residential development within towns and villages in line with other policies, including those protecting peoples living conditions, road safety and design.

All new dwellings must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level, for existing and new and future residents, including visual amenity and highway safety.

Impact on Residential Amenity

Local Plan Policy GD1: General Development indicates that support will be given to development if there will be no significant adverse impact on the living conditions and residential amenity of existing and future residents, and the development would be compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land.

Local Plan Policy POLL1: Pollution Control and Protection establishes that support will be given to development if it is demonstrated that proposals would not be likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause nuisance to the natural and built environment or to people.

The South Yorkshire Residential Design Guide (SYRDG) sets out internal space standards for new dwellings. Support will be given to development if the internal space standards are complied with.

The Design of housing development SPD sets out design principles that would apply to new housing developments, including infill and back land development. Support will be given to development if it would ensure high standards of privacy, light and outlook would be provided for existing and future residents and would not be detrimental to the amenity afforded to adjacent properties.

This application relates to an area of land (approximately 0.083ha) forming the domestic curtilage of 102 Hawshaw Lane and in an area that is principally residential.

The proposed dwelling would be erected to the south-west of 102 Hawshaw Lane and to the north-east of 104 Hawshaw Lane. Development located directly to the south, south-east and south-west of surrounding properties is generally considered to have a greater impact than development located to the north, east or west regarding overshadowing. While some overshadowing impact could occur, any potential impact would likely be limited to the blank side elevation of 102 Hawshaw Lane. While there is limited detail regarding boundary treatments, should existing vegetation and fencing forming the south-western party boundary be retained, or replacement boundary treatments be erected, this could provide further mitigation. Additional details could be secured by condition.

The proposed garage would be erected adjacent to the south-western party boundary and adjacent to land forming the rear domestic curtilage of 104 Hawshaw Lane. The proposed garage would adopt a modest scale with an eaves and ridge height designed in accordance with the Council's adopted design guidance. Boundary treatments and the positioning of the proposed garage to the north-east could provide further mitigation. Any potential overshadowing impact would likely occur during the

early morning and not at peak times for use of a domestic rear garden. Any potential impact would also likely be limited to the southernmost part of the neighbouring domestic curtilage, which is largely vegetated. Furthermore, the occupant(s) of 104 Hawshaw Lane were notified of this application, and no representations were received. The proposal is therefore considered acceptable in respect to its potential overshadowing impact.

The proposal would achieve acceptable distances (21 metres or more) between first-floor habitable room windows and neighbouring habitable room windows, in accordance with the Council's adopted design guidance. The proposed dwelling would feature one first-floor window on each side elevation that would serve non-habitable rooms and are proposed to be obscure glazed that could be secured by condition. It is therefore not considered that the proposal would contribute to significant levels of overlooking and loss of privacy and is considered acceptable in this regard.

Given the positioning of the proposed dwelling within the plot and the proposed location of windows, it is not considered that the proposal would contribute to significant levels of reduced outlook and is therefore considered acceptable in this regard.

The proposal would conform with the minimum internal space standards for a 4-bedroom 5-person or more dwelling as set out by Table 4A.1 Space Standards within the SYRDG.

The proposal would achieve and retain acceptable garden sizes (60 sqm or more) for the proposed and existing dwellings in accordance with Council's adopted design guidance. As such, the proposal is considered acceptable in this regard.

The proposed works have the potential to cause nuisance to people who live or work in the locality, and although any potential impact is likely to be temporary, a condition could be used to control the times in which development related activities can be undertaken.

The proposed garage could be conditioned for domestic use only, but a condition for the removal of further permitted development rights is not considered necessary in this instance.

Considering the above, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and Local Plan Policy POLL1: Pollution Control and Protection and is considered acceptable regarding residential amenity.

Impact on Visual Amenity

Local Plan Policy D1: High Quality Design and Placemaking establishes support would be given to development if proposals would achieve a high quality of design and would respect, take advantage of, and reinforce the distinctive local character and features of Barnsley.

The Design of housing development sets out detailed guidance in support of Local Plan Policy D1.

Hawshaw Lane is largely characterised by two-storey detached dwellings and detached bungalows of varying scale and appearance. The proposed dwelling would be erected between two two-storey detached dwellings constructed of red brickwork with varying roof types and materials. The proposed dwelling would adopt a scale, form, massing and appearance that would be in-keeping with the local character and sympathetic to adjacent neighbouring properties. The proposed dwelling would also sit comfortably within existing building lines and would benefit from a large setback from the highway and screening by existing trees on the northwestern boundary. Paragraph 135(c) of the NPPF states planning policies and decision should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. In this instance, the proposal is considered to

achieve a high-quality individual design that would be sympathetic the surrounding built environment and landscape setting.

The proposed garage would also adopt a modest scale and sympathetic appearance and would be set significantly back from the highway and benefit from existing boundary screening.

Notwithstanding the submitted details, further details of external materials, boundary treatments and hard and soft landscaping could be secured by condition.

Considering the above, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policies D1: High Quality Design and Placemaking and is considered acceptable regarding visual amenity.

Impact on Highways

The proposed development is not considered to be prejudicial to highway safety. While the proposed garage would fall short of the minimum internal space standards to be counted towards the off-street parking provision of the development site, the internal partition could be adjusted for compliance, and in any case, sufficient off-street parking and turning would be accommodated to the front of the proposed dwelling as shown on the submitted site plan. During the application process, the proposal was amended to achieve compliant visibility splays. Highways Development Control were consulted, and no objections were received.

Considering the above, this is considered to weigh moderately in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding highway safety.

Impact on Biodiversity and Geodiversity and Trees.

In England, Biodiversity Net Gain (BNG) became mandatory from 12 February 2024 under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) and means developers must deliver a BNG of 10%.

The applicant has indicated that the proposal is custom/self-build, The proposal is therefore exempt from BNG subject to a condition requiring the development to be carried out and occupied as custom/self-build in accordance with Section 1(A1) of the Self-build and Custom Housebuilding Act 2015.

The Council's Forestry Officer was consulted; it was acknowledged that the extent of the proposed hard surfacing had been reduced to lessen the potential impact on tree rooting areas, and that use of porous materials would ensue that water and air could reach any covered roots. It was therefore confirmed by the Forestry Officer that they are content that the proposed works could be undertaken without significant detriment to existing trees, but an Arboricultural Method Statement based on the up-to-date proposal will be required and could be secured by condition. It was also noted that a tree is proposed to be removed to facilitate the erection of a proposed garage. While the proposal does show a tree and shrub planting scheme, further landscaping details will be required that could also be secured by condition.

Considering the above, this is considered to weigh moderately in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy BIO: Biodiversity and Geodiversity and is considered acceptable.

Planning Balance and Conclusion

In accordance with the provision of paragraph 11 of the NPPF (2024), the proposal is considered in the context of the presumption in favour of sustainable development. For the reasons given above, and taking all other matters into consideration, the proposal conforms with the relevant local and national planning policies and supplementary guidance and planning permission should be granted subject to necessary conditions.

RECOMMENDATION: Approve subject to conditions.

Justification

Statement of compliance with Article 35 of the Town and Country Development Management Procedure Order 2015.

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Amendments to achieve compliant visibility splays.
- Additional information to understand potential Arboricultural impact.

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering representations, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

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:

2025-02-01 Rev. A Proposed GAs received 11th August 2025.

2025-02-02 Rev. B Existing and Proposed Site Plan received 11th August 2025.

2025-02-03 Proposed Garage GAs.

2025-02-04 Location Plan.

2025-02-07 Rev. A Proposed Landscaping Plan received 11th August 2025.

2025-02-08 Rev. C Visibility Splay Intent received 17th August 2025.

2025-02-09 Street Scene Elevation.

Arboricultural Impact Assessment and Method Statement produced by Iain Tavendale

F.Arbor.A.

and specifications as approved unless required by any other conditions in this permission.

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

3. Notwithstanding the submitted details, 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

No development or other operations shall take place except in complete accordance with the approved methodologies.

Reason: To ensure the continued well-being of the trees in the interests of the amenity of the locality and in accordance with Local Plan Policy BIO1: Biodiversity and Geodiversity.

4. Notwithstanding the submitted details, upon commencement full details of soft and hard landscaping, 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, and the surface materials to be used in the construction of the access track, have been submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the development being brought into use.

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 and Local Plan Policy BIO1: Biodiversity and Geodiversity.

5. Notwithstanding the submitted details, upon commencement of development full details of the proposed external materials shall be submitted for approval 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.

6. Notwithstanding the submitted details, upon commencement of development a plan indicating the position, and specifying the type, height and materials of the boundary treatment(s) to be erected, 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 and shall be implemented prior to the development being brought into use.

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.

7. The dwelling hereby permitted shall be constructed as a custom/self-build property as defined in Section 1(A1) of the Self-build and Custom Housebuilding Act 2015. The dwelling shall only be occupied as a custom/self-build dwelling in accordance with Section 1(A1) of the Self-build and Custom Housebuilding Act 2015 for a period of at least 3-years from date of the first occupation of the dwelling. In the event that the dwelling is not built and occupied for a minimum 3-years as a custom/self-build property, a biodiversity net gain plan shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity net gain plan shall be implemented in accordance with the approved details.

Reason: In accordance with the Schedule 7A: Biodiversity Net Gain in England of the Town and Country Planning Act 1990.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development (England) Order 2015 (or any Order revoking and/or re-enacting that Order), the detached garage hereby permitted shall not be used for any purposes other than the garaging of private motor vehicles and domestic storage use without the grant of further specific planning permission from the Local Planning Authority.

Reason: To ensure that there are adequate parking facilities to serve the development in accordance with Local Plan Policy T4: New Development and Transport Safety.

9. Construction or demolition-related activity shall only take place between the hours of 08:00am – 18:00pm Monday to Fridays, 09:00am – 14:00pm Saturdays and at no time on Sundays and 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: Pollution Control and Protection.

10. There shall be no burning of any material within the development site during demolition and/or construction phases.

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: Pollution Control and Protection.

11. The access, parking and 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 access, parking and manoeuvring of motor vehicles prior to the development being brought into use, and shall be retained for said purposes at all times. Adequate measures shall be so designed into the proposed vehicular areas to avoid the discharge of surface water from the site on to the highway.

Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard; to ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety and in accordance with Local Plan Policy T4: New Development and Transport Safety.

12. The gradient of areas for vehicular and pedestrian use shall not exceed 1 in 12.
Reason: In the interests of the safety of persons using the site access and users of the highway in accordance with Local Plan Policy T4: New Development and Transport Safety.

13. Visibility sight lines having minimum dimensions of 2.4m x 43m shall be provided at the access junction with Hawshaw Lane hereby approved, such that there is no obstruction to visibility at a height exceeding 0.9m above the nearside edge of the adjacent highway. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.9m which would obstruct the sight lines, and they shall be maintained free of obstruction and retained thereafter.
Reason: To ensure drivers have clear and unrestricted views when pulling out onto the public highway, in the interest of highway safety and in accordance with Local Plan Policy T4: New Development and Transport Safety.

14. Any gates or gate positions at the vehicular access shall be set back a minimum distance of 5m from the back edge of the footway, be designed to open inwards and permanently retained as such for the lifetime of the development.
Reason: To ensure the safe and unobstructed use of the adopted highway is maintained in accordance with Local Plan Policy T4: New Development and Transport Safety.

15. The dwelling hereby permitted shall not be occupied until pedestrian visibility splays of 2m x 2m to the back edge of the footway have been provided at the proposed access. 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 which would obstruct the visibility splays. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety and in accordance with Local Plan Policy T4: New Development and Transport Safety.

16. 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 and in accordance with Local Plan Policy D1: High Quality Design and Place Making and Local Plan Policy BIO1: Biodiversity and Geodiversity.

Informative(s):

1. The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore, the consent of all relevant landowners is required before proceeding with any development, including that of the Council as landowner.

If it should transpire that the applicant does not own any of the land included in this consent, then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

2. It is recommended that measures are taken to prevent a nuisance/ or effect the quality of life of local residents. Please note that the Council's Pollution Control Team have a legal

duty to investigate any complaints about noise, smoke or dust. No waste should be burnt. If a statutory nuisance is found to exist, they must serve an Abatement Notice under the Environmental Protection Act 1990. Failure to comply with the requirements of an Abatement Notice may result in a fine of up to £20,000 upon conviction in Magistrates' Court. It is therefore, recommended that you give serious consideration to the steps that may be required to prevent a noise, dust or smoke nuisance from being created.

3. The development hereby approved includes the creation of/carrying out of alterations to vehicular access(es). You are advised that before undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the BMBC website at <https://www.barnsley.gov.uk/services/roads-travel-and-parking/parking/dropped-kerbs/> or please contact at email Streetworks@barnsley.gov.uk or call to 01226 773555.
4. The applicant/contractor should note that to deposit mud/debris on the public highway, or anything which may cause a nuisance or possible danger to road users, is an offence under provisions of the Highways Act 1980.
5. The applicant/developer should be aware that the Council maintains a register of people who are interested in self-build or custom build projects in Barnsley. If you are interested in making your land available for self-build and custom housebuilding we can, with your permission, pass your contact details on to those people on the list so they have the opportunity to get in touch.

For more information on this, please refer to the Councils self-build register website at www.barnsley.gov.uk/local-self-build-register or contact planningpolicy@barnsley.gov.uk or telephone 01226 773555.

6. The works should be undertaken outside of the bird nesting season (March-August inclusive). Should this not be possible then a suitably qualified ecologist should undertake a nesting bird check no more than 48 hours prior to the start of works. Should active nests be found, works should cease until the nests are no longer active and the chicks have fledged, and the ecologist has deemed the area to be free of nesting birds.