Wellhouse Lane, Penistone

Surface Water Management Plan

Development

The development comprises 400 new residential dwellings. The development is accessed from Huddersfield Road (A628) to the north and Wellhouse Lane to the west. The development has recently been granted detail planning approval, with that approval subject to a number of specific conditions, one of which is the management of surface water during the construction process (Cond 17).

Condition 17 states;

No development approved by this permission shall be commenced until a scheme for the provision and implementation of surface water run-off limitation into the watercourse has been submitted to an approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved programme and details.

Purpose of this report

The purpose of the information below and the series of attached drawings is to demonstrate how surface water can be managed during the construction of the development and how the development will be phased to mitigate the potential risk of surface water overland flows, in accordance with Environment Agency and good practice guidance. The aim of the management plan is to prevent overland surface water and low-level contaminated silts impacting on downstream watercourses, and adjacent completed/existing properties. Principles of prevention are in accordance with the guidance provided in PPG5, which although now withdrawn, provides a robust guide covering all aspects of the construction process when working near to watercourses. This management plan will be incorporated into a wider Construction Environment Management Plan.

Receptors

The site is one large catchment with an outfall to Scout Dyke, which runs to the south of the site. The drainage design of the site reflects the natural catchment area with the fields pre development draining to the same watercourse.

Scout Dyke is an ordinary watercourse and is cc 17m below the lowest point of the site. Discharge from the site requires an outfall pipe to be laid in land to the south between the site and the watercourse for which consent has been granted.

Drainage Strategy

A site wide drainage strategy has been approved by Yorkshire Water and the LLFA as part of the planning application and is set out in the Flood Risk Assessment and Drainage Strategy Report (4619/FRA01), which accompanied the planning application.

The site has been assessed at a natural greenfield runoff rate of 5 l/s in accordance with BMBC policy. Applying that rate across the developed area of the site i.e. gross are excluding large open spaces and landscape areas the total runoff design rate is 65.6 l/s to Scout Dyke.

LLFA and YW development control policy requires sewer networks to be designed to not surcharge in the 1 in 2 year event and not flood in the 1 in 30 year event. Flood water from the 1 in 100 year event plus climate change factor should be stored on site in a safe area. Storage from this site has been designed in a storage tank system below the open space to the southern edge of the site and will contain the peak design volume.

The discharge to Scout Dyke will be controlled by a hydro brake. The surface water network, storage and hydro brake will be adopted by Yorkshire Water under a section 104 agreement.

Construction Phase

Prior to adoption and during the construction phase of the development the surface water system will be managed and maintained by BDW Homes and their groundworks contractor who will employ suitable methods to monitor and maintain the system to ensure that it functions to its design and that the ingress of silt to the system and controls are mitigated.

Site Good Practice Mitigation Measures

Detailed phasing plans of the management strategy are presented in the series of 8 plans which accompany this report. General principles and site management good practice are set down below in the following summary table, and are applicable at each stage of the development process. The table is broken down into the various source of contamination which are likely to be present on this form of development.

Pollutant	Risk	Mitigation
Silt	Silt runoff can cause significant pollution issues by both reducing the capacity of the downstream network by deposition of silts in pipes/culverts and watercourse. Additionally, contaminants bound to silts can cause the slow release of pollutants which can damage and kill aquatic life by suffocating and smothering. Working methods can cause silt pollution and wash off from construction sites by dewatering and pumping excavations, runoff from stripped soil and plant washing. Methods of work should be used wherever possible to mitigate or reduce the risk from these activities.	Site soil stripping should be in small phases relevant to the works to be undertaken over timescales of say 6 months, and not wholesale mass soil stripping of the site. Once dwellings have been roofed and the external paths constructed garden areas should be top soiled to minimize the area of each phase which is left stripped. Silt screens should be erected downstream of the work area which has been stripped to catch runoff across the surface and prevent wholesale runoff crossing the site. These silt screens should be designed to be flexible as the works progress and they should be planned in advance as the site work progress. Dewatering should be via localized sumps sumps/pumps in the specific area of work. Any

		pumped water should be treated via a silt buster which will act to remove suspended silts prior to discharge to the on-site sewer network and watercourse. The strategy should be considered on a weekly basis and rolled around the site as work progresses always ensuring that the treatment trail is achieved. Washing of plant and equipment should be carried out in designated areas only and these areas should be minimum of 10m away from any watercourse. The area adjacent to the site compound should be used for vehicle washing. Runoff from this area should be collected in a sump prior to discharge to the storage area and silt buster. Site roads can contain high levels of silt and should be brushed regularly. Roadside gullies should be regularly maintained and may be part filled with straw to act as a filter if necessary.
Cement and concrete	Concrete and cement are alkaline and corrosive and can cause serious pollution.	Concrete and cement mixing areas should be at least 10m from any watercourse (or cut off ditch) to minimize the risk of cement entering the system. The areas should have a separate settlement sump to minimize risk of pollution and allow water re-use of suitable. Vehicle wash down should be completed in designated washing areas. Wash water should be discharged to foul sewer or removed from site via tanker and should never be discharged to watercourse or cut off drains.
Oil and Chemicals	Storage of oil and chemicals in volume greater than 200 litres must comply with the Control of Pollution (Oil Storage) (England) Regulations 2001. Contamination from oil or chemicals can pose a serious risk to the water environment and for human health.	Storage areas are to be secure and sited on an impermeable base with suitable sump equivalent to the stored volume plus 10%. Storage must be located at least 10m from any watercourse or cut off drain. Site operatives must be briefed with respect to emergency use of spill kit and have access to its location. Any leaky drums/tins/containers should be removed from site immediately in a safe manner. Site security is important and recommendations made in PPG5 should be followed with respect to the security of oils and fuels/chemicals. Designated refueling areas will be required with appropriate spill mitigation (bund/sump) as part of the site compound.
Bulk Materials	Building materials can cause blockage to cut off ditches and watercourses if not stored correctly and managed on a regular basis	Site compound storage should be a key part of the CEMP. Ensure that materials on site are used shortly after delivery to avoid a buildup of materials which could cause problems. Materials should be stored away from watercourses or cut off ditches and should be managed effectively.
Waste Materials	Waste materials can cause severe impact on the water environment	All waste materials should be stored in designated areas away from cut off ditches or watercourses and should be disposed of appropriately in accordance with environmental legislation for the material being disposed.

		Hazardous wastes should only be disposed of by appropriately certified contractors and all waste transfer notes should be stored on site for inspection if required.

Phased Construction Plans

The construction sequence for the development is demonstrated in the attached plans (4619/SWMP1 – 4619/SWMP8). A summary of activities is set out below;

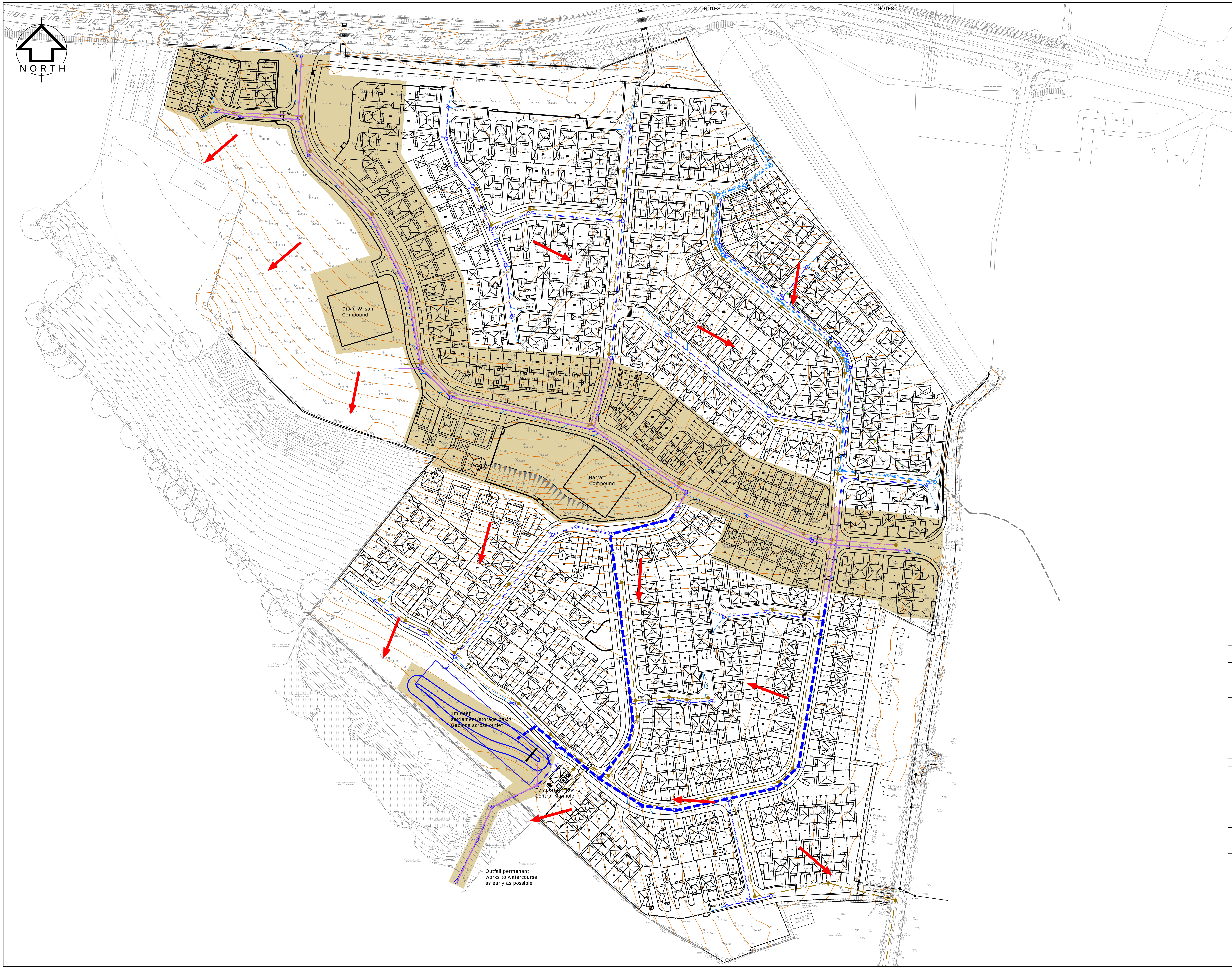
Construction Stage	Description
Stage 1 4619-SWMP1	Topsoil to be stripped as shown with the minimum area required to complete the main through road linking the northern and eastern accesses plus the compounds and first phase of production. Silt screens should be erected where the stripping works are adjacent to existing dwellings on Wellhouse Lane and periodically around the build plots. In addition, an area of the open space in the south of the site above the tank should be stripped and a basin excavated of 1.5m depth with batter slopes at 1:3 maximum to receive initial flows from the construction area for settlement and storage. The permanent outfall pipe from the site to Scout Dyke should be constructed. Sewers within the spine road area to be commenced. Where sewers ling the spine road to the downstream basin conveyance ditches to be cut to carry the flows.
Stage 2 4619-SWMP2	Main link road construction between accesses to be surfaced to base course and drained via gullies. This will act as a significant barrier to flows travelling north to south across the site. Strip are of second production phase in the NE and also strip corridor for new road construction between the main spine road and the storage area. With sewers rolling to construction linking the site to the temporary basin. Initial build phase now to roof along parts of the spine road and phase two foundations underway. Silt screens to be placed as works progress and to suit topography and build operations.
Stage 3 4619-SWMP3	Link road now complete (except wearing course). Road down to storage tank now under construction. Once to base course the tank can be installed in the position of the former basin. May require temporary basin just north of the tank to manage flows during tank construction which would be expected to take cc 4 weeks. Plots in the first phase of build are completed and top soiled. Rolling programme of build in areas as shown on plan in the north of the site. Silt screens to be moved around build. Particularly important when build is uphill of completed plots. Consider smaller temporary catch basins around site to suit build route and topography. Storage tank now installed with permanent flow control and foul water pumping station. Tank and flow control to be monitored regularly for silt build up.
Stage 4 4619.4-SWMP4	Further completions in the NE and NW of the site as build progresses. Open Space above tank can be top soiled to limit runoff. Last areas of north of the site are stripped as part of ongoing build. Further road construction in northern area. Stripping in south east corner adjacent existing dwellings in Wellhouse road. Silt screens to be placed along boundary. Further sewer works in southern area.

Stage 5 4619-SWMP5	Majority of works in the northern half of the site now complete and top soiled. Final cul de sac constructed and plots commenced. Road works in south and extended topsoil strip as build rolls on. Roof work complete on plots behind Wellhouse Lane. Topsoil rear gardens as soon as possible after. Foundations going in to the southern edge of the site. Rolling silt screen programme and inspection of storage tank and hydro brake with de silting as required.
Stage 6 4619-SWMP6	Work to complete final roads on site now underway in the SW corner. Further stripping as necessary to move build forward with completed plots being top soiled on a rolling programme. All plots adjacent to Wellhouse Lane now completed. Rolling silt screen and monitoring programme.
Stage 7 4619-SWMP7	Works in north complete bar plots immediately adjacent to compound. Works in south 60% complete and now focused in SW and central area. Final plots now underway. Adoption process for sewers can now commence with a number of sewers being placed 'on maintenance' with YW.
Stage 8 4619-SWMP8	All plots are now nearing completion and compounds will be being dismantled. Final plots may be constructed from compounds local to the works are allowing the main compounds to be removed. Monitoring of sewer siltation still taking place but minimal silt now expected due to small works area. Additional lengths of sewers can now be place on maintenance.

Attachments

4619-SWMP1- 4619-SWMP8 : Eight phased construction plans

Planning decision notice



Health and Safety Notes/CDM Regulations 2015

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Significant risks that cannot be eliminated by design and could not be foreseen by a competent contractor are noted in the risk assessment boxes on the drawings.

LEGEND

- Direction of Overland flow
- Topsoil Strip Area
- Topsoil Bund (min 1m)
- Road Construction Complete
- Road Construction Underway
- Sewer Construction
- Silt Screen
- Temporary Ditch
- Compound — Construction Compound/Materials Storage
- Plot to Foundation/Slab
- Plot to Roof
- Plots complete and topsoiled

NOTES

This plan shows the principles of the Construction Phase surface water management plan. Specific plot areas are not detailed in this plan but the principle of prevention of silted surface water runoff flowing downstream will be addressed via minimising topsoil strip and the use of silt screens for groupings of plots.

Road gullies will be set at base course level during construction and may be filled with straw to trap silt.

Frequent road cleansing will be applied depending on weather and site conditions to mitigate against build up of mud on site roads and also reduce offsite migration.

Silt busters will be used to filter silted water from any storage/settlement lagoon prior to discharge.

The storage tank used as the main storage facility will be inspected twice a week (weather dependant0 to identify build up of any silts in the base of the tank and if neccesary the tank will be cleared by excavation of vacuum methods.

Rev	Description	By	Date

Client:

Barratt Yorkshire West

Project Title:

Well House Lane, Penistone

Drawing Title:

Surface Water Management Plan-Phase 1

Scale	Date	
1:500 @ A1	01.07.21	
Drawing No	**Revision**	**Status**
4619-SWMP1	0	Approval

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NOTES

NOTES

NORTH

David Wilson Compound

Barratt Compound

Road 6TH2

Road 3TH

Road 7TH2

Road 6TH1

Road 4

Road 5

Road 14TH

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Rev	Description	By	Date

Client:

Barratt Yorkshire West

Project Title:

Well House Lane, Penistone

Drawing Title:

Surface Water Management Plan-Phase 2

Scale	Date	
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Drawing No	**Revision**	**Status**
4619-SWMP2	0	Approval

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NORTH

NOTES

NOTES

David Wilson Compound

Barratt Compound

Build Storage Tank and permenant hydrobrake

Health and Safety Notes/CDM Regulations 2015

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- Topsoil Bund (min 1m)
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- Road Construction Underway
- Sewer Construction
- Silt Screen
- Temporary Ditch
- Compound — Construction Compound/Materials Storage
- Plot to Foundation/Slab
- Plot to Roof
- Plots complete and topsoiled

NOTES

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Rev	Description	By	Date

Client:

Barratt Yorkshire West

Project Title:

Well House Lane, Penistone

Drawing Title:

Surface Water Management Plan-Phase 3

Scale	Date
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Drawing No	Revision	Status
4619-SWMP3	0	Approval

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NOTES

NOTES

NORTH

David Wilson Compound

Barratt Compound

Build Storage Tank and catchment hydrobrake

Road 6TH1

Road 6TH2

Road 7TH1

Road 7TH2

Road 1

Road 2

Road 3

Road 4

Road 5

Road 6

Road 7

Road 8

Road 9

Road 10

Road 11

Road 12

Road 13

Road 14

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Road 16

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Road Q

Road R

Road S

Road T

Road U

Road V

Road W

Road X

Road Y

Road Z

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Road AM

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Road AT

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- Plot to Roof
- Plots complete and topsoiled

NOTES

This plan shows the principles of the Construction Phase surface water management plan. Specific plot areas are not detailed in this plan but the principle of prevention of silted surface water runoff flowing downstream will be addressed via minimising topsoil strip and the use of silt screens for groupings of plots.

Road gullies will be set at base course level during construction and may be filled with straw to trap silt.

Frequent road cleansing will be applied depending on weather and site conditions to mitigate against build up of mud on site roads and also reduce offsite migration.

Silt busters will be used to filter silted water from any storage/settlement lagoon prior to discharge.

The storage tank used as the main storage facility will be inspected twice a week (weather dependant0 to identify build up of any silts in the base of the tank and if neceseary the tank will be cleared by excavation of vacuum methods.

Rev	Description	By	Date

Client:

Barratt Yorkshire West

Project Title:

Well House Lane,
Penistone

Drawing Title:

Surface Water Management Plan-Phase 4

Scale	Date
1:500 @ A1	01.07.21

Drawing No	Revision	Status
4619-SWMP4	0	Approval

iD Civils Design Consulting Engineers

Geo
Structures
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Health and Safety Notes/CDM Regulations 2015

In line with the above regulations we are obliged to inform the Contractor of the abnormal risks that may be encountered in the construction of these works. As part of the design process all the salient health & safety aspects are given full consideration and these are observed within the designs viewed on this document. Although considerable effort is undertaken to eliminate risks, the very nature of the project gives rise to some hazards and risks.

Significant risks that cannot be eliminated by design and could not be foreseen by a competent contractor are noted in the risk assessment boxes on the drawings.

LEGEND

- Direction of Overland flow
- Topsoil Strip Area
- Topsoil Bund (min 1m)
- Road Construction Complete
- Road Construction Underway
- Sewer Construction
- Silt Screen
- Temporary Ditch
- Compound — Construction Compound/Materials Storage
- Plot to Foundation/Slab
- Plot to Roof
- Plots complete and topsoiled

NOTES

This plan shows the principles of the Construction Phase surface water management plan. Specific plot areas are not detailed in this plan but the principle of prevention of silted surface water runoff flowing downstream will be addressed via minimising topsoil strip and the use of silt screens for groupings of plots.

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The storage tank used as the main storage facility will be inspected twice a week (weather dependant0 to identify build up of any silts in the base of the tank and if neccesary the tank will be cleared by excavation of vacuum methods.

Rev	Description	By	Date

Client:

Barratt Yorkshire West

Project Title:

Well House Lane,
Penistone

Drawing Title:

Surface Water Management Plan-Phase 5

Scale	Date	
1:500 @ A1	01.07.21	
Drawing No	**Revision**	**Status**
4619-SWMP5	0	Approval

Geo Structures Civils
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NOTES

NOTES

NORTH

David Wilson Compound

Barratt Compound

Road Storage Tank and Attenuation Reservoir

Health and Safety Notes/CDM Regulations 2015

In line with the above regulations we are obliged to inform the Contractor of the abnormal risks that may be encountered in the construction of these works. As part of the design process all the salient health & safety aspects are given full consideration and these are observed within the designs viewed on this document. Although considerable effort is undertaken to eliminate risks, the very nature of the project gives rise to some hazards and risks.

Significant risks that cannot be eliminated by design and could not be foreseen by a competent contractor are noted in the risk assessment boxes on the drawings.

LEGEND

- Direction of Overland flow
- Topsoil Strip Area
- Topsoil Bund (min 1m)
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- Road Construction Underway
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- Silt Screen
- Temporary Ditch
- Compound — Construction Compound/Materials Storage
- Plot to Foundation/Slab
- Plot to Roof
- Plots complete and topsoiled

NOTES

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The storage tank used as the main storage facility will be inspected twice a week (weather dependant0 to identify build up of any silts in the base of the tank and if neccesary the tank will be cleared by excavation of vacuum methods.

Rev	Description	By	Date

Client:

Barratt Yorkshire West

Project Title:

Well House Lane, Penistone

Drawing Title:

Surface Water Management Plan-Phase 6

Scale	Date
1:500 @ A1	01.07.21

Drawing No	Revision	Status
4619-SWMP6	0	Approval

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NORTH

NOTES

NOTES

David Wilson Compound

Barratt Compound

Road Storage Tank and permanent hydrobrake

Health and Safety Notes/CDM Regulations 2015

In line with the above regulations we are obliged to inform the Contractor of the abnormal risks that may be encountered in the construction of these works. As part of the design process all the salient health & safety aspects are given full consideration and these are observed within the designs viewed on this document. Although considerable effort is undertaken to eliminate risks, the very nature of the project gives rise to some hazards and risks.

Significant risks that cannot be eliminated by design and could not be foreseen by a competent contractor are noted in the risk assessment boxes on the drawings.

LEGEND

- Direction of Overland flow
- Topsoil Strip Area
- Topsoil Bund (min 1m)
- Road Construction Complete
- Road Construction Underway
- Sewer Construction
- Silt Screen
- Temporary Ditch
- Compound — Construction Compound/Materials Storage
- Plot to Foundation/Slab
- Plot to Roof
- Plots complete and topsoiled

NOTES

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Rev	Description	By	Date

Client:

Barratt Yorkshire West

Project Title:

Well House Lane, Penistone

Drawing Title:

Surface Water Management Plan-Phase 7

Scale	Date
1:500 @ A1	01.07.21

Drawing No	Revision	Status
4619-SWMP7	0	Approval

iD Civils Design Consulting Engineers

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NOTES

NOTES

NORTH

David Wilson Compound

Barratt Compound

Build Storage Tank and Permanent Hydrobrake

Health and Safety Notes/CDM Regulations 2015

In line with the above regulations we are obliged to inform the Contractor of the abnormal risks that may be encountered in the construction of these works. As part of the design process all the salient health & safety aspects are given full consideration and these are observed within the designs viewed on this document. Although considerable effort is undertaken to eliminate risks, the very nature of the project gives rise to some hazards and risks.

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LEGEND

- Direction of Overland flow
- Topsoil Strip Area
- Topsoil Bund (min 1m)
- Road Construction Complete
- Road Construction Underway
- Sewer Construction
- Silt Screen
- Temporary Ditch
- Compound — Construction Compound/Materials Storage
- Plot to Foundation/Slab
- Plot to Roof
- Plots complete and topsoiled

NOTES

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Rev	Description	By	Date

Client:

Barratt Yorkshire West

Project Title:

Well House Lane, Penistone

Drawing Title:

Surface Water Management Plan-Phase 8

Scale	Date
1:500 @ A1	01.07.21

Drawing No	Revision	Status
4619-SWMP8	0	Approval

iD Civils Design Consulting Engineers

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BARNSLEY
Metropolitan Borough Council

Place Directorate
Regeneration and Culture
Planning and Building Control

GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2020/0274

To Mr Paul Butler
PB Planning Ltd
PO Box 778
York
YO 0LT

DESCRIPTION Residential Development, Open Space, Landscaping & Associated Infrastructure

LOCATION Land to the south of Halifax Road, Penistone, Barnsley

Permission is **granted** for the proposals which were the subject of the Application and Plans registered by the Council on 09/04/2020 and described above.

THIS DECISION IS SUBJECT TO THE TERMS OF THE AGREEMENT MADE UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED).

The approval is subject on compliance with 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:

2001.01 Rev Q - Planning Layout
2001.02 Rev A- Location Plan
20005/GA/01 Rev B - Halifax Road Site Access Arrangement
20005/GA/02 Rev D - Well House Lane Site Access Arrangement
2001.03 Rev H - Materials Layout
2001.06 Rev L - Boundary Treatment Plan
Landscape Masterplan (May 2021)
2001.B.01 Boundaries
2001.B.02 Boundaries
2001.B.03 Boundaries
2001.B.04 Boundaries
2001.B.05 Boundaries
2001.DG.01 - Garages

2001.SG.01 - Garages
2001.TG.01 - Garages
2001.TG.02 - Garages
2001.SG.02 - Garages
2001.ALD.01 - Alderney
2001.ALD.02.A - Alderney
2001.BRE.02.A - Brentford
2001.DENB.01 - Denby
2001.DENB.02.A - Denby
2001.DENF.01 - Denford
2001.ELL.01 - Ellerton
2001.ELL.02.A - Ellerton
2001.H403.01 - Imgleby
2001.H403.02 A - Imgleby
2001.H417.01 - Bradgate
2001.H417.02.A - Bradgate
2001.H421.01 - Winstone
2001.H421.02.A - Winstone
2001.H433.02.A - Cornell
2001.H433.01 - Cornell
2001.H442.01 - Kirkdale
2001.H442.02.A - Kirkdale
2001.H456.01 - Avondale
2001.H456.02.A - Avondale
2001.H469.01 - Holden
2001.H469.02.A - Holden
2001.H497.01 - Chetworth
2001.H497.02.A - Chetworth
2001.KINL.01 - Kinglsey
2001.KINL.02.A - Kinglsey
2001.KINV.02.A - Kingsville
2001.MAI.01 - Maidstone
2001.MAI.02.A - Maidstone
2001.MAR-1.01 - Marsham
2001.MAR-2.01 - Marsham
2001.MOR.01 - Moresby
2001.MOR.02 - Moresby
2001.MOR.03.A - Moresby
2001.MOR.04.A - Moresby
2001.P341.01 - Hadley
2001.P341.02 - Hadley
2001.P382.01 - Archford
2001.P382.02 - Archford
2001.SEBI.01 - Severn/Birtley
2001.SH50.02 - SH50
2001.T67.01 - Type 67
2001.T67.01.A - Type 67
2001.T69.01 - Type 69
2001.WIN.01 - Windermere
2001.WIN.02.A - Windermere
2001.WOO.02.A – Woodcote

Geo-environmental study ref: 18032/976 by Groundtech Consulting Ltd - dated 28th October 2019

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. Where retaining walls are required, full details of the location, height, design and materials will be submitted to and approved in writing by the Local Planning Authority. 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 Notwithstanding the details indicated on the submitted drawings, no works whatsoever shall commence on site until a detailed scheme for the off-site highway works in association with the access to the site from Halifax Road, has been submitted to and approved in writing by the LPA. For the avoidance of doubt, these details shall include but not be limited to, measures to reduce vehicles speeds on the A629 Halifax Road between Hoylandswaine roundabout and the Huddersfield Road junction. The scheme as approved and the access shall be implemented in full before development commences. Reason: To ensure that the highway works are designed and constructed to an appropriate standard in the interest of highway safety in accordance with Local Plan Policy T4.
Reason: To ensure that the highway works are designed and constructed to an appropriate standard in the interest of highway safety in accordance with Local Plan Policy T4.

5 Plots 187-195, 104 and 397-402 shall be fitted with thermal double glazing, such as a configuration of 4mm pane / 12mm airgap / 4mm pane, to provide a minimum Rw + Ctr of 27 dB and Tickle ventilators, which achieve a minimum performance of Dn,e,w + Ctr 32 dB.
Reason: In the interests of residential amenity and to accord with Local Plan Policy Pol1.

6 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 in accordance with Local Polan Policy D1.

7 Prior to 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, along with a timetable for implementation which identifies features required to screen the development and provides them early in the construction process, shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be implemented on accordance with the agreed scheme and timetable.
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.

8 All in curtilage planting, seeding or turfing comprised in the approved details of landscaping shall be carried out on each plot no later than the first planting and seeding season following the occupation of the individual dwellinghouse/s; and any trees or plants which die within a period of 5 years from first being planted, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.

9 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.

10 Upon commencement of construction works, details of electric vehicle electric vehicle charge points shall be submitted and approved in writing by the LPA. The EVCPs will have a minimum "Mode 3" (7 kW, 32 AMP) capability and shall be installed in accordance with the approved details prior to first occupation of the development and thereafter in accordance with the approved details.
Reason: To ensure the new residential units are provided with infrastructure that conforms with the requirements of LP Policy T3 - New Development and Sustainable Travel.

11 Upon commencement of development details of a scheme for secure and covered parking for bicycles for every dwelling without a garage shall be submitted to and agreed in writing by the LPA. The scheme as agreed shall be fully implemented before each dwelling is first occupied (or brought into use).
Reason: In interests of encouraging use of sustainable modes of transport in accordance with Local Plan Policy T3.

12 Prior to commencement of development, details of proposals to mitigate the air quality impact of the development (mitigation strategy) shall be submitted to and approved in writing by the Local Planning Authority, taking into account the mitigation proposals submitted by the applicant's air quality consultant within their assessment dated November 2018, reference LDP2246-001, along with the requirements of the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance. The development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of minimising the impact of the proposal on air quality in accordance with Local Plan Policy Poll1.

13 Prior to development commencing on the superstructure of any dwelling hereby approved details of measures to facilitate the provision of high speed 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.

14 The site shall be developed with separate systems of drainage for foul and surface water on and off site.
Reason: In the interest of satisfactory and sustainable drainage in accordance with Local Plan Policy CC3.

15 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage , for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority .
Reason: To ensure that the site is properly drained and in order to prevent overloading , surface water is not discharged to the public sewer network in accordance with Local Plan Policy CC3.

16 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.
Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy CC3.

17 No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation into the watercourse has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with an approved programme and details.
Reason: To prevent increased risk of flooding in accordance with Local Plan Policy CC3.

18 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 3 metres of the Culverted Watercourse crossing the site.
Reason: To prevent damage to the existing Culverted Watercourse in accordance with Local Plan Policy CC3.

19 Development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Authority in terms of measures to protect the rail network. The development shall thereafter be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.
Reason: To protect the rail network in accordance with Local Plan Policy GD1.

20 Prior to commencement of development full details of the mitigation measures identified in the Ecological Survey(s) - Bat Activity Survey (Brooks Ecological, 10/06/2020) and Interim Breeding Bird Survey (Brooks Ecological, 12/05/2021) - including a timetable for their implementation, 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 Policy BIO1.

21 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 in accordance with Local Plan Policy HE6.

22 No development shall be commenced until full engineering, drainage and street lighting and constructional details of the streets proposed for highway adoption have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details unless otherwise agreed in writing with the LPA.
Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety in accordance with Local Plan Policy T4.

23 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 in accordance with details of a completion plan to be submitted and approved in writing by the LPA.
Reason: To ensure streets are completed prior to occupation and satisfactory development of the site in accordance with Local Plan Policy T4.

24 Prior to the first occupation of the development hereby permitted vehicular access and pedestrian/cyclist access shall be provided and thereafter retained in at the position shown on the approved plan and constructed in accordance with the BMBC highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water from or onto the highway and in the interests of highway safety.

25 Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site highway works to support access to the site from Well House Lane, has been submitted to and approved in writing by the LPA with timescales for implementation to be agreed.
Reason: To ensure that the highway works are designed and constructed to an appropriate standard in the interest of highway safety in accordance with Local Plan Policy T4.

26 The gradient of the vehicular access shall not exceed 1 in 12 for the first 5m into the site as measured from edge of the adjacent carriageway.
Reason: In interests of the safety of persons using the access and users of the highway.

27 The gradient of individual vehicular accesses/driveways shall not exceed 1 in 12 as measured from the edge of adjacent carriageway. Reason: In the interests of the safety of persons using the access and users of the highway.
Reason: In interests of the safety of persons using the access and users of the highway in accordance with Local Plan Policy T4.

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

i. The parking of vehicles of site operatives and visitors
ii. Means of access and routing 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.

29 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.

30 No building or use hereby permitted shall be occupied until pedestrian visibility splays of 2 x 2m to the back edge of the footway / verge shall be provided at the proposed access (or drive). Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.6m to the rear of the footway/ verge which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety.

31 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 1m above the level of the adjacent highway carriageway.
Reason: In interests of highway safety in accordance with Local Plan Policy T4.

32 Prior to the first occupation of the development hereby permitted, the proposed accesses, driveways, on-site car and cycle parking, and turning shall be laid out in accordance with the approved plan. Driveways and vehicle parking areas accessed from the approved streets must be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.
Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard in accordance with Local Plan Policy T4.

33 No building or use hereby permitted shall be occupied until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption as maintainable at public expense within the site have been submitted to and approved in writing by the LPA. On occupation of the first dwelling (or building) within the site, the streets shall be maintained in accordance with the approved management and maintenance details.
Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users in accordance with Local Plan Policy T4.

34 The development hereby permitted shall not be commenced until an updated detailed Travel Plan has been submitted, approved and signed off by the LPA.
Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with Local Plan Policy T3.

35 Upon commencement of development full details of the play equipment to be provided on site in accordance with the Types and Green Space Table (Dec 2020) shall be provided and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the approved details.
Reason: In accordance with Local Plan Policy GS1 and the accompanying Open Space Provision on New Housing Developments SPD.

Informative(s)

Pursuant to article 31(1)(cc) of the Town and Country Planning (Development Management Procedure) Order 2010 (as amended), the Local Planning Authority have, where possible, made a pre-application advice service available, complied with our Planning Service Charter for Business and otherwise actively engaged with the applicant in dealing with the application.

1 The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity at the surface or shallow depth. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of new development taking place.

It is recommended that information outlining how former mining activities may affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), is submitted alongside any subsequent application for Building Regulations approval (if relevant).

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed which takes into account all the relevant safety and environmental risk factors, including mine gas and mine-water.

Your attention is drawn to The Coal Authority Policy in relation to new development and mine entries available at: www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

2 Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

Informative Note valid from 1st January 2021 until 31st December 2022

3 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.

4 The granting of planning permission does not effect the status of species such as owls and bats which have protection under other legislation. These may be present, and it is the applicant's responsibility to seek advice on how to avoid damaging operations. Further advice can be obtained from the Countryside Unit in the Planning & Transportation Services, on 01226-772576, or directly from www.naturalengland.org.uk

5 The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking this work you must enter into a highway agreement with the Council under S278 of the Highways Act, 1980, specifying the extent of works, the works, and the terms and conditions under which these are carried out. Fees are payable for the drafting of the agreement, approval of the highway details and inspection of the works. For more information or to apply, please contact Highways Development Control at email HighwaysDC@barnsley.gov.uk or call to 01226 773555.

6 Whilst no information is given at this stage about the method of disposal of highway drainage, I am mindful of restrictions on surface water disposal and the emphasis on the use of sustainable solutions. The use of a soakaway system has to be located outside the carriageway and at least 5m from any building which may affect the layout shown. It should be noted that a commuted sum to be used towards the future maintenance costs of each highway drain soakaway, shall be agreed with and paid to the Council, prior to the issue of the Part 2 Certificate.
Agreement should be sought for all pipes, culverts, water attenuation tanks or similar greater than 900mm that are proposed to be placed beneath the area to be defined as public highway. All drainage installed under the Highway is to be adopted by the sewerage undertaker or, in the case of highway drainage, the Local Highway Authority.
Street lighting design and installation is undertaken by the Local Highway Authority. There is a fee payable for this service and the applicant should make contact with the authorities Street Lighting Team, Tel 01226 770770. Email. Streetlightingdesign@barnsley.gov.uk as soon as possible.

7 Access arrangements including shared private drives should conform to Approved Document B Volume 1 Part B5 Sect. 13. They should be constructed to withstand a minimum carrying capacity of 26 Tonnes without deflection.

8 Fees associated with the required condition survey together with any necessary remedial works and any relevant s278 agreement are to be borne by the developer. The applicant should make contact with Highways Development Control, Tel. 01226 772033/772170. Email. HighwaysDC@barnsley.gov.uk for further information prior to commencement.

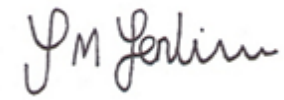
9 With regards to condition 19 it is recommended that consultations are carried out with the Assett Project Manager at Network Rail in formulating the required construction methodology.

Please be aware that the Council monitors construction sites and open land within the vicinity of such sites in an attempt to prevent fly tipping (i.e. unauthorised deposit of waste on land), which is illegal under the Environmental Protection Act 1990. The penalties for fly-tipping can include:

- *a fine of up to £50,000 and*
- *up to six months imprisonment on conviction.*

Therefore, if necessary, please ensure that all demolition waste and waste associated with the construction of any development is disposed of via approved methods and that documents are retained to prove this.

Signed Dated 30/07/2021



Joe Jenkinson
Head of Planning and Building Control

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

NOTES:-

Appeals to the Secretary of State

If you are aggrieved by the decision of the Council to grant permission for the proposed development subject to conditions then you can appeal to the Secretary of State for the Environment, Transport and Regions under Section 78 of the Town and Country Planning Act. If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from The Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions giving under the order. In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.

Purchase Notices

If either the Local Planning Authority or the Secretary of State for the Environment, Transport and Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of part VI of the Town and Country Planning Act 1990.

Compensation

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference to the application to him. These circumstances are set out in Sections 114 and related provisions of the Town and Country Planning Act 1990.