Application	

Application reference number	2022/0016

Application Type	Outline Planning Consent

Proposal Description:	Residential development of up to 126 dwellings and associated works (Outline application with all matters reserved apart from means of access).
Location:	Land north of Keresforth Road, Dodworth, Barnsley, S75 3QY

Applicant	Keepmoat Homes Ltd

Number of Third Party Reps	155 representations received, including 6 letters confirming 'no objection' and 2 letters in support of the proposal.	**Parish:**	N/A
		Ward:	Dodworth

SUMMARY

The application seeks outline consent for residential development along with full access details (other matters reserved). The application site and the land to the north is allocated for residential development as per site reference: HS10 in the adopted Barnsley Local Plan. This application does not look to develop the entirety of the allocation with the northern parcel and western edge excluded (see plan below). The site is also designated Green Space.

The application proposal has undergone various amendments, reducing the number of houses from 215 to a maximum of 126. Additional information has been provided to address concerns in relation to trees, ecology and highways in particular. The vehicular access is proposed from the south off Keresforth Road.

The site has significant level differences with a watercourse running through the central tree belt and to the west of the site boundary. Established woodland borders the western and south-eastern boundaries.

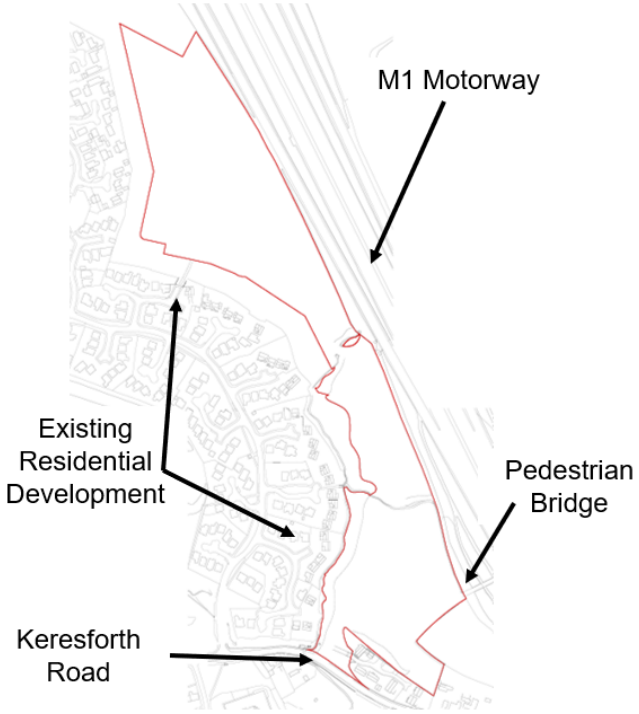
The application has been subject to a viability assessment which concluded that the development cannot viably provide an affordable housing provision or the full policy compliant financial contributions. The external Viability Assessor has advised the Council that the Applicant's offer of £900,000 is at an acceptable level based on the fact there is no guarantee that the appeal process would secure a better outcome.

The application is being presented to Members due to the number of neighbour representations. The recommendation is based on the signing of a S106 Agreement which would secure the financial contribution which can be used towards Biodiversity Net Gain; SYMCA/Bus Stop Improvements; Education and the provision/improvement of Affordable Housing. Conditions relating to further off-site highway/PROW improvements are also proposed.

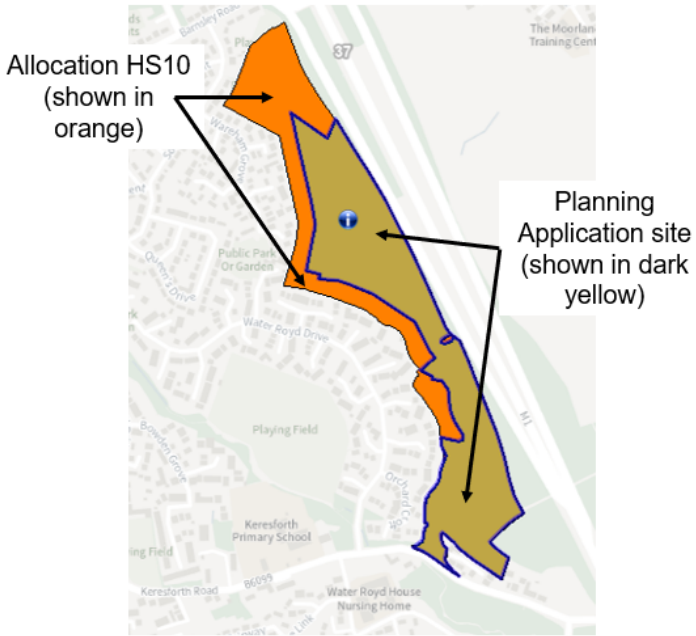
This application was deferred at the 1st September 2026 PRB meeting following Member's request to undertake a site visit.

Recommendation: Outline Planning Consent APPROVED subject to conditions and signing of Section 106 Agreement.

Location Plan



Allocation/Planning Application Overlay



Introduction

The application is being presented to Members due to public interest/the number of neighbour representations received. The recommendation is also made subject to the signing of a S106 Agreement which would secure a financial contribution of £900,00. The application has been subject to a viability assessment meaning the affordable housing provision and financial contribution would not be policy compliant.

The application was submitted and validated over 4 years ago, in January 2022, though determination has been delayed due a number of amendments to the planning application and the viability assessment process.

This application was presented to Members at the 1st September 2026 Planning Regulatory Board meeting, but was deferred due to a request for a site visit. The latest comments from the Local Ward Cllrs (received on 1/9/2026) have been added into the 'Consultations' section below, and one additional representation has been received. No changes to the development proposals or the proposed conditions have been made since the previous PRB meeting, meaning the body of the report is the same as the previously published version.

Site Description

The site is located to the east of Dodworth within Urban Barnsley and lies immediately to the west of the M1 motorway, close to junction 37. The site is long and narrow in shape extending to approximately 7.71ha in size. The site is located immediately to the west of and parallel with the motorway slip road, and wraps around the eastern edge of the existing Water Royd Drive residential estate.

Keresforth Road and Woodend Court define the very southern point of the application site. The western boundary is bounded by a substantial belt of mature trees, the majority of which lie outside the application site and remain under other ownership (though form the western part of the allocation). Hedgerow and trees also form the eastern boundary, adjacent to the motorway slip road. The southern end of the site, adjacent to Keresforth Road is heavily vegetated with large trees which a watercourse runs through.

The site consists of two distinct fields/land parcels formed of scrubland with a tree belt in the centre. A watercourse runs through this central tree belt and along the south-western boundary of the site and eventually running under Keresforth Road at the southern point of the site. The central tree belt has been classified as a 'long-established woodland' due to the presence of certain tree species.

The most northern boundary of the application site is not defined by a boundary treatment or any distinct features. The application site includes circa two-thirds of the northern field, with the remaining section under a separate ownership. The land excluded from this application (albeit falls within the allocated site) includes an existing sports pitch.

Needle Eye Wood is located to the south-east of the application site, which is protected by a Tree Preservation Order (ref: W1). Adjacent to the woodland is an existing Public Right of Way (PROW) which passes over the pedestrian bridge above the M1 Motorway (path number: 272) and runs east-west across the southern part of the site, connecting into the alleyway off Lambert Fold. A separate PROW (path number: 278) runs southwards towards Keresforth Road. A number of informal footpaths also cross the site. There is a well-worn (but not formalised) footpath into the site via Bark Meadows.

Further protected trees (also forming TPO ref W1) are located to the immediate south-west of the site, adjacent to the southern point of the application site. This TPO group consists of a mixture of ash, oak, rowan, alder, sycamore, cherry and birch trees.

Detached residential properties on Woodend Court abut the southern edge of the site, with the vehicular entrance/junction into Woodend Court falling within the application site boundary. Detached properties arranged within cul-de-sacs are located to the east of the site off Water Royd Drive, with the rear of the properties adjoining the western edge of the housing allocation/woodland belt.

There is currently no established vehicular access into the site although there is a field access gate at Bark Meadows.

The site has a challenging topography, rising significantly from south to north, and the southern end rises from west to east. The southern part of the site has variable topography, with a relatively flat pasture in the east, to the rear of Woodend Court, but with a narrow wooded ditch filled with significant mature trees close to Keresforth Road. The northern end of the site is at a higher level than the dwellings to the west, though is approximately level with and slightly raised above the adjacent slip road, whilst the southern end of the sliproad is at a lower level than the site ground level.

The entirety of the application site and the housing allocation is designated as Green Space as per the adopted Local Plan (site ref: Keresforth Road Green Space) and the Greenspace register (ref: 2198) as a natural area. There is no formal recreation space/equipment within the application site, with the area currently used by walkers.

Relevant Site History

Application Reference	Application description	Status
2018/0456	Residential development of 146 dwellings with access, car parking , landscaping and ancillary works	WITHDRAWN
B/00/0131/DO	Construction of access, erect three dwellings and conversion of barn to two dwellings	HISTORIC
B/81/0468/DO	Outline for residential development	HISTORIC

Proposal

The application seeks outline consent for residential development including full highways/access details. The proposal has been amended, reducing the number of dwellings to a maximum of 126, with updated supporting information provided.

The development would be accessed via a singular access point at the southern end of the site, off Keresforth Road. The spine road would then extend northwards with a development block located to the north of the Woodend Court. In the northern section of the site, the road would split into one large cul-de-sac which would serve 5 development blocks via a series of private drives. At the very southern end, a new junction into Woodend Court would be created along with alterations to the refuse collection arrangements. The route of the central spine road has been designed to avoid as many trees as possible and overcome level differences, though further details would still be required as part of the future reserved matters application(s) and condition discharge applications.

The submitted masterplan is fairly indicative in terms of the design and position of the residential development. Blocks indicate where the dwellings would be positioned along with parcels of open space/landscaping and an area of biodiversity. The proposed layout indicates that a private drive would be developed at the most northern end, though this is not expected to serve any further development.

Due to the topography changes, a retaining structure is proposed within the central tree belt to support the main spine road which will involve culverting the existing watercourse. The road would include a priority junction arrangement across the retaining structure due to constraints relating to the width of the structure and land availability. A second (albeit slightly smaller) retaining structure is proposed at the access point onto Keresforth Road, though this will serve 2-way traffic.

The development includes improvements to part of PROW number: 272 between the site and Lambert Fold as well as formalising the current worn track at the northern end of the site connecting into Bark Meadows (both of which the applicant owns). Details of these improvements will be secured via condition and shall be submitted within the first reserved matters application. A children's LEAP is suggested in the south-eastern corner, within an area of open space, again details of which would be assessed at a later stage.

The proposal also includes off-site highway works to improve pedestrian accessibility at the southern end of the site. The existing footpath along the northern carriageway of Keresforth Road (between the site and the nearby Primary School) is to be widened as this is currently narrow in width and cannot accommodate the additional footfall without improvements. The detail of the works will be secured via condition, though shall include:

- Provision for footway widening for the length of Keresforth Road between the site access and Keresforth Primary School;
- Provision of/any necessary alterations to street lighting;
- Provision of/any necessary alterations to highway drainage;
- Any necessary signing/lining;
- Any necessary reconstruction/resurfacing.

Given the heavily vegetated nature of the site and the challenging topography, the development will involve substantial tree loss in order to create the development platforms and associated infrastructure. At this stage, only the tree loss associated with the access construction can be fully assessed due to the exact siting and scale of the dwellings being unknown. In order to create the vehicular access into the site, a total of 16 trees/tree groups will be felled. The developer has worked closely with the Forestry Officer and Biodiversity Officer to develop a suitable design which minimises harm upon ecological species and existing trees.

The site would provide circa 1ha of public open space. A financial contribution of £900,000 is to be secured within the S106 Agreement, £89,750 of which would be used for offsetting the impact upon biodiversity. The remainder of the money (£810,250) would be used towards:

- SYMCA/Bus Stop Improvements - £69,300
- Education - £736,000
- Provision/improvement of Affordable Housing - £4,950

Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy

Framework (NPPF 2026) does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan was adopted in January 2019 and is accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering 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. The next review is due to take place in 2027, or earlier, if circumstances require it.

Site Allocation/Designation

The site is allocated for residential development as per site specific policy: HS10 - Land North of Keresforth Road, Dodworth Indicative number of dwellings 175. The site is also designed as Green Space (ref: Keresforth Road Green Space, Green Space register – 2198).

A band of High-Risk Development Area as defined by the Mining Remediation Authority mapping crosses the northern part of the site, to the north of Bark Meadows. The remainder of the site is in a low-risk development area.

The majority of the site lies in Flood Zone 1 as per the Environment Agency maps, thus at low-risk of flooding. However the south-western boundary and southern edge falls within Flood Zones 2 and 3 (where the site boundary borders the watercourse). This part of the site is therefore at high-risk of flooding.

The eastern edge of the site lies within the M1 Air Quality Management Area.

National Planning Policy Framework (NPPF 2026)

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. Paragraph 15 of the NPPF states that '*The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest.'* Paragraph 16 follows on to state that '*At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'.*

Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. NPPF policies of relevance to this application includes:

NPPF Policy S3: Presumption in favour of sustainable development, Paragraph 1 states that decisions on development proposals should apply a presumption in favour of sustainable development. This means:

a. Policy S4 of the NPPF should be applied when considering development proposals within settlements;
b. Outside settlements, policy S5 should be applied; and

c. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

NPPF Policy S4: Principle of development within settlements, Paragraph 1 states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies included in the NPPF.

Paragraph 2 follows on to state when applying policy S4, the circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects include (but are not restricted to) situations where the development proposal would:

a. Have a substantial adverse impact in relation to:
    i. The allocation or safeguarding of land or buildings for particular uses in the development plan;
    ii. The application of the policies for existing recreational land and facilities and/or Local Green Space.

NPPF Policy DM3: Determining development proposals, Paragraph 1 states that when considering development proposals, local planning authorities should:

a. Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
e. Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
f. Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations.

Section 6 of the NPPF sets out the objectives to support the delivery of a substantial increase in the supply of homes, by ensuring that a sufficient amount and variety of land can come forward where needed. This includes planning for an appropriate mix of accommodation for the local community and ensuring that land with permission is developed without unnecessary delay.

NPPF Policy HO7: Meeting the need for homes, Paragraph 1 states that substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community

NPPF Policy HO8: Providing affordable homes, Paragraph 1 states that development proposals should meet or exceed up-to-date development plan requirements for the proportion and mix of affordable housing tenures relevant to the location, including the minimum proportion of Social Rent.

NPPF Policy HC3: Community facilities and public service infrastructure serving new development, Paragraph 1 states that proposals for housing development which would give rise to significant numbers of additional people living in, working in or visiting an area should:

a. Be informed by an understanding of the need for any associated improvements to community facilities and public service infrastructure, whether on or off-site; and

b. Provide for new or improved community facilities and public service infrastructure which are necessary for the development to be acceptable in planning terms, whether by direct provision or a contribution to off-site improvements.

NPPF Policy HC7: Development affecting existing recreational land and facilities, Paragraph 1 states that development proposals should not result in the loss of existing open space unless:

a. An assessment has been undertaken which has clearly shown the open space or land to be surplus to requirements; or
b. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a location which offers comparable or improved accessibility for the community it serves; or
c. The development is for public service infrastructure, and the resulting loss would be replaced by equivalent or better provision in terms of quantity and/or quality; or
d. The development is for alternative open space, sports and recreational buildings and land, the benefits of which clearly outweigh the loss of the current or former use.

NPPF Policy HC8: Development affecting Local Green Space, Paragraph 1 states development proposals for land which has been designated as Local Green Space should be determined in a manner consistent with the relevant national decision-making policies for land in the Green Belt excluding provisions relating to grey belt and previously developed land.

NPPF Policy TR6: Assessing transport impacts, Paragraph 4 states that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

NPPF Policy TR4: Street design, access and parking, Paragraph 1 states that in order to contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;
b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking;
c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users, as well as employing measures to:
    i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;
    ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
    iii. Avoid unnecessary street clutter.
d. Allow for the ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles; and

e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan,

NPPF Policy TR6: Assessing Traffic Impacts, Paragraph 4 states that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

NPPF Policy DP3: Key principles for well-designed places, Paragraph 1 states that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings.

NPPF Policy DP3: Key principles for well-designed places, Paragraph 2 states that to create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location:

a. *Liveability:* support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after;

b. *Climate:* contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating;

c. *Nature:* incorporate and/or connect to a network of high quality, accessible, multifunctional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems;

d. *Movement:* provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;

e. *Built Form:* use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme;

f. *Public Space:* include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles; and

g. *Identity:* create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

NPPF Policy DP3: Key principles for well-designed places, Paragraph 3 states that development proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any

explicit design standards set out in the development plan. Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.

NPPF Policy DP4: The Design Process, Paragraph 2(c) states that the LPA should not allow the quality of approved development to be materially diminished between permission and completion, as a result of changes proposed following its initial approval (for example through changes to approved details).

NPPF Policy L3: Achieving appropriate densities, Paragraph 1 states that development proposals should make efficient use of land, taking into account the identified need for different types of housing and other development, local market conditions, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places.

Paragraph 2 follows on to state that to contribute to making efficient use of land:

a. Within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated. In considering the potential to increase densities, the existing character of an area should be taken into account, but should not preclude development which makes the most of an area's potential.

NPPF Policy F4: Assessing flood risk for decision-making, Paragraph 1 states to inform the assessment of flood risk and, where relevant, appropriate mitigation, a site specific flood risk assessment should accompany all development proposals in Flood Zones 2, 3a, and 3b, whilst Paragraph 2 follows on to state that in Flood Zone 1, a site-specific flood risk assessment should inform and accompany all development proposals involving sites of one hectare or more.

NPPF Policy F5: The sequential test, Paragraph 1 states that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source.

NPPF Policy F6: Development in areas at risk of flooding from rivers or the sea, Paragraph 1 states in areas falling within flood zones 2, 3a, or 3b:

a. Development proposals should be refused if the use is incompatible with the risk from river or sea flooding;
b. In certain other circumstances, in addition to satisfying the sequential test in policy F5 where applicable, development will only be appropriate where an 'exception test' is satisfied.

NPPF Policy F7: Ensuring development is safe from flooding, Paragraph 1 states development proposals should not present a risk from flooding to potential occupiers, users, or visitors, and should not increase flood risk elsewhere. Paragraph 2 follows on to states that where development is proposed in a location known to be at risk from any form of flooding, now or in the future, it should be refused unless:

a. Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons which justify a different arrangement;

NPPF Policy N3: Trees in new development, Paragraph 1 states that in recognition of the benefits which trees can provide for biodiversity, climate change mitigation and adaptation, and the character and quality of the built environment, development proposals should:

a. Make new streets tree-lined and incorporate trees in other suitable locations;

b. Ensure that the selection of species and their placement is compatible with highways and other infrastructure requirements and the needs of different users of public spaces; and will be effective in helping to adapt to the effects of climate change and delivering other environmental benefits; and
c. Make provision for the long-term maintenance of both existing and newly-planted trees which form part of the development.

NPPF Policy P2: Ground conditions, Paragraph 1 states that sites proposed for development should be suitable for their proposed use taking into account:

a. Ground conditions, including any risks arising from land instability or contamination (whether due to natural hazards or current and former activities such as mining or fuel storage); and
b. The extent to which any such risks can be mitigated, and the potential impacts on the natural environment arising from remediation.

Paragraph 3 follows on to state that adequate site assessment information, prepared by a competent person, should be available to inform these considerations; with paragraph 4 confirming that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

NPPF Policy P3: Living conditions and pollution, Paragraph 2 states development proposals should:

a. Provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and the quality of life. Where necessary suitable mitigation measures should be incorporated to secure acceptable living conditions;
b. Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site.
c. Sustain and contribute to compliance with relevant limit values or national objectives and targets for air pollutants including PM2.5. Development proposals should take account of Air Quality Management Areas and be consistent with the objectives of relevant Air Quality Action Plans, Clean Air Plans and Local Air Quality Strategies;
d. Mitigate and reduce to a minimum potential adverse impacts resulting from noise, not result in levels of noise exposure which would have a significant observed adverse effect

NPPF Policy N2: Improving the natural environment, Paragraph 1 states to contribute positively to the natural environment, and support nature's recovery, development proposals should:

a. Consider the environmental qualities of land proposed for development, including habitats, landscape character and the natural beauty of the countryside, and identify opportunities for those qualities to be conserved or enhanced (including through requirements for biodiversity net gain);
f. Minimise any adverse impacts on biodiversity and include features which support priority or threatened species such as swifts, bats and hedgehogs. Development proposals should incorporate integrated nest boxes (commonly known as swift bricks) into their construction unless there are compelling technical reasons which prevent their use, or would make them ineffective.

Paragraph 2 follows on to state that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful

impacts), adequately mitigated or, as a last resort, compensated for, then the development should be refused.

NPPF Policy DM5: Development viability, Paragraph 2 states there may be circumstances in which a viability assessment demonstrates that it would not be possible for development to proceed on a policy compliant basis. In such circumstances, the submission of a viability assessment as part of a development proposal may be justified to ensure that the proposed development makes the maximum possible contribution to affordable housing and other infrastructure.
F
NPPF Policy DM6: Use of planning conditions and obligations, Paragraph 1 states that planning conditions should only be attached to planning permissions and other associated consents for development where they are:

a. Necessary to make the development acceptable in planning terms;
b. Relevant to the development and to planning considerations generally;
c. Sufficiently precise to make them capable of being complied with and enforced; and
d. Reasonable in all other respects.

Barnsley Local Plan (2019)

Site-Specific Policy HS10 Land North of Keresforth Road, Dodworth Indicative number of dwellings 175, states as follows:

The development will be expected to:

- Retain woodland, stream habitat and hedgerows;
- Avoid development in the Air Quality Management Area affected by the M1 and satisfy the requirements of Local Plan Policy AQ1 Development in Air Quality Management Areas;
- Provide pedestrian links through the development to the footbridge across the M1 Motorway;
- Provide appropriate vehicular access;
- Provide appropriate acoustic treatment to mitigate against traffic noise; and
- Provide compensation for the loss of any trees.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

Relevant Local Plan Policies:

Local Plan Policy SD1: Presumption in Favour of Sustainable Development states that the presumption contained in the NPPF will be applied and the Local Planning Authority will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible.

Local Plan Policy GD1: General Development states that proposals for development will be approved if there are no significant adverse effect on the living conditions and residential amenity of existing and future residents. Proposals should be compatible with neighbouring land and should not significantly prejudice the current or future use of neighbouring land.

Proposals shall include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and mitigate/minimise any adverse impact upon the environment, natural resources and pollution. Adequate access and internal roads shall provide appropriate vehicular and pedestrian links, whilst drains, culverts and surface water bodies shall be considered. Appropriate landscaping shall be provided where sites are adjacent to open countryside.

Local Plan Policy H1: The Number of New Homes to be Built states that at least 21,546 new homes shall be built during the period 2014-2033.

Local Plan Policy H2: The Distribution of New Homes states that 5812 of the homes required shall be built in Urban Barnsley (which includes the Dodworth area/this site).

Local Plan Policy H3: Uses on Allocated Housing Sites states the sites shown on the Policies Map shall be developed for residential purposes and other uses shall only be supported where these are ancillary.

Local Plan Policy H6: Housing Mix and Efficient Use of Land states that housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population. A density of 40 dwellings per hectare net will be expected in Urban Barnsley, though lower densities will be supported where it can be demonstrated that they are necessary for character and appearance, need, viability or sustainable design reasons.

Local Plan Policy H7: Affordable Housing states that housing developments of 15 or more dwellings will be expected to provide affordable housing with a 30% affordable housing provision expected in Dodworth.

Local Plan Policy T3: New Development and Sustainable Travel states that new development will be expected to be located and designed to reduce the need to travel; be accessible by public transport and meet the needs of pedestrians and cyclists. Developments shall provide minimum levels of cycle parking and a travel plan in accordance with NPPF guidance. Transport assessments should also be in accordance with NPPF guidance and have regard to cross boundary local authority impacts. Where levels of public transport accessibility are unacceptable, developers will be expected to make financial contributions in accordance with Local Plan Policy I1.

Local Plan Policy T4: New Development and Transport Safety states new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. Where a development is not suitably served by the existing highway, developers will be expected to make a financial contribution to secure necessary improvements.

Local Plan Policy D1: High Quality Design and Place Making states development should be of high quality design and reinforce the distinctive, local character and features of Barnsley including landscape character, topography, important habitats, woodlands, townscape character, scale, layout, building styles and materials.

The policy follows on to state that developments should contribute to place making, be of high quality, that contributes to healthy and sustainable environments. This includes providing clear and obvious connections to the surrounding street and pedestrian network whilst promoting safe access routes. Developments should make the best use of materials and include comprehensive and high quality hard and soft landscaping schemes with high quality public realm. In terms of place making the development should make a positive

contribution to achieving qualities of a successful place such as character, legibility and permeability.

Local Plan Policy POLL1: Pollution Control and Protection states that development will be expected to demonstrate that there will be no increased in air, surface water/groundwater, noise, smell, dust, vibration or other pollution which would unacceptably affect the natural or build environments or people. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

Local Plan Policy CL1: Contaminated and Unstable Land states that developments which would be affected by contamination or stability issues must be accommodated by a report which shows that investigations have been carried out and sets out detailed measures to allow development to go ahead safely.

Local Plan Policy BIO1: Biodiversity & Geodiversity states that development will be expected to conserve and enhance the biodiversity and ecological features of the borough by protecting and improving habitats, species and sites of ecological value. Developments should maximise biodiversity opportunities and converse/enhance the form, local character and distinctiveness of natural assets. Proposals should protect ancient and veteran trees and encourage the provision of biodiversity enhancements.

Local Plan Policy GS2: Green Ways and Public Rights of Way states that where development affects an existing Public Right of Way the proposal must protect the existing route within the development or include an equally convenient and attractive alternative route.

Local Plan Policy AQ1: Development in Air Quality Management Areas states that developments in air quality management areas will be expected to demonstrate that there will be no harmful effect on the health or living conditions of any future users of the development in terms of air quality, taking into account any suitable and proportionate mitigation required for the development. Residential development will only be supported where the developer provides an assessment which demonstrates that living conditions will be acceptable for future residents, subject to any required mitigation.

Local Plan Policy I1: Infrastructure and Planning Obligations states that developments must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily. Where the necessary provision is not made directly by the developer, contributions will be secured through planning obligations.

Local Plan Policy CC3: Flood Risk states that the impact of flooding will be reduced by not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding, or would give rise to flooding elsewhere.

Other applicable Local Plan policies include:-

Policy LC1: Landscape Character
Policy CC1: Climate Change
Policy CC2: Sustainable design and Construction
Policy GS1: Green Space
Policy RE1: Low Carbon and Renewable Energy
Policy UT2: Utilities Safeguarding

<u>Supplementary Planning Documents</u>

The Council have adopted SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight. The following SPDs are relevant to this proposal:

- Parking, November 2019
- Residential Amenity and the Siting of Buildings, May 2019
- Sustainable Travel, July 2022
- Trees and Hedgerows, May 2019
- Section 278 Agreements, November 2019
- Section 38 Agreements, November 2019
- Sustainable Construction and Climate Change, July 2023
- Design of housing development, May 2019
- South Yorkshire Residential Design Guide, 2011
- Open Space provision on new housing developments, May 2019
- Affordable Housing, July 2022
- Biodiversity & Geodiversity, March 2024
- Development on land affected by contamination, November 2019

Summary of Relevant Consultations

Affordable Housing- Limited information regarding the affordable housing provision such as the housetypes and/or position given the outline nature of the proposal. However, in the planning statement, the developer committed to providing 30% affordable housing provision as per Local Plan Policy H7 which should be secured within the S106 Agreement. Further discussion regarding tenure to be carried out at reserved matters stage. No objection on this basis.

Subsequent viability discussions/assessment have indicated that it would not be viable for the developer to provide the earlier suggested 30% provision. This is set out further in the relevant section below.

Air Quality Officer – The application has been supported by an Air Quality Assessment (dated: August 2024) which has been reviewed. However, since the submission of the assessment the number of proposed dwellings has been reduced. The Air Quality Officer previously requested that a condition be attached to secure EV charging points. However, these requirements are now dealt with under separate legislation and therefore the condition has not been attached, though a condition relating to a Travel Plan is proposed. No objection on this basis.

BMBC Biodiversity Officer – The application has been supported by an Ecological Impact Assessment (dated: September 2024); bat survey (dated: August 2024); and BNG metric and report (dated: May 2024). The central woodland belt is classed as '*long-established woodland'* and therefore provides important habitats. Suitable bat roosting surveys have been undertaken, though a condition is proposed requiring further surveys due to the age of the emergence surveys.

The Biodiversity Officer is satisfied with the submitted information and the proposal has been amended to minimise harm upon the central woodland belt. This application was submitted prior to BNG becoming mandatory and therefore the +10% net gain is not required. The BNG assessment concludes that the Habitat Trading Rules have not been met due to the loss of the woodland units (-3.59 units). To offset this, a payment of £89,750 will be secured as part of the S106 Agreement in lieu of offsite mitigation for the tree loss.

No objection subject to conditions which requires an updated BNG assessment and an updated bat roost assessment to be submitted with the first reserved matters application. A Construction Environmental Management Plan - Biodiversity (CEMP-B); a Habitat Management and Monitoring Plan (HMMP) and lighting scheme shall also be submitted prior to the commencement of development.

Local Ward Councillors – Concerns raised regarding highways impacts, increased number of vehicles and road safety; lack of affordable housing; loss of 16 trees; impact upon ecology and biodiversity; impact upon drainage, flood risk, sewerage systems and surface water run-off; the impacts upon local infrastructure and facilities; impact upon the character of the local area; the accuracy of the submitted surveys and the requirement for mitigation.

BMBC Contaminated Land Officer – No response.

Dearne & Dove Internal Drainage Board – No response.

Education – No objection subject to financial contribution being secured within the S106 Agreement for primary and secondary school places.

Environment Agency – The submitted Flood Risk Assessment (Haigh Huddleston & Associates, Ref: E21/7774/FR01A, Rev: A, Dated: July 2025) has been reviewed and addresses the concerns raised in the previous comments in objection. No objection subject to condition which requires all residential properties to be located in Flood Zone 1 only.

BMBC Forestry Officer –The updated Arboricultural Impact Assessment (received 4/8/2026) brings together the various arboricultural impact documents which have been submitted during the assessment of the application. During the course of the application various reiterations of the arboricultural information have been submitted with the Forestry Officer initially raising significant concerns regarding the proposed tree removal. However, the latest information provides a realistic assessment of the impacts upon trees. The proposals now include the retention of the higher quality trees, and any removal has been restricted to the tree closest to the proposed site access. The direct impact of the proposed highway access works has been summarised as follows:

- No high value category A or B trees or groups are to be removed;
- 9 Category C trees to be removed;
- 1 Category C group of trees to be partially removed;
- 1 Category C group of trees to be removed in full;
- 2 Category U trees to be removed;
- 2 Category U groups of trees to be removed in full.

The Forestry Officer has raised concerns regarding the proximity of the proposed building platforms and the existing tree belt to the west. Similarly, works associated with the development, such as the improvements to the public rights of way, may also harmfully impact existing trees by virtue of level changes/cut and fill required. However, the exact siting of the proposed dwellings and the impact upon levels would be assessed as part of the reserved matters application(s). On this basis, the Forestry Officer has not objected to the development subject to the strict accordance with the conditions attached which requires up to date tree surveys to be submitted with each reserved matters application as well as sufficient replacement planting.

BMBC Drainage – No objection subject to pre-commencement condition requiring full drainage details and details of surface water run-off. Permitted development rights shall be removed to ensure no buildings or structures are erected within 9 metres of any watercourse.

BMBC Highways DC – The application submission includes suitable swept path analysis at the site access off Keresforth Road, with a betterment in regard to refuse vehicle access onto Wood End Court. A Road Safety Audit (RSA) has been completed and approved by the Council's Traffic Engineers, though the audit is in relation to the site access only and not the internal road layout. The internal road layout would be assessed further as part of the reserved matters application(s).

The proposed masterplan has been updated during the application to include a 3m shared use path between the central tree belt and the site access, which is welcomed. The principle of the priority junction arrangement at the central point is acceptable in principle, subject further designs and technical details being agreed as part of the first reserved matters application.

During the planning application process, the Council's Bridges department have assessed the initial retaining structure designs at both the site access and the central part of the site, and a draft Agreement In Principle (AIP) has been submitted (details of which are to be agreed a later stage). Full engineering details will be required, and as part of the highway adoption process a commuted sum would need to be secured. The commuted sum would likely be a substantial amount as it will be expected to fund the provision of maintenance for a statutory 120-year period. However, because the highway adoption process falls outside of the planning remit, the commuted sum does not form part of the S106 Agreement.

Overall, there is no objection subject a suitable off-site footway improvement scheme along Keresforth Road being agreed. The improvements shall include:

- Provision for footway widening for the length of Keresforth Road between the site access and Keresforth Primary School;
- Provision of/any necessary alterations to street lighting;
- Provision of/any necessary alterations to highway drainage;
- Any necessary signing/lining;
- Any necessary reconstruction/resurfacing.

Improvements to the pedestrian links between the western boundary of the site and adjoining cul-de-sacs will also be secured and assessed as part of the first reserved matters application.

Further conditions are proposed in relation to highway condition surveys; phasing plans; travel plan; construction method statement and other associated matters.

Mining Remediation Authority – The application submission includes a Phase 1 Geotechnical and Geo-environmental Site Investigation report (dated: December 2021). The report concludes that further intrusive ground investigations are required. On this basis, there is no objection subject to further information being provided with the first reserved matters application and being implemented accordingly prior to commencement of development.

National Highways- The Supplementary Transport Assessment 3 (dated: January 2024) has been reviewed and there is no objection to the development on this basis subject to conditions requiring the pre-commencement submission of a geotechnical risk assessment; a construction traffic management plan and evidence to demonstrate compliance with Paragraphs 57 and 59 of the DfT Policy Paper '*strategic road network and the delivery of sustainable development'.*

BMBC Pollution Control – The application has been supported by a noise impact assessment (dated: 13/9/2024). Given the proximity between the site and the M1 motorway, the future development may require noise mitigation features. However, because the final layout is unknown at this stage, the type of mitigation required cannot be confirmed. Conditions are therefore proposed which require an updated noise impact assessment and full details of any required noise mitigation to be submitted as part of each reserved matters application.

Prior to the commencement of development, a dust and noise management plan and a construction method statement are required. A condition restricting construction hours is also proposed. No objection subject to strict accordance with the attached conditions.

BMBC Public Rights of Way – Footpath 272 appears to be retained in its current alignment, though improvements to the path surface (between Lambert Fold and the application site) are requested. Footpath 278 runs southwards towards Keresforth Road. The alignment on the masterplan differs from the legal definitive route. The developer will need to apply to move the footpath via a formal legal order.

There are well worn paths running through the site, including that through to Bark Meadows which should ideally be formalised. No objection subject to attached informative.

South Yorkshire Archaeology Service – No response.

South Yorkshire Mining Advisory Service – No objection subject to condition requiring intrusive site investigations to be undertaken. This requirement is covered by the conditions suggested by the Mining Remediation Authority and therefore have been afforded no weight.

South Yorkshire Mayoral Combined Authority (SYMCA) – No objection subject to a financial contribution towards the supply and installation of real-time passenger information displays at 2 bus stops and a proportionate share of bus service enhancements. The requested contributions were revised in March 2025 to reflect inflation.

South Yorkshire Police – Concerns raised regarding the proposed position of the children's play area and its proximity to the motorway bridge. Given the outline nature of the proposal, these concerns have been afforded limited weight.

Superfast Broadband – Broadband connections are now covered by Building Regulations, no comments to make.

Sustainability- No response.

BMBC Urban Design Officer – No objection based on the development hereby being proposed in outline. The indicative position of the Public Open Space (POS) and children's play area is acceptable, with the inclusion of the active travel routes also welcomed. Detailed designs will be assessed further as part of the future reserved matters applications.

Yorkshire Water- No objection subject to conditions in relation to full details of foul water disposal and foul water sewerage; separate drainage systems and no piped discharge of surface water. The requirements of the suggested conditions have been included within the conditions suggested by the BMBC Drainage team, rather than repeated.

Representations

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

undergone 5 periods of consultation following the submission of updated plans and changes to the proposal description. The final period of consultation was undertaken in July 2024. During each period of consultation, the application has been advertised as follows:

- Advertised on the Council website;
- Adjacent residents notified by letter (118 addresses);
- Site notices displayed adjacent to the site;
- Advertised in local press.

A total of 155 individual representations have been received across the 5 periods of publicity, however multiple comments are from the same address/people, with some neighbours submitting up to 5 comments.

The material planning considerations raised within the comments received include:

- Insufficient/out of date information;
- Highway safety issues/traffic/congestion;
- Impact on local services/infrastructure;
- Loss of green space/greenbelt;
- Loss of trees/queries regarding trees to be retained;
- Impact upon wildlife & habitats;
- Impact upon mental and physical wellbeing;
- Flood risk;
- Pollution/noise and construction impacts;
- Large/ugly acoustic fence;
- Increased number of houses compared to previous application;
- South Road /other access options;
- Loss of privacy/overlooking/overshadowing/light;
- Noise/light impact from new dwellings;
- Impact upon PROW;
- Encourage alternative transport methods;
- Inaccurate transport surveys, undertaken during pandemic/school holidays;
- Too many dwellings/exceeds Local Plan allocation;
- S106 contribution queries;
- No access to Penny Pie Park /Dodworth bypass;
- Not all neighbours notified during consultation process;
- Scale of dwellings/ out of scale/character/visual impact;
- Requests for clarification;
- Existing highway concerns;
- Impact on climate change;
- Queries regarding viability assessment/accuracy of information submitted by developer.

In addition to the above concerns, the following non-material issues were raised:

- Impact on property values;
- Suicides impact traffic flow;
- Loss of view;
- Local plan should be reviewed/impartiality of Planning Board Members;
- Dangerous due to steep banking/ damage to nearby bridge;

Within the submitted representations 6 letters confirming ‘no objection to the scheme’ were received as well as 2 letters in support of the proposal. 1 letter also suggested support for the proposed access via Keresforth Road.

It is noted that concerns have been raised regarding the submitted documents being out of date. This application has been pending consideration for a substantial length of time meaning some surveys undertaken prior to submission are likely to be circa 5 years old. However, consultees advised when information is likely to be out of date and updated information has been provided, during the course of the application, where necessary. Typically, ecology surveys are the most time sensitive, and conditions have been proposed where updated reports are required.

As mentioned above, a significant number of residential properties were notified via letter regarding the proposed development, with each property receiving a letter during the 5x periods of publicity. Concerns regarding the lack of sufficient consultation are therefore afforded limited weight.

Concerns regarding the land stability and the impact upon the nearby motorway bridge are not considered to be material planning considerations. Further assessment of ground stability conditions will be undertaken as part of the relevant building control requirements. In terms of the other non-material issues, these matters cannot be taken into account and are therefore afforded limited weight. However, the material planning considerations will be addressed within the assessment below.

Assessment

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: 'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'.

The NPPF (August 2026) at paragraph 3 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan, and is a material consideration in planning decisions.

The main issues for consideration are as follows:

- The Principle of the Development
- Loss of Greenspace
- Impact upon Character and Appearance of Surrounding Area
- Impact Upon Trees
- Ecology and Biodiversity Considerations
- Highways and Connectivity Considerations
- Air Quality Considerations
- Drainage and Flood Risk Considerations
- Housing Supply
- Impact Upon Residential Amenity
- Job Creation/ Economic Impacts
- Financial Contributions, Planning Obligations and Viability

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest

- Limited
- Little or no

The Principle of the Development

The application site lies within an allocated housing site as defined in the adopted Local Plan. The site (in addition to the land to the north and west) forms allocation HS10: Land North of Keresforth Road, Dodworth.

Local Plan Policy H1: The Number of New Homes to be Built states that at least 21,546 net additional homes should be built between 2014 – 2033, with Local Plan Policy H2: The Distribution of New Homes stating that 5812 new homes should be built in the Urban Barnsley area, which contains Dodworth.

Local Plan Policy H6: Housing Mix and Efficient Use of Land states that housing proposals will be expected to include a broad mix of house size, type and tenue to create a mixed community and meet local needs.

The supporting text to Local Plan Policy H2 (The distribution of new homes) states at paragraph 9.5 that the housing targets quoted above are made up of the sites allocated for housing, such as HS10. Paragraph 9.7 refers to housing sites which are currently functioning as green spaces stating that compensation will be required for the loss of green space as the allocations come forward in accordance with Local Plan Policy GS1.

The proposed development looks to provide up to 126 dwellings. The site is allocated for housing development and therefore the principle of the development is acceptable in this location, subject to other considerations and strict accordance with the other Local Plan and NPPF polices as assessed below. The principle of the development is therefore afforded substantial weight within the planning balance.

Environmental Impacts

Paragraph 17 (C) of the NPPF sets out the environmental objective as: supporting efforts to mitigate and adapt to climate change, including moving to a low carbon economy; and to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, and minimising waste and pollution.

The environmental impacts of the proposed development are assessed as follows:

Loss of Greenspace

As referred to above, in Paragraph 9.7 of the Local Plan, this site has a dual allocation due to it currently functioning as Green Space. In the Green Space register the site is referenced as site: 2198 as a ‘Natural Use’ area. For that purpose, the site is also designated as Green Space within the adopted Local Plan.

Local Plan Policy GS1, together with the Open Space Provision on New Housing Developments SPD, set out how to assess proposals which result in the loss of Green Space, and includes the relevant tests.

Given the dual allocation of the site and the overarching requirement for housing development, the principle of the loss of the Green Space is accepted subject to appropriate compensation being secured in accordance with the SPD which states: *In instances where the Council deem it appropriate to seek a financial contribution towards improvements of an*

existing facility nearby, the contribution will be calculated at £125,640 per hectare of green space that will be lost to development.

Based on the indicative masterplan the contribution amount has been calculated as: £505,816.40 (4.01ha of developed land x £125,640).

The loss of Green Space has been raised as a concern within the neighbour representations. However, as mentioned the principle of developing the site for housing has been established as per the Local Plan allocation for residential use. The monies secured would be directed towards improvements/enhancements at other sites which would be identified through the appropriate Green Space Assessments, with sites within the ward/local area typically preferred.

Whilst the loss of the Green Space is unfortunate, this site has already been identified as a suitable location for housing and therefore the harm is afforded limited weight subject to the compensation being secured. This is expanded upon further in the Viability section below.

Neighbour concerns relating to the loss of Green Belt are afforded no weight as the site is not designated Green Belt.

Impact upon Character and Appearance of Surrounding Area

At this stage, the appearance and scale of the proposed dwellings are unknown, and therefore the neighbour concerns regarding the scale/massing of dwellings are afforded limited weight. However, the principle of developing the site for residential purposes is not expected to cause detrimental harm to the appearance of the local area.

The site itself is fairly self-contained and is not within direct view from surrounding residential roads or properties due to the established tree belt along the western boundary and the presence of the M1 Motorway to the north and east. Although the site is currently undeveloped and open in nature, this does not directly contribute to the appearance of the locality, again due to it being physically separated from the development to the west by the trees; watercourse and level differences.

Nevertheless, the surrounding area is predominately residential and characterised by 1990s/early 2000s style housing. The principle of modern housing development is therefore not anticipated to substantially harm the appearance of the locality.

The character of the slightly lower density housing to the south of the site at Woodend Court would also be unharmed. The proposal has been arranged so that the biodiversity area would abut Woodend Court and therefore protect the open and spacious character of that cul-de-sac.

The external materials, scale and siting of properties together with the landscaping scheme will be assessed further at reserved matters stage. However, based on the information submitted the development is not expected to harmfully alter or impact the character or appearance of the local area. The proposal accords with the relevant design policies as set out in the Local Plan and NPPF and is therefore afforded substantial weight.

Impact Upon Trees

The site-specific Local Plan policy includes clear guidance in terms of the woodland retention and necessary compensation for the loss of any trees. As summarised above, the application has been supported by various revisions and addendums of the submitted tree

reports and surveys. A more recent Arboricultural Impact Assessment has been submitted to condense the various documents into a single report (received 4/8/2026).

The application site is heavily wooded, and therefore in order to bring forward any form of development, some element of tree loss would be required. Given the outline nature of the proposal and the unconfirmed siting of the proposed dwellings, it is difficult to establish the long-term impact upon trees and total tree loss at this stage. However, the submitted information does provide a realistic assessment of the impacts, of which the Forestry Officer is broadly comfortable with.

The development will result in tree loss at both the southern end of the site and the central tree belt in order to construct the required highways infrastructure and retaining structures, as well as further tree removal elsewhere within the site. At this stage, only the impacts upon the trees around the southern access can be assessed in full given the outline status of the application. The final tree survey confirms that the following trees would be removed in order to facilitate the proposed site access:

Category C	**Category U (Require removal irrelevant of works)**
T7 - Hawthorn	T3 – Elm
T8 - Ash	T37 - Elder
T16 - Cherry	G30 - Group of young to semi mature Elm
T17 - Rowan	G36 - Linear group of young Ash
T18 - Cherry	
T25 - Sycamore	
T27 - Ash	
T28 - Ash	
T29 - Ash	
G14 (partial)- Linear tree group, Hawthorn, Ash, Sycamore	
G15 – Group of young to semi mature trees, Hawthorn, Cherry, Laurel, Ash, Goat Willow, G26 - Linear group of Cypress	

The Forestry Officer has continued to raise concerns regarding the proposed tree loss and likely impacts upon retained trees associated with the proposed site access. The submitted report confirms that the highway access works will encroach into the root protection area of some trees to be retained, which is strongly resisted by the Forestry Officer. However, when taking into account the fact that the site access works will not result in the direct loss of any high value trees (category A or B) and that the position of the proposed highways access is the only suitable option, the impact upon trees are accepted on balance.

Earlier revisions of the submitted tree information confirmed that replacement planting would be provided a ratio of 2:1 for every tree felled as part of the development. A condition has been attached to secure this, with the agreement that all replacement planting should be accommodated on site, ideally as close as possible to the trees being removed. Where a group of trees are to be removed (such as G14, G15, G30 or G36) an area double the size of the tree group is to be replanted.

Throughout the application assessment, the Forestry Officer has raised concerns regarding the position of the building platforms to the west of the spine road, within the southern section of the site, which are shown very close to the western tree belt. Due to the outline nature of the proposal, the siting of the dwellings is currently unknown and therefore the impact upon western woodland cannot be assessed. Detailed information regarding any further tree removal/impacts as a result of earthworks/cut and fill will be required within the reserved matter(s) application once the siting of the dwellings are confirmed. Each reserved matters application is also required to include an up-to-date tree survey associated with the relevant phase of development.

The final landscaping details, along with the position of replacement planting and any additional tree loss will be assessed further as part of future reserved matters applications. Overall, the proposed development does accord with the site-specific policy in that the main woodland area to the west of the site will be retained and the only substantial tree loss is in relation to the highways access. It is clear that the location of proposed access is the only viable option and therefore, on balance, the impact upon trees is justified subject to the necessary replacement planting being secured and strict accordance with the proposed conditions. The proposal is afforded modest weight in terms of trees.

Ecology and Biodiversity Considerations

Additional information has been provided during the course of the application to address concerns raised by the Biodiversity Officer. This included additional ecological surveys; updated Ecological Impact Assessments; a river condition assessment and revised biodiversity net gain information.

The application submission has included both bird and bat surveys. Queries were raised regarding the number of surveys undertaken in terms of trees which have high bat roost potential. An additional document has been provided which confirms that the trees which were initially assessed as having potential for roosting bats will be retained, which therefore negates the requirement for further emergence surveys. Should the proposals be altered, resulting in removal of these trees, then further surveys would be required.

Given the length of time since the application was first submitted, the initial bat roost assessments (which were carried out in 2022/2023) are now becoming invalid due to their age and accuracy. On this basis, it has been agreed that an updated assessment shall be submitted to the local planning authority as part of the first reserved matters application. The updated surveys shall focus on the trees with bat roosting potential and shall be undertaken in the bat active season prior to the reserved matters application (May/August/September).

During the course of the application, concerns regarding the age and status of the central tree belt were raised. It is understood that historic mapping indicated that the tree belt had the potential to constitute as an ‘ancient woodland’ which is protected as per NPPF Policy N6: Areas of particular importance for biodiversity and geodiversity, Paragraph 2. In recent months, an external body has assessed small woodlands across the South Yorkshire area, which concluded that the woodland at the application site does not qualify as ancient, though does qualify as being a ‘long-established woodland’. Whilst this is still a habitat of principal importance, it does not warrant the same protection as an ancient woodland.

On this basis, the removal of the trees within the central belt is considered acceptable subject to a robust construction environmental managemental plan being submitted.

Biodiversity Net Gain became mandatory in April 2024. As this application was submitted prior to this date, the development is not required to achieve +10% net gain. However, the

development is still required to achieve no net loss. The application has therefore been supported by a BNG metric and assessment which demonstrates that the proposal will result in a 3.59 unit loss of woodland habitat. To offset this, a financial contribution of £89,750 (£25,000 per unit) will be secured via the S106 Agreement.

In summary, the Biodiversity Officer has confirmed that the development is acceptable in terms of the impacts upon ecological species subject to strict accordance with the conditions proposed. It is therefore considered that the neighbour concerns relating to the impact upon wildlife and habitats have been suitably addressed. The proposal is afforded moderate weight in terms of biodiversity and accords with Local Plan Policy BIO1.

Highways and Sustainable Travel Considerations

During the course of the application additional information has been provided in regard to highways/access, particularly in relation to the retaining structures and road infrastructure. Initially, National Highways submitted an objection to the proposal due to concerns regarding the number of planning applications proposed within close proximity to M1 motorway and the cumulative impact this would have upon the strategic road network. However, these issues have since been dealt with through updated modelling, and National Highways have confirmed that the objection has been lifted.

The proposed development will be served by a central spine road running in a north-south direction. A new vehicular access is proposed onto Keresforth Road, close to the existing Woodend Court junction. Due to level changes, a retaining wall/structure will be required to support the road, with alterations to the existing Woodend Court road layout also proposed.

A second, much more substantial, retaining structure is proposed at the central woodland belt which will support the road infrastructure over the existing ditch and watercourse. The width of this section of road has been minimised to mitigate harm upon the long-established woodland (as described above). The width of the retaining structure has been further constrained by land ownership issues meaning the proposal has been updated to a one-way/priority junction arrangement.

Due to the outline nature of the proposal, the internal highways layout has not been assessed in full, though the Highways DC Officers have agreed the principle of the one-lane arrangement at the central point. Because the road network and associated retaining structures will eventually be adopted by the Council, the internal structures team have reviewed the application submission as well as a draft/initial Agreement in Principle document. The structures team are satisfied that that the principle of the road design is suitable and could be adopted/maintained by the Council subject to the necessary highway agreements being agreed (legislation which falls outside of planning). A condition is proposed which requires full details of the highway retaining structures, including construction drawings and specifications, and any relevant documents required by the highways adoption/structures team to be submitted with the first reserved matters application. It is noted that the proposed priority/one-lane arrangement will also require further risk assessments, and the developer's highways designer will have to satisfy themselves that the obligations under the CDM Regulations can be fulfilled to ensure that the structure can be constructed, maintained and operated safely. A Stage 3 RSA will also be required once the central retaining structure is constructed.

In addition to the above, the developer has been made aware that commuted sums will be required, where new highway infrastructure, including highway structures, are proposed for adoption by the Highway Authority, in accordance with Barnsley Council's adopted Commuted Sum Policy. The commuted sum associated with the proposed structure are likely to be substantial based on the size of the proposals and the fact that the cost will be

expected to fund the provision of maintenance for a statutory 120-year period. Nevertheless, these funds are secured via legislation outside of planning and do not form part of the S106 Agreement/ viability discussions as set out below.

From a highway safety perspective, the Highways DC Officers have reviewed the access details (which are hereby proposed in full) and have no objection to the indicative site layout. An Independent Road Safety Audit (RSA) was signed off by BMBC engineers in September 2025. This RSA was a reworking of a previous audit from 2024 that followed the same brief to assess only the existing road network and the access point onto Keresforth Road given the outline nature of the application. The new access onto Keresforth Road achieves the required visibility and tracking requirements and is suitable to serve the proposed number of dwellings.

In terms of sustainable travel, given the linear shape of the site, connections into the existing the existing development has been encouraged. The proposed masterplan indicates that improvements will be made to the existing PROW and worn track which lead into Lambert Fold and Bark Meadows retrospectively. These connections will enable future residents of the northern end of the site to utilise the existing pedestrian routes without having to travel the full length of the development. Details of the proposed improvements will be agreed with the PROW Officer as part of the first reserved matters application.

Currently, there is only a footpath along the northern carriageway of Keresforth Road which is narrow in parts and does not adhere to modern highway standards. As part of the proposed works, a scheme to widen and improve the footpath will be secured and agreed via the first reserved matters application. This will provide improved pedestrian access between the local primary school and the southern end of the development.

The adopted Sustainable Travel SPD requires residential developments to provide a financial contribution towards suitable public transport and active travel improvement schemes, in accordance with the calculation set out in the SPD. Typically, the Council would collect monies via the S106 Agreement and carry out the necessary improvement schemes, as identified during the assessment of an application. However, in this instance the developer will undertake the enhancement works (as described above) as part of the wider development construction, in accordance with the details to be agreed. Therefore, the financial contribution required by the Sustainable Travel SPD has not been sought.

Nevertheless, a financial contribution towards bus stop displays and improvements to local bus services has been requested by SYMCA. The works include supplying and installing real-time travel displays at 2 bus stops as well as any relevant alterations to the pavements. Enhancement of a local bus service for a period of 3 years will also be proportionately funded by the contribution. Whilst these improvements still fall within the realms of the '*sustainable travel'* these are separate to the requirements specified in the adopted SPD and therefore will be secured as part of the S106 Agreement.

Details regarding final parking numbers will be agreed at reserved matters stage once the number and position of the dwellings is assessed.

Overall, the Highways DC Officer is satisfied that the development is acceptable in terms of highways and considers that there would be no detrimental harm upon the local highway network, based on the information which is available at this time. It is recognised that a number of public representations have been received raising concerns regarding highways and the impact upon the existing road network. However, the highway consultees have reviewed the application proposals in detail, with various revisions having been submitted during the 4-year determination period. Nevertheless, the majority of the neighbour

comments regarding highway impacts were submitted during earlier rounds of consultation, whereby the proposed number of dwellings was much higher.

The application has been supported by detailed highways information, which both the Highways DC Officer and National Highways have reviewed. On this basis, the neighbour representations relating to highway safety and network capacity issues are afforded limited weight. It is recognised that a neighbour concern relating to other access opportunities was received, with particular regard to a possible access via South Road. Given that the application site does not abut South Road nor is the land adjacent to South Road included in the application submission, this comment is afforded no weight.

Taking all of the above into account, the proposal is acceptable in terms of highways subject to the necessary details being provided at condition discharge and reserved matters stage. The proposal is afforded significant weight in terms of highways and access.

Air Quality Considerations

The north-eastern part of the application site lies within the M1 Air Quality Management Area (AQMA). An Air Quality Assessment was submitted (report no: J10/13078A/10/1/F3, dated 30/8/2024) which has been reviewed by the Council's Air Quality Officers. The assessment considered the impact of traffic emissions from the M1 motorway and northbound slip road at Junction 37 on the dwellings proposed nearest to the motorway. The assessment also considered the impact of emissions generated by traffic from the proposed development on the neighbouring road network, in particular along the Dodworth Road AQMA.

The assessment was based upon modelling future year air pollution concentrations, verified against existing monitoring data. In order to account for concentrations at the dwellings proposed adjacent to the M1 motorway, additional monitoring was undertaken in 2016 at and close to the proposed site boundary with the M1 motorway.

Nevertheless, in more recent years, the Council's own data relating to the M1 AQMA demonstrates that air quality readings are relatively compliant with what are considered to be the safe levels due to improved vehicle emission technology and the increase in electric vehicles. This means that there is a possibility that the M1 AQMA could be revoked in future years, should the air quality readings remain as current. However, for the purposes of this planning application, the AQMA is still in place and therefore appropriate mitigation is still required. However, the mitigation measures suggested (such as EV charging points) are now required via different legislation, and therefore no further conditions are necessary in this regard. Overall, the Air Quality Officer raised no concerns regarding the impact upon air quality, which weighs significantly in favour of the application.

Drainage & Flood Risk Considerations

An updated site-specific Flood Risk Assessment (FRA) has been submitted in support of the application (document ref: E21/7774/FR01A, dated: July 2025). An updated FRA was required during the assessment of the application due to the Environment Agency (EA) flood risk maps being updated which resulted in the southern part of the site and western edge now falling within Flood Zones 2 and 3, though the majority of the site remains within Flood Zone 1.

The Environment Agency has been consulted and reviewed the latest FRA. The EA has raised no objection to the development subject to all residential properties being located in Flood Zone 1. A condition has been attached to restrict this as per the EA's recommendation, and further assessment in relation to the siting of the dwellings will be undertaken as part of the reserved matters application. The condition will ensure that all

highly vulnerable development (as per Table 2 of the NPPF) is located in the areas with lowest risk of flooding.

Due to only the access road being developed in Flood Zones 2 and 3, it is not considered the further assessment in terms of the exception tests and sequential test was required in this instance.

Yorkshire Water and the Council's drainage team have also reviewed the application proposals and raised no objections subject to the necessary conditions relating to further details. The Council's drainage team confirmed that permitted development rights must be removed to ensure no buildings or structures are erected within 9 metres of the nearby watercourses.

Overall, the development is not considered to give rise to any significant flood risk and complies with Local Plan Policy CC3, therefore addressing the neighbour concerns in relation to flood risk. This is afforded considerable weight in the planning balance.

Summary of Environmental Impacts

Overall, and taken in context that this site is an adopted housing allocation, the impact upon the environment is considered to be acceptable on balance. Whilst the impact upon trees and ecological species is unfortunate, the developer has sufficiently mitigated any significant harm and satisfactory supporting information has been submitted to address initial concerns raised by consultees. The overall scale of the development has also been reduced, resulting in the number of dwellings decreasing to 126, in order to retain as much tree coverage as possible.

Similarly, the loss of the designated Greenspace is also unfavourable. However, the adopted Local Plan (including the associated SPD) sets out the mechanism for supporting the development of Greenspaces, with this site having a dual allocation, meaning the loss of the Greenspace does not constitute as a reason for refusal.

The Highways DC Officers are satisfied that the proposed access arrangements are suitable, and the development can be safely accessed off Keresforth Road. Further detailed design information will be required as per the attached conditions and as part of the future reserved matters application in terms of the internal road layout. In terms of the wider environment, the development will secure pedestrian footway improvements along Keresforth Road and formalise existing pedestrian routes around the edge of the site, which will improve connectivity for local residents. The proposal therefore accords with the NPPF Section 9 and Local Plan Policies T3 and T4 in terms of transport and connectivity.

Whilst the detailed housetype designs including materials, scale and massing will be assessed further as part of the reserved matters applications, the introduction of a modern housing development will appear in-keeping with the surrounding character and will in-fill a currently underutilised parcel of land adjacent to existing houses. The development therefore accords with NPPF section 12 and Local Plan Policy D1.

No objections have been raised in relation to technical matters such as drainage or air quality. The environmental impacts of the development are considered to be acceptable and significant weight should be attached to this in favour of the development.

Social Impacts

NPPF Paragraph 17(B) sets out the social objective as: to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be

provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

The social impacts of the development are assessed as follows:

Housing Supply

Building upon the policy requirements set out in Local Plan H1 and H2, the NPPF Policy HO7: Meeting the need for homes, emphases the importance of housing supply, stating that substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community.

In October 2025, Barnsley Council release its Five-Year Housing Land Supply report (April 2024 – March 2029). The report confirms that Barnsley's 2023 Housing Delivery Test result stood at 84%, triggering a 20% buffer to the five-year housing land requirement. Furthermore, the Council is also unable to demonstrate a five-year housing land supply, with the most recently published position indicating a supply of only 2.9 years.

It is noted that the neighbour representations include concerns regarding the number of dwellings in comparison to the indicative number set out in the Local Plan site specific policy. The Local Plan policy suggests that the allocation has capacity to provide up to 175 dwellings. As this application relates to only part of the allocation, the maximum number of dwellings hereby proposed is considered to be suitable.

Given that the application site is an adopted housing allocation, in which residential development is considered to be acceptable in principle, the benefits associated with housing supply and the provision of up to 126 dwellings is therefore afforded substantial weight.

Impact Upon Residential Amenity

Given the outline nature of the application proposals, it is not possible to assess the full extent of the impacts upon existing residential neighbours at this stage. Whilst the indicative site plan indicates the position and size of the development blocks, details such as separation distances and the position of overlooking windows cannot be assessed until the full elevational details and the siting of dwellinghouses are understood. Further assessment of residential amenity will therefore be undertaken as part of future reserved matters applications.

However, based on the position of the application site and the siting of existing residential properties, the LPA are confident that sufficient separation distances can be achieved. The majority of the existing residents to the west of the site will not be impacted by the development, in terms of overlooking or overshadowing due to the retention of the existing tree belt. This would also provide a natural noise barrier from any increased noise associated with the residential development both during construction and occupation.

The residents at Woodend Court will be most impacted by the development. However, the proposed site layout has been designed to minimise any long-term disturbance, with no residential dwellings sited close to the Woodend Court cul-de-sac. Instead, the area for biodiversity has been positioned immediately to the north of the existing properties and will

provide a substantial buffer between existing and future residents. However, it is recognised that occupiers of Woodend Court may experience some disturbance during construction, with particular regard to the creation and alterations at the vehicular access off Keresforth Road. To overcome this, suitably worded conditions are attached which restricts the hours of construction and ensures that appropriate mitigation is put in place prior to works commencing.

In terms of future residential amenity, given the site's location adjacent to the M1 motorway, residents may experience noise disturbance associated with passing traffic. As part of this application submission, a noise impact assessment has been provided which has been reviewed by the Environmental Health Officer. The Officer is satisfied with the principles of the report, however further assessment will be required once the final site layout is known. The indicative layout does not suggest that the residential properties will be positioned immediately adjacent to the motorway, with the masterplan indicating that the most eastern boundary will be bound by the spine road. The exact distance between the residential properties and the motorway will impact the level of mitigation required, though the submitted assessment does suggest the use of additional glazing and acoustic garden fences as potential options. On this basis, a condition is proposed which requires an updated noise impact assessment to be submitted with each future reserved matters application, taking into the account the proposed siting of the dwellings. Full details shall also be provided in relation to the required noise mitigation and must demonstrate that the appropriate noise levels (as set out in the condition) can be achieved. The Environmental Health Officer is satisfied with this approach.

Neighbour representations have been received raising concerns regarding the requirement of an acoustic fence, however as summarised, the use of acoustic barriers are likely to be contained to the rear gardens only and would not appear dissimilar to traditional garden boundary treatments. Nevertheless, the use of acoustic barriers would be assessed as part of future reserved matters applications.

Based on the above, the proposal is not considered to result in any undue harm to the amenity of future or existing residents. Detailed matters relating to overlooking and overshadowing will be fully assessed at the reserved matters stage, as well as further assessment of space standards in relation to the internal and external living space for future residents. Overall, the proposal is considered to accord with Policies GD1 and POLL1 of the Local Plan, which carries significant weight in favour of the scheme.

Summary of Social Impacts

Overall, and taken in context that this site is an adopted housing allocation, the social impacts of the development are welcomed. The proposed development will contribute positively to the social objectives of the NPPF by providing up to 126 new homes, in a sustainable and accessible location. The site is in close proximity to existing amenities such as schools and shops, with a significant financial contribution being secured towards local schools (discussed further below). The development will also secure pedestrian improvements which will provide further benefits in terms of active travel and social wellbeing.

No significant harm to existing or future residential amenity has been identified, and any potential impacts can be addressed at the reserved matters stage. The development accords with Local Plan Policy POLL1 and GD1. The social impact of the development is considered to be acceptable and substantial weight should be attached to this in favour of the development.

Economic Impacts

NPPF Paragraph 17(A) sets out the economic objective as: to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

The economic impacts of the development are assessed as follows:

Job Creation/Economic Benefits

The direct economic benefits of the scheme are considered to be fairly limited. Nevertheless, the proposal will generate economic benefits during both construction and occupation through temporary job creation; increased local expenditure and financial contributions towards education and improvements to local sustainable transport services. This is afforded moderate weight.

Financial Contributions, Planning Obligations and Viability

NPPF Policy DM6: Use of planning conditions and obligations, Paragraph 1 sets out the relevant tests for planning conditions. Paragraph 4 follows on to state that planning obligations should only be used where it is not possible to address potential unacceptable impacts through a planning condition.

Community Infrastructure Levy Regulations 2010 set out the statutory tests for planning obligations as follows:

a) necessary to make the development acceptable in planning terms.
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.

Planning Practice Guidance: Viability states (para 009) that *'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'.*

This application is subject to a range of contributions and obligations required by policy and as mitigation against specific impacts and in order to make the application acceptable, as summarised in the consultee response and assessment section above.

NPPF Policy DM5: Development viability, Paragraph 5 states that it is a matter for the decision-maker, having regard to the circumstances under which the viability assessment is submitted, to assess the weight to be given to a viability assessment.

NPPF Policy DM5: Development viability, Paragraph 2 states that there may be circumstances in which a viability assessment demonstrates that it would not be possible for development to proceed on a policy compliant basis. In such circumstances, the submission of a viability assessment as part of a development proposal may be justified to ensure that the proposed development makes the maximum possible contribution to affordable housing and other infrastructure. Such circumstances may include where:

a. The development proposed is materially different to any development type considered in the viability assessment that informed the development plan;
b. The site characteristics are materially different to those considered in the viability assessment that informed the development plan;

c. The development is demonstrably burdened by costs which were not taken into account in the viability assessment that informed the development plan; and/or
d. Site or economic circumstances have changed significantly since the viability assessment that informed the development plan was prepared.

Footnote 22 of the NPPF states that '*In the context of economic circumstances, 'changed significantly' would be a recession or similar significant economic change*.' The National Planning Policy Guidance further states that circumstances which can affect viability include where a recession or similar significant economic changes have occurred since the plan was brought into force. It goes on to state that '*Where contributions are reduced below the requirements set out in policies to provide flexibility in the early stages of a development, there should be a clear agreement of how policy compliance can be achieved over time'.*

Local Plan Policy H7: Affordable Housing also acknowledges that affordable housing is sought '*unless it can be demonstrated through a viability assessment that the required figure would render it unviable'*.

The Barnsley Local Plan was adopted in 2019 when the UK had a buoyant economy. It is acknowledged that the economic situation has changed considerably since that time with the impacts of the Covid pandemic, with the ensuing global economic impacts, and the withdrawal of the United Kingdom from the European Union in January 2020 (Brexit). Together these impacts have depressed the UK economy and key construction industry bodies such as the Royal Institute of Chartered Surveyors (RICS) and the Building Cost Information Service (BCIS) recognise that building costs and other costs have increased substantially.

The applicant considers that the site is now not sufficiently viable to meet all contributions and obligations required by the Local Plan policies and a Financial Viability Assessment (HEB report, dated: 16th September 2025) along with associated appraisals, have been submitted to evidence this. The Viability Assessment and appraisals have been assessed rigorously by an Independent Valuer on behalf of the Council who has confirmed that the proposal is sufficiently viable to provide a financial contribution of **£900,000.** This money will be allocated towards the following matters/policy requirements, which meets the statutory tests within Community Infrastructure Levy Regulations 2010:

- Biodiversity Offsetting/Mitigation - £89,750
- SYMCA/Bus Stop Improvements - £69,300
- Education - £736,000
- Provision/improvement of Affordable Housing - £4,950

It has been demonstrated through a rigorous and thorough independent appraisal on behalf of the Council that the following contributions cannot be delivered at the current time:

- Affordable housing - 30% provision (38 units)
- Green space contribution - £503,816.40

It is recognised that Local Plan Policy GS1 along with the adopted Open Space Provision on New Housing Developments SPD requires developments which result in the loss of designed Greenspace to pay the appropriate compensation, which is then directed towards improvements at nearby open spaces. However, due to viability constraints, the Greenspace contribution will not be secured in this instance and therefore there will not be any immediate compensation to offset its loss.

However, in order to address the shortfall of contributions, an overage clause will be incorporated into the S106 legal agreement which will allow the LPA to review the viability of the site during construction/completion. Should the site become more viable in future, this could allow the opportunity for additional monies to be provided for S106 contributions. Therefore, there is a possibility that monies towards either the Greenspace contribution and/or the affordable housing provision could be secured in the future.

Neighbour representations have been received raising concerns regarding the accuracy of the submitted viability documents. The Planning Practice Guidance sets out clear advice regarding how viability discussions should be undertaken and presented. Paragraph 009 states that '*A viability assessment should be presented in a way that allows clear interpretation and interrogation of it. It should evidence inputs used and explain any differences from the inputs and assumptions used in the viability assessment that formed the basis of the plan. Where the decision maker reasonably concludes clear interpretation is not possible, they may require the applicant to submit an updated viability assessment which addresses the identified issues.*' In this instance, the LPA are satisfied that the submitted viability assessment is accurate and appropriately reflects the development hereby proposed. The neighbour representations in relation to viability and the S106 contributions are therefore afforded limited weight.

The timing of confirmed contribution payments and appropriate trigger points will be agreed during the negotiation of the S106 Agreement.

Whilst the absence of the Greenspace contribution and the full affordable housing provision is extremely unfortunate, the provision of the full contributions towards BNG, Education, bus stop improvements and partial affordable housing amount, carry substantial weight in favour of the proposal.

Summary of Economic Impacts

Overall, and taken in context that this site is an adopted housing allocation, the economic impact of the development is considered to be moderate. The development will create a number of short-term construction jobs which will indirectly increase expenditure within the local economy. Once the dwellings are occupied, future residents would also increase expenditure, though there is no guarantee that residents are not already living/working in the local area, thus the benefits are limited.

The development will secure a financial contribution of £900,000 which is welcomed and will fund improvements to the local community. Albeit this is considerably less than the policy requirements as set out in the section above and the economic benefits are therefore afforded only moderate weight.

Considerations of Other Neighbour Representations

The majority of the material planning issues raised by neighbours have been addressed in the assessment above. However, those which have not yet been responded to are assessed as follows:

Impact on local services/infrastructure – as advised above, monies towards school places and improvements to sustainable travel routes will be secured within the S106 Agreement. The LPA can only request monies for services/infrastructure where it is reasonable to do so, as per the tests set out in the Community Infrastructure Levy Regulations 2010 in addition to the policies quoted in the development plan.

Impact upon mental and physical wellbeing – the social impacts of the development are assessed above. Whilst the loss of the Greenspace may introduce some harm upon mental and physical wellbeing, the LPA consider that residents have sufficient access to other open spaces within the locality. The harm upon mental and physical wellbeing is considered to be substantially outweighed by the social benefits of associated with the development.

Impact upon Climate Change – the development is not expected to significantly increase carbon emissions or impact climate change targets within the local area. New housing developments are constructed using fairly sustainable construction methods, with building regulations requiring all new houses to be provided with either an air source heat pump and/or solar panels as well as EV car charging points. It is important to note that the scale of the housing development hereby proposed is much less than the indicative capacity of the wider allocation, therefore minimising the impact upon climate change.

Overall, the concerns raised in the neighbour representations have been suitably overcome by the amendments carried out to the proposed development and are therefore afforded limited weight.

Planning Balance & Conclusions

Planning Balance

A summary of the weights which have been afforded to each material planning consideration are summarised in the table below:

Material Planning Consideration	Planning Balance Weighting
The Principle of Development	Substantial
Loss of Greenspace	Limited
Impact upon Character and Appearance of Surrounding Area	Substantial
Impact upon Trees	Modest
Ecology and Biodiversity Considerations	Moderate
Highways and Connectivity Considerations	Significant
Air Quality Considerations	Significant
Drainage & Flood Risk Considerations	Considerable
Summary of Environmental Impacts	Significant
Housing Supply	Substantial
Impact upon Residential Amenity	Significant
Summary of Social Impacts	Substantial
Job Creation/Economic Benefits	Moderate
Financial Contributions, Planning Obligations and Viability	Substantial
Summary of Economic Impacts	Moderate
Considerations of Other Neighbour Representations	Limited

Conclusion

Paragraph 1 of NPPF Policy HO7: Meeting the need for homes states: '*In applying the policies in this Framework, substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local*

planning authority and other relevant evidence. This includes, but is not limited to, homes needed for different groups.'

The assessment above demonstrates that the environmental impacts of the development can be acceptably mitigated subject to acceptable detailed information being provided via planning condition discharge application(s) and the submission of future reserved matters applications, in addition to the securing of appropriate compensation within a Section 106 Agreement. Highways, drainage, ecology, and forestry matters have been fully considered, and no statutory consultees have raised an objection that would justify withholding outline planning permission.

Where concerns have been identified, such as those relating to ecology, trees and highways information, mechanisms and appropriate conditions are proposed to secure satisfactory resolutions prior to the development commencing. Collectively, these considerations weigh in favour of the proposal.

The development will deliver substantial social benefits through the provision of new housing, as well as improvements to sustainable travel links and education facilities. No significant harm to the amenity of existing or future residents has been identified, with any detailed matters to be assessed further at the reserved matters stage. The proposal will also generate modest economic benefits through employment during construction and increased local expenditure following occupation, which adds further positive weight.

Whilst the loss of the designated Greenspace is unfortunate, the benefits associated with the delivery of residential development at an allocated housing site is considered to outweigh the harm introduced by the loss of Greenspace. Similarly, the concerns raised in relation to the impact upon environmental factors such as trees and ecology in particular, have been suitably addressed and are also outweighed by the associated social benefits, when assessed in the overall planning balance. When balancing all of the considerations, including the outcome of the viability assessment and taking into account the national objective for increased housing supply, the identified harm does not significantly and demonstrably outweigh the substantial benefits of housing delivery. On balance, the proposal represents a sustainable form of development that accords with the overall aims of the National Planning Policy Framework when taken as a whole.

Recommendation

MEMBERS RESOLVE TO GRANT OUTLINE PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW AND FOLLOWING THE COMPLETION OF AN AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 IN RELATION TO THE FOLLOWING MATTERS AND THE HEAD OF PLANNING BE AUTHORISED TO ISSUE THE PLANNING PERMISSION UPON COMPLETION OF THE LEGAL AGREEMENT:

- Biodiversity Offsetting/Mitigation - £89,750
- SYMCA/Bus Stop Improvements - £69,300
- Education - £736,000
- Provision/improvement of Affordable Housing - £4,950

CONDITIONS:

1. Application for approval of the matters reserved in Condition No. 3 shall be made to the Local Planning Authority before the expiration of three years from the date

of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.
Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the following plans and documents except as may be substituted with subsequently approved details.
Location Plan, Drawing No: 001, Rev: A, Received: 25/5/2022
Proposed Site Masterplan, Drawing No: 005, Rev: N, Received: 23/6/2026
Arboricultural Report and Impact Assessment (AWA Tree Consultants), Ref: AWA6688, Received: 4/8/2026
Access Road Between Keresforth Road and Central Woodland (Swept Path Analysis), Drawing No: LTP/4283/P3/01.02, Rev C, Received: 4/8/2025
Access Road (Swept Path Analysis), Drawing No: LTP/4283/P2/01.06, Rev L - Received 4/8/2025
Access Road Between Keresforth Road and Central Woodland (Visibility Splay), Drawing No: LTP/4283/P3/01.03, Rev B, Received: 9/6/2025
Access Road (Visibility Splays), Drawing No: LTP/4283/P2/01.05, Rev: M, Received 9/6/2025
Access Road Preliminary Design, Drawing No: LTP/4283/P2/01.01, Rev: M, Received 9/6/2025
Site Access General Arrangement, Drawing No: 0010-QD-XX-S-DR-C-03-01, Rev P02, Received: 7/3/2025
Site Access Vertical Alignments, Drawing No: 0010-QD-XX-S-DR-C-03-02, Rev: P02, Received: 7/3/2025
Proposed Site Access Construction Sections (Sheet 1), Drawing No: 0010-QD-XX-S-DR-C-00-01, Rev P05, Received: 4/8/2026
Access Road Between Keresforth Road and Central Woodland, Drawing No: LPT/4283/P3/01.01, Rev: B, Received: 31/7/2026

Reason: To clarify the terms of the planning permission and to ensure that the landscaping details are appropriate in the interests of visual amenity and biodiversity interests, and to secure sustainable development.

3. The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-
(a) scale of building(s)
(b) the design and external appearance of the proposed development.
(c) landscaping
(d) the layout of the proposed development.
(e) internal access arrangements

Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.

4. The first reserved matters application shall include full details of the proposed off-site highway/footway improvement scheme, based upon plan: Existing Footway Widening, Drawing No: LTP/4283/P2/01.09, Received: 9/6/2025. The proposed scheme shall include the following improvements:

- Provision for footway widening for the length of Keresforth Road between the site access and Keresforth Primary School;
- Provision of/any necessary alterations to street lighting;
- Provision of/any necessary alterations to highway drainage;
- Any necessary signing/lining;
- Any necessary reconstruction/resurfacing including any cut and fill;
- Timetable of works.

Once agreed, the works shall be completed in accordance with the approved details and be complete prior to the occupation of the 50th dwelling.
Reason: In the interest of highway safety, in accordance with Local Plan Policy T4: New Development and Transport Safety.

5. The first reserved matters application shall include full details of the proposed public right of way improvement scheme in relation to Barnsley Path No:272. The scheme shall include details of:
   - The provision of a replacement bridge which connects Barnsley Path Number: 272 to Dodworth Path Number: 9;
   - The surfacing of the PROW route to an adoptable standard;
   - The realignment of the route where necessary;
   - Provision of lighting (where suitable);
   - Gradients
   - Any necessary retaining features including any cut and fill information;
   - Timetable of works.

   Once agreed, the works shall be undertaken in accordance with the approved details and be completed prior to the occupation of the 100th dwelling.
   Reason: In the interest of promoting use of sustainable travel methods, in accordance with Local Plan Policy T3.

6. The first reserved matters application shall include full details of the proposed pedestrian and cycle shared-use path scheme on the land between Bark Meadows and the application site. The scheme shall include details of:
   - Surfacing to an adoptable standard;
   - Gradients (which shall not exceed 1:20)
   - Provision of lighting (where suitable);
   - Any necessary retaining features including any cut and fill information;
   - Timetable of works.

   As the shared-use path will be a cycle route, the scheme shall be designed to meet LTN/120 standards.
   Once agreed, the works shall be undertaken in accordance with the approved details and be completed prior to the occupation of the 100th dwelling.
   Reason: In the interest of promoting use of sustainable travel methods, in accordance with Local Plan Policy T3.

7. The first reserved matters application shall include full engineering, drainage, street lighting and constructional details of the streets proposed for highway adoption. The information shall include full details of the proposed highway retaining structures, including construction status drawings and specifications, and any relevant documents required by the highways adoption/structures team in relation to the retaining structure(s).
   Once agreed, the development shall then be carried out in strict accordance with the approved details.

Reason: To ensure that the internal streets are designed and constructed to a satisfactory standard for use by the public in the interests of highway safety, in accordance with Local Plan Policy T4: New Development and Transport Safety.

8. The first reserved matters application shall include full cut and fill details as well as the existing and proposed topographical and levels information.
Reason: To enable the Local Planning Authority to full assess the levels across the site in accordance with Local Plan Policy D1: High Quality Design and Place Making.

9. The first reserved matters application shall include an updated ecology walkover survey and Biodiversity Net Gain (BNG) assessment, demonstrating how no net loss in biodiversity will be achieved. The information shall include a completed biodiversity metric and appropriate supporting information and be based upon the finalised layout plans.
Reason: To protect ecological species and habitats in accordance with Local Plan Policy BIO1: Biodiversity and Geodiversity.

10. The first reserved matters application shall include an updated bat roost assessment. The assessment shall include:
    - a plan indicating trees to be lost/affected to facilitate the proposals;
    - a ground assessment of these trees in regard to their potential to support roosting bats;
    - subsequent aerial inspections and/or emergence/re-entry surveys of trees identified as having potential for bats to further assess the presence/likely absence of roosts. Mitigation/licensing requirements shall be set out based on the findings of the surveys. Surveys shall follow methodologies as set out within the Bat Conservation Trust Survey Guidance (2023).

    Reason: To protect ecological species and habitats in accordance with Local Plan Policy BIO1: Biodiversity and Geodiversity.

11. The first reserved matters application shall include a report setting out the findings of the intrusive site investigations, undertaken by a competent person, which assesses the ground conditions on the site and establish the risks posed to the development by past coal mining activity (shallow mining). The report shall include any remedial and/or mitigatory measures necessary, including the submission of the proposed layout plan which identifies the location of the high wall, shall it be encountered within the site, and the definition of a suitable 'no-build' zone. All agreed remedial work shall be completed prior to the commencement of the residential development.
Reason: In accordance with National Planning Policy Framework Policy P2: Ground Conditions.

12. Each reserved matters application shall include an up to date tree survey which provides a full schedule of individual trees; full tree protective barrier details; tree protection plan and an arboricultural method statement in relation to the relevant works, which sets out the exact details of the tree loss and proposed replacement scheme. The replacement planting scheme shall include a planting rate of 2 new trees for any 1 individual tree which is removed. Where any tree groups are to be removed, the replacement planting scheme shall include new planting which is at least double the area of the tree group. The documents shall

be produced in strict accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction.
Once agreed, the development shall take place 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, in accordance with Local Plan Policy D1: High Quality Design and Place Making and the adopted Trees and Hedgerows SPD.

13. Each reserved matters application shall include an updated Noise Impact Assessment and the full details of any noise mitigation measures which are required based upon the relevant phase of the final site layout. The assessment shall set out how the development will achieve the following sound levels at all dwellings;
    - Bedrooms: LAeq (8 hours) - 30dBA (2300 to 0700 hours)
    - Living Rooms & Bedrooms: LAeq (16 hour) - 35dBA (0700 to 2300 hours)
    - Bedrooms: LAFmax - 45dBA (2300 to 0700 hours) 10 events
    - Rear Gardens: LAeq (1 hour) - 55dB (0700 to 2300 hours)

    Where the above noise criteria cannot be achieved with windows partially open, a system of alternative acoustically treated ventilation shall be proposed. The updated assessment shall be accompanied by a plan which clearly identifies the different types of proposed mitigation measures relevant to each dwellinghouse. Once agreed, the approved mitigation shall be installed prior to the occupation of the relevant dwellinghouse.
    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.

14. The reserved matters application which relates to landscaping matters shall include the full details of the proposed hard and soft landscaping works for the full development including the proposed replacement planting scheme. The information shall include details, numbers and location of the proposed species, along with the 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.
    Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1: High Quality Design and Place Making.

15. Prior to the commencement of the site access works (including any ground works and vegetation clearance) an up to date tree survey which provides a full schedule of individual trees; full tree protective barrier details; tree protection plan and an arboricultural method statement in relation to the access works hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The documents shall set out the exact details of the tree loss and proposed replacement scheme. The replacement planting scheme shall include a planting rate of 2 new trees for any 1 individual tree which is removed. Where any tree groups are to be removed, the replacement planting scheme shall include new planting which is at least double the area of the tree group. The documents shall be produced in strict accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction.

Once agreed, the development shall take place 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, in accordance with Local Plan Policy D1: High Quality Design and Place Making and the adopted Trees and Hedgerows SPD.

16. Prior to the commencement of development (including any ground works and vegetation clearance) details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works at the site access:
    - Provision of site access from Keresforth Road;
    - Provision of visibility splays having the dimensions 2.4m x 52m to the East and 2.4m x 50m and 2.4m x Tangent to the West;
    - Provision of 2m wide footway along the site frontage;
    - Any necessary signing/lining;
    - Provision of/any necessary alterations to street lighting;
    - Provision of/any necessary alterations to highway drainage,
    - Any necessary reconstruction/resurfacing;
    - Timetable of works;

    Once agreed, the works shall be completed in accordance with the approved details.
    Reason: In the interest of highway safety, in accordance with Local Plan Policy T4: New Development and Transport Safety.

17. Prior to the commencement of the development (including any ground works and vegetation clearance) the following sales area details shall be submitted to and agreed in writing by the Local Planning Authority:
    - Position/siting of the sales cabin;
    - Parking for sales staff and customers visiting the site;
    - Parking for construction workers;

    Once agreed, the sales facilities shall be retained as approved for the entire construction period and removed at the earliest opportunity upon completion.
    Reason: In the interests of highway safety, in accordance with Local Plan Policy T4: New Development and Transport Safety.

18. Prior to the commencement of the development (including any ground works and vegetation clearance) a Construction Method Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for:
    - The parking of vehicles of site operatives and visitors;
    - Means of access for construction traffic;
    - Loading and unloading of plant and materials;
    - Storage of plant and materials used in constructing the development;
    - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
    - Wheel washing facilities, or other measures to prevent debris;
    - Details of the provision of an on-site water supply or water storage facility;
    - Measures to control the emission of dust and dirt during construction;
    - Measures to control noise emissions during construction;
    - Measures to prevent mud/debris being deposited on the public highway;

- A scheme for recycling/disposing of waste resulting from earthworks or cut/fill.

Once agreed, the approved Statement shall be adhered to throughout the period of engineering operations and construction.

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; and in the interests of highway safety in accordance with Local Plan Policy T4: New Development and Transport Safety.

19. Prior to the commencement of the development (including any ground works and vegetation clearance) a Construction Traffic Management Plan with particular regard to the impact upon the Strategic Road Network shall be submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways. The Management Plan shall include details of:
    - Construction timescales, start / finish times, and associated periods of traffic movements to the site;
    - Evidence as to how such movements will be managed to minimise movement via the SRN during peak hours;
    - Construction traffic volumes and routeing to the site.
    - Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the strategic and local highway network.
    - Any abnormal load vehicles and arrangements for agreeing abnormal loads with National Highways in advance of these occurring.

    Reason: To manage construction traffic impacts for the M1 and ensure the safe and efficient operation of the Strategic Road Network.

20. Prior to the commencement of the development (including any ground works and vegetation clearance) a highways phasing plan, including full construction details and timetables, shall be submitted to and agreed in writing by the Local Planning Authority.

    Once agreed, the development shall be implemented in accordance with the approved plan.

    Reason: In the interest of highway safety, in accordance with Local Plan Policy T4: New Development and Transport Safety.

21. Prior to the commencement of the development (including any ground works and vegetation clearance) a noise and dust management plan shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall set out how the noise and dust created during construction will be controlled and how existing residents will be protected from disturbance caused by dust and noise.

    Once agreed, details included in the management plan shall be adhered to all times.

    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.

22. Prior to the commencement of the development (including any ground works and vegetation clearance) a scheme for the parking of bicycles in compliance with LTN 1/20 Cycle Infrastructure Design shall be submitted to and approved in writing by the Local Planning Authority.

    Once agreed, each dwelling shall be constructed with suitable cycle storage facilities prior to occupation.

Reason: In the interests of encouraging the use of sustainable modes of transport in accordance with Local Plan Policy T3: New Development and Sustainable Travel.

23. Prior to the commencement of the development (including any ground works and vegetation clearance) a geotechnical risk assessment of the works adjacent to the M1 boundary shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with National Highways. The assessment shall accord with the requirements of CD622 of the Design Manual for Roads and Bridges (DMRB).
Reason: To ensure the safe and continued operation of the Strategic Road Network and National Highways assets.

24. Prior to the commencement of the development (including any ground works and vegetation clearance) evidence shall be provided to demonstrate that the development complies with Paragraphs 57 and 59 of the DfT Policy Paper 'strategic road network and the delivery of sustainable development' (December 2022). The evidence shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with National Highways.
Once agreed, all works shall be undertaken in accordance with the approved details and maintained as such for the lifetime of the development.
Reason: To ensure the safe and continued operation of the Strategic Road Network and National Highways assets.

25. Prior to the commencement of the development (including any ground works and vegetation clearance) a Construction Environmental Management Plan - Biodiversity (CEMP-B) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP-B shall include, but not necessarily be limited to, the following:
    - Risk assessment of potentially damaging construction activities;
    - Pre-construction checking surveys, where appropriate.
    - Identification of 'biodiversity protection zones';
    - An invasive non-native species protocol, where appropriate;
    - Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
    - The location and timing of sensitive works to avoid harm to biodiversity features (e.g. daylight working hours only starting one hour after sunrise and ceasing one hour before sunset);
    - Use of protective fences, exclusion barriers and warning signs, including advanced installation and maintenance during the construction period;
    - The times during construction when specialists ecologists need to be present on site to oversee works;
    - Responsible persons and lines of communication;
    - The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person(s).

    Reason: To protect ecological species and habitats in accordance with Local Plan Policy BIO1: Biodiversity and Geodiversity.

26. Prior to the commencement of the development (including any ground works and vegetation clearance) A Habitat Management and Monitoring Plan (HMMP), completed by a suitably qualified ecologist and based on the details as set out

within an updated BNG assessment, shall be submitted to and in agreed in writing by the Local Planning Authority. The HMMP shall include the following:

- A recent landscape plan detailing the location of mitigation works and the size of each habitat area to be enhanced and/or created;
- Management aims and prescriptions detailing the methods required to create and/or enhance each habitat at the required quality for a period of 30 years;
- A timetable of delivery for each habitat created and/or enhanced;
- A schedule of ecological monitoring for a minimum 30 year period, identifying when key indicators of habitat maturity shall be achieved;
- Details on the monitoring of habitats and the provision of a report, which shall be provided to the LPA on the 1st November of each year of monitoring (years one-three after creation, years five, and ten and every ten years thereafter), which will assess the condition of all habitats created and/or enhanced and any necessary management or replacement/remediation measures required to deliver the Net Gain values set out in the BEMP for each habitat;
- Appropriate management of the long-established woodland to be retained within the development site and measures to be adopted with the aim of preventing adverse impacts due to potential increased recreational use. Monitoring surveys as set out will include an assessment of the retained woodland habitat, the effectiveness of management, effects of potential recreational use and any necessary remedial measures required;
- Measures to be adopted on site for species, including integral bat, bird and insect boxes and provision of hedgehog access points;
- A schedule of actions to be undertaken in case signs of failing are identified, which shall include details of technique(s) and equipment to be used, roles and relevant expertise of personnel and organisations involved and timing of actions including submission of monitoring report to the Council.

Reason: To protect ecological species and habitats in accordance with Local Plan Policy BIO1: Biodiversity and Geodiversity.

27. Prior to the commencement of the development (including any ground works and vegetation clearance) full foul and surface water drainage details shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways; and
- Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways are all approved in writing by the Local Planning Authority.

The details shall set out the separate systems of drainage for foul and surface water on and off site, which shall extend to the points of discharge to be agreed. Once agreed, the approved scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the approved details and the number of properties to be constructed within that phase.

Reason: To ensure the satisfactory drainage of the area in accordance with Local Plan Policy CC3: Flood Risk.

28. Prior to the commencement of the development (including any ground works and vegetation clearance) a scheme for the provision and implementation of a surface water run-off limitation into the culverted watercourse; and details of the surface water outfall, shall be submitted to and approved in writing by the Local Planning Authority.
Once agreed, the approved scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the approved details and the number of properties to be constructed within that phase.
Reason: To ensure the satisfactory drainage of the area in accordance with Local Plan Policy CC3: Flood Risk.

29. Prior to the commencement of the development (including any ground works and vegetation clearance) a scheme to ensure that on-site and off-site foul water sewerage, designed to serve the whole development, is of adequate capacity to ensure proper disposal to the receiving public sewer network shall be submitted to and approved in writing by Local Planning Authority.
Reason: To ensure the site can be properly drained without risk of flooding/pollution to the local aquatic environment, public health and public amenity.

30. Prior to the commencement of the development (including any ground works and vegetation clearance) details of the proposed means of disposal of foul water drainage for the whole site, including details of any balancing works, off-site works and phasing of the necessary infrastructure, shall be submitted to and approved by the Local Planning Authority.
Once agreed, no dwellings shall be occupied or brought into use prior to the completion of the approved foul drainage works associated with the relevant phase of development.
Reason: To ensure that no foul water discharges take place until proper provision has been made for their disposal.

31. Prior to the commencement of the development (including any ground works and vegetation clearance) a survey of the condition of the adopted highway to be used by construction traffic shall be submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed shall be agreed by the Local Highway Authority prior to the survey being undertaken. The survey shall consist of:
    - A plan to a scale of 1:1250 showing the location of all defects identified;
    - 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: New development and Transport Safety.

32. Prior to the commencement of the development (including any ground works and vegetation clearance) an external/internal lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The details shall be produced by a suitably qualified ecologist and clearly demonstrate that the proposed lighting will not adversely impact wildlife using key corridors, foraging and commuting features and roosting sites. The details shall include, but are not limited to, the following:
    - Identification of areas/features on site that are particularly sensitive e.g. breeding, resting, foraging and commuting sites;
    - A drawing showing dark corridors and buffer areas;
    - A report and drawings showing how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent species using their territory or having access to breeding sites/resting places;
    - Technical descriptions, design or specification of external lighting to be installed including shields, cowls or blinds where appropriate;
    - A description of the luminosity of lights and their light colour;
    - Drawings showing the location and where appropriate the elevation and height of the light fixings;
    - Methods to control lighting control (e.g. timer operation, Passive Infrared Sensors (PIR)); and
    - Lighting contour plans, both horizontal and vertical where appropriate, taking into account hard and soft landscaping.

    Reason: To protect ecological species and habitats in accordance with Local Plan Policy BIO1: Biodiversity and Geodiversity.

33. Prior to the commencement of the development, a landscape management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include the long-term design objectives;
    management responsibilities of all landscaping and the maintenance schedules for all landscape areas, as well as details of aftercare for a minimum of 5 years following practical completion of the landscape works. Any part of the scheme which fails to achieve independence in the landscape or is damaged or removed within five years of planting shall be replaced during the next available planting season.
    Once agreed, the landscape management plan shall be carried out in accordance with the approved document.
    Reason: To provide a high-quality development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

34. Upon commencement of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan set out the proposed measures to encourage travel by modes of transport other than the private car and allow for regular reporting and monitoring to be undertaken. Within three months of first occupation of the development, evidence of the implementation of measures set out in the agreed Travel Plan shall be prepared, submitted to and agreed in writing by the Local Planning Authority.
    Reason: In the interest of promoting use of public transport, in accordance with Local Plan Policy T3: New Development and Sustainable Travel.

35. Prior to the first occupation of any phase of the development, the proposed accesses, driveways, on-site car and cycle parking, and turning shall be completed in accordance with the approved plan(s). Driveways and vehicle parking areas accessed from the approved streets shall be properly consolidated, hard surfaced and drained into the site and subsequently maintained in good working order 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 and in the interest of highway safety, in accordance with Local Plan Policy T4: New development and Transport Safety.

36. Prior to the first occupation of any phase of the development, the roads and footways shall be constructed to binder course level from the dwelling to the adjoining public highway at Keresforth Road in accordance with the agreed phasing plan (as per Condition 20).
Reason: To ensure streets are completed prior to occupation and satisfactory development of the site in accordance with Local Plan Policy T4: New development and Transport Safety.

37. All residential properties shall be sited within Flood Zone 1 only, as set out in the submitted flood risk assessment (reference E21/7774/FR01A / revision: Rev A / date: July 2025).
Reason: To reduce the risk of flooding to the proposed development and future occupants.

38. Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the driveways where the driveway joins the back of footway. The splays are to be kept clear of obstructions over 900mm in height for the lifetime of the scheme.
Reason: In the interest of road safety in accordance with Local Plan Policy T4: New Development and Transport Safety.

39. Throughout the entire period of construction or demolition works, activity shall only take place between the hours of:
0800 to 1800 Monday to Friday; and
0900 to 1400 on Saturdays
and at no time on Sundays or Bank Holidays
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1: Pollution Control and Protection.

40. Vehicular and pedestrian gradients within the site shall not exceed 1:12.
Reason: In the interest of highway safety, in accordance with Local Plan Policy T4: New development and Transport Safety.

41. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration of the dwellings which would otherwise be permitted by Part 1 of Schedule 2 to that Order shall be carried out without the prior written consent of

the Local Planning Authority, and no garages or other outbuildings shall be erected.
Reason: To safeguard the visual appearance of the development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

42. 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 9 metres, measured horizontally, of any sewer or culverted watercourse.
Reason: To prevent any impact upon the existing watercourse in accordance with Local Plan Policy CC3: Flood Risk.

INFORMATIVES:

1. The proposed development will require the realignment of one or more public rights of way. Any changes to public rights of way are subject to a separate legal process and public consultations, which must be confirmed before any works take place. Planning permission does not grant permission to build over public rights of way unless this legal process has been satisfied. The Council's Public Rights of Way department should be contacted to discuss the proposals and an application should be submitted as early as possible to minimise the risk of delays to development. For more information contact publicrightsofway@barnsley.gov.uk.
2. The proposed works will require a temporary closure of a public right of way. The developer is required to apply for the temporary closure, at cost, providing at least 4 weeks' notice and details of how public access will be managed throughout. No works affecting a public right of way may take place until a temporary closure order has been agreed in writing with the Council. Details are available via publicrightsofway@barnsley.gov.uk.

3. The development hereby approved includes the construction of new highway. To be considered for adoption and on-going maintenance at public expense, it must be laid out and constructed to the BMBC engineering standard details and to the terms of phasing of the development. You are advised that you must enter into a highway agreement under s38 of the Highways Act 1980. The development will be bound by the Sections 219 to 225 of the Highways Act 1980 (the Advances Payments Code). 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 on email HighwaysDC@barnsley.gov.uk or call to 01226 773555 prior to any work commencing on site.

4. 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.

5. 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

6. The development hereby approved is subject to Independent Road Safety Audits to be carried out in accordance with the requirements of the Local Highway Authority and Design Manual for Roads & Bridges GG119 Road Safety Audits. All relevant technical information is to be made available to the Road Safety Audit team. Audit briefs are to be approved by the Local Highway Authority prior to the relevant audit being undertaken.

7. The applicant is advised that the development hereby permitted requires the digging up of a road, pavement, or grass verge to install or replace service apparatus (gas pipes, electricity cables, sewers), or to place any equipment, materials in , on, above or abutting a highway requires you to have a licence. Further details are available on the BMBC website at: https://www.barnsley.gov.uk/services/roads-travel-and-parking/road-licences/ or by contacting Streetworks@barnsley.gov.uk

8. The development abuts / incorporates a Public Right of Way, Footpath /Bridleway / BOAT. You are advised that before undertaking any work you must contact the PROW team to discuss requirements, including the need for any Temporary Traffic Regulation Order to close or divert the PROW for the duration or part of the works on grounds of public safety. For more information, please call on 01226 773555.

9. 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.

10. Any highways structures will require technical approval in accordance with the approval procedure based on DMRB CG300 – Technical Approval of Highways Structures. If an AIP is required, the developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The completed design, including proprietary designs, cannot be implemented until Highway Authority is in receipt of certified confirmation that the implementation documents are accurate and fully in compliance with the requirements of the AIP. Designs that do not require an AIP (typically category 0 but not limited to) will also need to be submitted to Highway Authority for review in accordance with DMRB CG300.

11. The contractor shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. It should be noted that to deposit mud and debris on the public highway is an offence under provisions of the Highways Act 1980.

12. The Yorkshire Common Permit Scheme applies to all streets in Barnsley and is designed to minimise any delay, disruption and inconvenience to road users caused by roadworks. Anyone carrying out works in a street must apply for a permit. Agreement under the Yorkshire Common Permit Scheme's provisions must be granted before any works can take place. There is a fee involved for the coordination, noticing and agreement of the works. Details relating to the scheme, fess and payment methods are available via https://www.barnsley.gov.uk/services/roads-travel-and-parking/roadworks-and-road-maintenance/barnsley-permit-scheme-for-roadworks/

13. Dependant on the type and location of any new physical infrastructure it may be necessary for an appropriate structural assessment that accords with DMRB to be undertaken. A Road Restraints Risk Assessment must also be carried out where any furniture, structures or other features would be sited adjacent to the Strategic Road Network.

14. In accordance with the National Planning Policy Framework, the proposed development is appropriate provided that the development meets the requirements of the exception test. The EA comments on the proposals relate to the part of the exception test that demonstrates the development is safe. The LPA must decide whether or not the proposed development provides wider sustainability benefits to the community that outweigh flood risk.

15. The EA involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network. The EA therefore do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as they do not carry out this type of role /responsibility during a flood. Planning practice guidance (PPG) states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

16. In all circumstances where warning and emergency response is fundamental to managing flood risk, the EA advise LPAs to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, the EA recommend you refer to 'Flood risk emergency plans for new development' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with the NPPF and the guiding principles of the PPG.

17. The applicant is advised to contact National Highways prior to appointing a Geotechnical Advisor to enable National Highways to agree their professional qualifications meet the requirements of CD622.

Appendix 1 – Masterplan Layout:



The above objections, consideration and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.